Attachment No. PC 1

Draft Resolution with Findings and Conditions

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RESOLUTION NO. PC2025-016

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF NEWPORT BEACH, CALIFORNIA APPROVING A CONDITIONAL USE PERMIT, SITE DEVELOPMENT REVIEW, COASTAL DEVELOPMENT PERMIT, AND TRAFFIC STUDY FOR AN EATING AND DRINKING ESTABLISHMENT WITH A TYPE 47 (ON-SALE GENERAL – EATING PLACE) ALCOHOL BEVERAGE CONTROL LICENSE AND AN INCREASE IN HEIGHT FOR THE PROPERTY LOCATED AT 2902 WEST COAST HIGHWAY (PA2025-0057)

THE PLANNING COMMISSION OF THE CITY OF NEWPORT BEACH HEREBY FINDS AS FOLLOWS:

SECTION 1. STATEMENT OF FACTS.

1. An application was filed by Michael Schafer of MSA ("Applicant") on behalf of The Garden M2, LLC ("Owner"), with respect to property located at 2902 West Coast Highway, and legally described as a portion of Lot F of Tract Map No. 919 ("Property").

2. The Applicant proposes to convert a portion of an existing two-story vacant shell building into a three-story eating and drinking establishment with a rooftop dining area. The project also includes a Type 47 (On-Sale General – Eating Place) Alcohol Beverage Control ("ABC") license and hours of operation from 8 a.m. to 12 a.m., daily ("Project"). No live entertainment or dancing is proposed. The Project requires the following approvals:

    - **Conditional Use Permit ("CUP"):** A conditional use permit to authorize the establishment and operation of a restaurant with late hours and off-site parking;

    - **Operator's License:** An operator license from the Newport Beach Police Department (NBPD) pursuant to Chapter 5.25 (Operator License for Establishments Offering Alcoholic Beverages for On-Site Consumption in Combination with Late Hours, Entertainment, and/or Dance) of the Newport Beach Municipal Code (NBMC) to allow alcoholic beverage service in combination with late hours;

    - **Major Site Development Review ("SDR"):** A site development review in accordance with Section 20.30.060(C)(2)(c) (Height Limits and Exceptions) of the NBMC to allow an increase in height within the Shoreline Height Limit Area up to 35 feet for a flat roof and 40 feet for a sloped roof. The project proposes flat elements up to 34 feet and sloped elements up to 35 feet;

    - **Coastal Development Permit ("CDP"):** A coastal development permit to authorize the conversion of a retail shell building into a restaurant, construction of a third-floor addition with a rooftop dining area, increase in height within the Shoreline Height

Limit Area in accordance with Section 21.30.060(C)(2)(c) (Height Limits and Exceptions) of the NBMC, and off-site parking; and

- **Traffic Study:** A traffic study pursuant to Chapter 15.40 (Traffic Phasing Ordinance) of the NBMC as the project will generate a net increase of over 300 average daily trips.

3. The Property is designated Mixed-Use Mariners' Mile (MU-H1) by the General Plan Land Use Element and is located within the Mixed-Use Mariners' Mile (MU-MM) Zoning District.

4. The Property is located within the coastal zone. The Coastal Land Use Plan ("CLUP") category is Mixed-Use Horizontal (MU-H), and it is located within the Mixed-Use Mariners' Mile (MU-MM) Coastal Zoning District.

5. A public hearing was held on August 21, 2025, in the Council Chambers at 100 Civic Center Drive, Newport Beach. A notice of the time, place, and purpose of the hearing was given in accordance with California Government Code Section 54950 *et seq.* ("Ralph M. Brown Act") and Chapters 20.62 and 21.62 ("Public Hearings") of the NBMC. Evidence, both written and oral, was presented to, and considered by, the Planning Commission at this public hearing.

SECTION 2. CALIFORNIA ENVIRONMENTAL QUALITY ACT DETERMINATION.

1. This Project is exempt from the California Environmental Quality Act ("CEQA") pursuant to Section 15303 under Class 3 (New Construction or Conversion of Small Structures) and Section 15332 under Class 32 (In-Fill Development Projects) of the CEQA Guidelines, California Code of Regulations, Title 14, Division 6, Chapter 3, because it has no potential to have a significant effect on the environment.

2. Class 3 exempts a store, motel, office, restaurant or similar structure not involving the use of significant amounts of hazardous substances and not exceeding 2,500 square feet in floor area. In urbanized areas, the exemption also applies to up to four such commercial buildings not exceeding 10,000 square feet in floor area on sites zoned for such use, if not involving the use of significant amounts of hazardous substances where all necessary public services and facilities are available and the surrounding area is not environmentally sensitive.

   The Property is in an urbanized area and the Project proposes conversion of a portion of a two-story vacant retail shell building into a new restaurant and construct a third-story rooftop dining area, which is an allowed use in the MU-MM Zoning District. The building will retain two existing vacant retail suites. In total, the gross floor area of the building on the Property is 8,577 square feet, which is less than 10,000 square feet. The renovations of the building do not require the use of hazardous substances. Additionally, all public services and facilities are available, and the surrounding area of the Property is not environmentally sensitive.

3. The exceptions to this categorical exemption under Section 15300.2 are not applicable. The Project does not impact an environmental resource of hazardous or critical concern, does not result in cumulative impacts, does not have a significant effect on the environment due to unusual circumstances, does not damage scenic resources within a state scenic highway, is not a hazardous waste site, and is not identified as a historical resource.

4. Class 32 exempts in-fill development that meets the following criteria: (1) is consistent with the applicable General Plan designation and applicable policies, as well as applicable zoning designations and regulations, (2) would occur on a site less than five acres, (3) the project site must have no habitat value, (4) the project would not result in significant traffic, noise, air quality, or water quality effects, and (5) the site can be adequately served by all required utilities and public services. If a project meets the criteria and qualifies for the Class 32 exemption, the project is categorically exempt from CEQA unless one of the exceptions to exemptions apply. The exemption is not limited to any use type and may apply to residential, commercial, industrial, public facility, and/or mixed-use projects.

   The Project meets all the requirements and is exempt under Class 32 (In-Fill Development Projects) based on the following:

   a. General Plan and Zoning Consistency: The Property is categorized as Mixed-Use Mariners' Mile (MU-H1) of the General Plan Land Use Element and is located within the Mixed-Use Mariners' Mile (MU-MM) Zoning District. This General Plan Land Use designation and Zoning District is intended for properties located on the inland side of Coast Highway in the Mariners' Mile Corridor, such as this Property, the Coast Highway frontages shall be developed with marine-related and highway-oriented general commercial uses in accordance with Recreational and Marine Commercial (CM) and General Commercial (CG) land use designations. The Project is for a new fine-dining Eating and Drinking Establishment land use with on-sale alcohol services, late hours, and off-site valet parking operations ("Restaurant") that is consistent with this designation. Additionally, the proposed use is an allowed use subject to approval of a CUP.

   b. Less Than 5 Acres: The Property at 2902 West Coast Highway where the Project is located is approximately 0.32 acres. The adjacent property on APN 049-110-27 is approximately 1.68 acres and is under the same ownership as the Property and the on-site parking will be shared between the Property and the adjacent property. Additionally, the Project includes off-site valet parking spaces at 2912 West Coast Highway and 215 Riverside Avenue. These properties are 0.70 acres and 0.37 acres, respectively. In total, the Project spans approximately 3.07 acres, which is less than five acres.

   c. No Habitat Value: The Property is currently developed, and the Project includes renovations and additions to an existing commercial retail shell building to create a new restaurant. Because of the existing site's developed nature in a highly urban environment (along West Coast Highway), the Property has no value as

habitat for endangered, rare, or threatened species nor is it specified as a Property with Biological Resources on General Plan Figure NR1 (Biological Resources) of the Natural Resources Element of the General Plan. There is no sensitive vegetation of habitat on-site. The Project would not encroach into any jurisdictional waters or areas that support native and/or sensitive habitat.

In 2019, the City found that the right-of-way adjacent to Cliff Drive Park along Avon Street contains a narrow strip of wetland dominated by southern cattail (*Typhla domingensis,* OBL) with a few scattered arroyo willows (*Salix lasiolepis*, FACW) in the canopy layer with an understory of saltgrass (*Distichlis spicata*, FAC), that is intertwined with the southern cattail. The area of construction for the Project is approximately 200-feet away from this wetland area and construction would primarily occur inside the building and on the third floor, within the building footprint. The closest property in proximity to this wetland area as part of the Project is 215 Riverside Avenue that will only be used for off-site parking within existing parking spaces that serve the commercial uses on the property. No construction is proposed at 215 Riverside Avenue. Additionally, the Property at 2902 West Coast Highway does not contain wetland area.

d. No Significant Traffic, Noise, Air Quality or Water Quality Effects: The Project will generate a net increase of over 300 daily trips and a traffic impact analysis was prepared for the Project and found that the eight intersections analyzed will continue to operate at a satisfactory level of services as defined by the City's Traffic Phasing Ordinance (Exhibit "B").

   The primary source of noise within the Property's vicinity is traffic noise from West Coast Highway as shown on General Plan Figures N-1 and N-4 (Noise Contours) of the Noise Element of the General Plan. The Project is for a new restaurant where any noise generated will typically be within the enclosed restaurant and is not anticipated to significantly increase the noise along West Coast Highway. The Project includes a third-story rooftop dining area and bar. However, no live entertainment or dancing is proposed that could contribute to an excess of noise on the Property. All stationary noise sources (air conditioning, trash enclosures) must comply with the NBMC and remain below applicable standards. The noise generated by the Project is anticipated to be consistent with the Coast Highway urban environment. The Project does not involve any operational characteristics or commercial construction beyond typical renovations for a new restaurant and, as such, is not expected to significantly impact air quality or water quality.

e. Utilities and Public Services: The Property is within a developed area of the City and is adequately served by existing utilities. All public services are adequate to accommodate the Project.

SECTION 3. REQUIRED FINDINGS.

Alcohol Sales

In accordance with Section 20.48.030 (Alcohol Sales) of the NBMC, the following findings and facts in support of such findings are set forth:

Finding:

A. The use is consistent with the purpose and intent of Section 20.48.030 (Alcohol Sales) of the Zoning Code;

Facts in Support of Finding:

In finding that the Project is consistent with Section 20.48.030 of the NBMC, the following criteria must be considered:

i. The crime rate in the reporting district and adjacent reporting districts as compared to other areas in the City.

1. The Property is in Reporting District 25 ("RD 25"). The NBPD is required to report offenses of criminal homicide, forcible rape, robbery, aggravated assault, burglary, larceny, theft, and motor vehicle theft, combined with all arrests for other crimes, both felonies and misdemeanors (except traffic citations) to ABC. These figures make up the "Crime Count" for each reporting district. RD 25 is reported as a high crime area as compared to adjacent reporting districts in the City, including RD 24, RD 26, and RD 15. The subject RD's Crime Count is 172, which is 54% over the City-wide crime count average of 112. The highest volume of crime in this area is theft/larceny and the highest volume of arrests in the area is driving under the influence.

2. Since RD 25 has a 54% greater number of reported crimes than the average number of reported crimes as determined from all crime reporting districts within the City, the area is found to have undue concentration. In comparison, neighboring RD 24 is 173% above the citywide average, RD 26 is 40% above the average, and RD 15 is 389% above the average. Of the 38 reporting districts in Newport Beach, 10 are reported to ABC as high crime areas.

3. The NBPD has reviewed the Project and does not have any objection to the request to permit a restaurant with a Type 47 (On-Sale General – Eating Place) ABC License with late hours subject to appropriate conditions of approval and approval of an Operator's License from the NBPD. All NBPD recommended conditions of approval have been included in Exhibit "A" of this resolution.

ii. The number of alcohol-related calls for service, crimes, or arrests in the reporting district and in adjacent reporting districts.

Reporting District	Alcohol Related Arrests[1]	Total Arrests
RD 25 (subject RD)	44	129
RD 24	45	235
RD 26	22	107
RD 15	175	425
Newport Beach	740	2,976

[1] Alcohol Related Arrests includes DUI (alcohol), public intoxication, and liquor law related arrests.

1. In RD 25, DUI (alcohol), public intoxication, and liquor law violations make up roughly 34% of arrests. In comparison, the figure for neighboring RD 24 is roughly 19%, RD 26 is roughly 21%, and RD 15 is roughly 41%. These statistics reflect the City of Newport Beach's data for 2024, which is the latest available data.

2. RD 25 has a higher percentage of arrests than RD 24 and RD 26 but has a lower percentage of arrests than RD 15. Of the 44 alcohol related arrests in RD 25, no alcohol related arrests were attributed to the Property.

iii. The proximity of the establishment to residential zoning districts, day care centers, hospitals, park and recreation facilities, place of worship, schools, other similar uses, and any uses that attract minors.

1. The Restaurant on the Property is located approximately 225 feet south of Cliff Drive Park and approximately 290 feet south of the nearest residential zoning district. The Restaurant is oriented along West Coast Highway and is separated from the park and residential neighborhood by a series of commercial uses.

2. The closest school is a day care center/preschool approximately 900 feet east of the Property and is separated by several blocks and commercial uses along West Coast Highway. This day care center/preschool closes around 5 p.m. during typical dinner hours when the Restaurant would most likely be at the peak of service and is not expected to create conflict with this day care center/preschool.

3. The surrounding commercial uses on the inland side of West Coast Highway consist of various general commercial, retail, and restaurants and the Project will be compatible with the surrounding uses. The Restaurant is intended to be a high quality fine-dining Restaurant with alcohol service that would be complementary to the area rather than a destination solely for alcohol services.

4. Restaurants with incidental alcohol services are common within this area of Mariners' Mile and the proposed Restaurant with an ABC license is not anticipated to be a detriment to the area. The Project includes conditions of approval to minimize impacts to the surrounding land uses and ensure that the use remains compatible with the surrounding community.

iv. The proximity to other establishments selling alcoholic beverages for either off-site or on-site consumption.

1. The Property is located within census tract 634. This census tract has an approximate population of 4,776 residents with approximately 17 active on-sale alcohol licenses, which is a per capita ratio of one on-sale license for every 281 residents. The per capita ratio of on-sale alcohol licenses for Orange County is one license for every 822 residents. This location meets the legal criteria for undue concentration pertaining to alcohol establishments.

2. The closest establishments selling alcoholic beverages for on-site consumption are Newport Beach Whaler approximately 20 feet east of the Property, Louie's By the Bay approximately 105 feet across West Coast Highway, and Billy's at the Beach approximately 170 feet across West Coast Highway.

3. Although the per capita ratio of on-sale alcohol licenses to residents is higher than the average in Orange County and the Property is proximate to establishments selling alcoholic beverages for on-site consumption, the operational conditions of approval recommended by the NBPD will ensure compatibility with the surrounding uses and minimize alcohol related impacts.

v. Whether or not the proposed amendment will resolve any current objectionable conditions.

1. No objectionable conditions are presently occurring on the site.

Conditional Use Permit

In accordance with Section 20.52.020(F) (*Conditional Use Permits and Minor Use Permits – Findings and Decision*) of the NBMC, the following findings and facts in support of such findings are set forth:

Finding:

B. The use is consistent with the General Plan and any applicable specific plan;

Facts in Support of Finding:

1. The General Plan land use category for the Property is Mixed-Use Horizontal 1 (MU-H1), which is intended to provide for a horizontal mixing of uses. For properties located on the inland side of Coast Highway in the Mariners' Mile Corridor, such as this Property, the Coast Highway frontages shall be developed with marine-related and highway-oriented general commercial uses in accordance with Recreational and Marine Commercial (CM) and General Commercial (CG) land use designations. The Project would establish a new restaurant on a Property that was previously developed with a vacant retail shell building. The building has not been occupied since at least 2017 when

the shell building was renovated, and the Project will allow the Property to be used as a commercial service for residents and visitors to the City.

2. The Project is consistent with the following General Plan Land Use policies applicable to the Project:

   a. ***Land Use Policy LU 2.4 (Economic Development).*** *Accommodate use that maintain or enhance Newport Beach's fiscal health and account for market demands, while maintain and improving the quality of life for current and future residents.*

      The Property has been unoccupied for several years and the Project will provide a new fine-dining restaurant that will serve the neighborhood as well as residents and visitors to the City. The Restaurant will provide an economic opportunity for the City, where the Property is not currently providing any commercial service.

   b. ***Land Use Policy LU 5.3.6 (Parking Adequacy and Location).*** *Require that adequate parking be provided and is conveniently located to serve tenants and customers. Set open parking lots back from public streets and pedestrian ways and screen with buildings, architectural walls, or dense landscaping.*

      Section 20.40.040 (Off-Street Parking Spaces Required) of the NBMC requires one parking space per 100 square feet of gross floor area and one parking space per 150 square feet for outdoor dining areas. Although Section 21.40.040 (Off-Street Parking Spaces Required) of the NBMC requires one parking space per a range of 30-50 square feet of net public area ("NPA") for Eating and Drinking Establishments, Title 21 (Local Coastal Program Implementation Plan) is anticipated to be updated to match Title 20 (Planning and Zoning) of the NBMC on August 26, 2025. For consistency with the Local Coastal Program ("LCP") Amendments, the required parking for the Project will be analyzed using the updated code requirements.

      The Property and the adjacent property at APN 049-110-30 ("Site") are under the same ownership and pursuant to Section 20.70 (Definitions), a "site" is defined as a lot or adjoining lots under single ownership or single control, considered as a unit for the purposes of development or other use. The required parking for the Site analyzes all existing and proposed uses between the two parcels and the required parking is 171 parking spaces (total). The Site provides 158 parking spaces and the Project will implement off-site valet parking located at 2912 West Coast Highway ("Sterling BMW") and 215 Riverside Avenue. During the daytime, 219 parking spaces are provided between the Site and off-site. During the evening, 241 parking spaces are provided between the Site and off-site. A Valet Operation Plan was prepared by Hospitality Parking Group dated August 2025 that documents the operational characteristics for the off-site valet parking spaces. Valet access to the off-site parking spaces is through Avon Street in the rear of the Property rather than through West Coast Highway. Therefore, the Project will provide adequate parking that is conveniently located to serve tenants and customers.

c. ***Land Use Policy LU 6.19.4 (Inland side of Coast Highway [designated as "MU-H1," "CG(0.3)," and "CG(0.5)" Sub-Areas B and C]).*** *Accommodate a mix of visitor- and local-serving retail commercial, residential, and public uses. On inland parcels, generally between Riverside Avenue and Tustin Avenue, priority should be placed on accommodating uses that serve upland residential neighborhoods such as grocery stores, specialty retail, small service office, restaurants, coffee shops, and similar uses.*

Although the Property is not between Riverside Avenue and Tustin Avenue, the Site sits at the intersection of Coast Highway Riverside Avenue, (within proximity to Tustin Avenue). The Project proposes a new restaurant that is consistent with this Land Use policy.

3. The Property is not part of a specific plan.

Finding:

C. The use is allowed within the applicable zoning district and complies with all other applicable provisions of this Zoning Code and the Municipal Code;

Facts in Support of Finding:

1. The Property is within the Mixed-Use Mariners' Mile (MU-MM) Zoning District, which applies to properties located on the inland side of Coast Highway in the Mariners' Mile Corridor. A Food Service land use with late hours requires approval of a CUP. Additionally, pursuant to Section 20.40.100 (Off-Site Parking) of the NBMC, approval of a CUP is required to authorize parking that is not located on the same site it is intended to serve (i.e. off-site parking).

2. Fact 2b in Support of Finding B is hereby incorporated by reference.

3. On May 23, 2023, the City Council adopted Ordinance No. 2023-6, *An Ordinance of the City Council of the City of Newport Beach, California, Amending Title 20 (Planning and Zoning) of the Newport Beach Municipal Code Related to Commercial Parking,* to amend the food service parking requirements. On June 12, 2025, the California Coastal Commission ("CCC") certified Part A of Implementation Plan Amendment No. LCP-5-NPB-24-0004-1 which amended the food service parking requirements in Title 21 to be consistent with Title 20 of the NBMC. On July 22, 2025, the City Council introduced Ordinance No. 2025-13, *An Ordinance of the City Council of the City of Newport Beach, California, Adopting a Local Coastal Program Amendment to Title 21 (Local Coastal Program Implementation Plan) of the Newport Beach Municipal Code Related to Commercial Parking* and passed it onto second reading on August 26, 2025. If Ordinance No. 2025-13 is adopted during this second reading, the required parking will be consistent with Title 20.

4. Pursuant to Table 2-10 (Development Standards for Vertical and Horizontal Mixed-Use Zoning Districts) of Section 20.22.030 (Mixed-Use Zoning Districts General

Development Standards) of the NBMC, the maximum floor area ratio ("FAR") is 0.50. The Site has a lot area of 87,381 square feet and the Project (including existing buildings on the Site) has a total GFA of 31,394 square feet, or 0.37 FAR, which complies with the allowed maximum 0.50 FAR.

5. Pursuant to Table 3-5 (Nonresidential Structures – Minimum Storage Areas Required) of Section 20.30.120 (Solid Waste and Recyclable Materials Storage) of the NBMC, structures with a gross floor area between 25,001 and 50,000 square feet require 192 square feet for trash and recyclable materials storage (i.e. trash enclosure). The approved plans for the existing building show that the trash enclosure constructed for the Site is approximately 354 square feet and complies with the minimum size requirement.

6. Pursuant to Chapter 15.40 (Traffic Phasing Ordinance) of the NBMC, the Project will generate a net increase of over 300 daily trips, and a traffic impact analysis was prepared for the Project by LSA Associates, Inc. dated August 2025. The traffic impact analysis found that the eight intersections analyzed will continue to operate at a satisfactory level of service as defined by the Chapter 15.40 (Exhibit "B").

Finding:

D. The design, location, size, and operating characteristics of the use are compatible with the allowed uses in the vicinity;

Facts in Support of Finding:

1. The Property is located on the inland side of West Coast Highway proximate to Riverside Avenue, within the Mariners' Mile Corridor, which includes a variety of commercial uses intermixed with residential dwelling units. The Project is located on a Site that is developed with a variety of commercial uses. The Restaurant will remain complementary to the other uses along Mariners' Mile and will provide an additional commercial amenity for the residential development on-site as well as residents and visitors to the City.

2. The proposed hours of operation for the Restaurant will be between 8 a.m. and 12 a.m. (midnight), daily. This area of Mariners' Mile is developed with several eating and drinking establishments with on-sale alcohol services. Additionally, the Newport Beach Whaler located next to the Property operates with late hours and the Project will be consistent with the operational characteristics with the allowed uses in the vicinity.

3. The Restaurant will be oriented towards West Coast Highway, which is a regional highway, facing away from the nearest public park and residential neighborhood located across Avon Street towards the rear. The nearest public park is approximately 220 feet away and the nearest residential property is approximately 290 feet away, both fronting Cliff Drive and facing away from the Restaurant.

Finding:

E. The site is physically suitable in terms of design, location, shape, size, operating characteristics, and the provision of public and emergency vehicle (e.g., fire and medical) access and public services and utilities; and

Facts in Support of Finding:

1. The Project includes on-site parking spaces as well as off-site parking spaces that are a mix of self-parking and valet. The Site has four access driveways for self-parking, one from West Coast Highway, two from Riverside Avenue, and one from Avon Street. Additionally, the Site has two access driveways for valet parking from Riverside Avenue. Patrons using the valet service can park their vehicles in one of the five queueing spaces that do not impede the circulation for self-parking spaces. Valet operations will access the off-site parking areas located at Sterling BMW and 215 Riverside Avenue via Avon Street to further ensure vehicles do not impede traffic along West Coast Highway.

2. The off-site valet parking located at Sterling BMW will be available during the hours of operation of the Restaurant. Sterling BMW typically operates between 7 a.m. and 7 p.m., daily with limited hours on the weekends. During the daytime hours, 98 parking spaces will be available and during the nighttime hours, 105 parking spaces will be available at Sterling BMW. Parking for the Restaurant at this location will be valet only and self-parking will not be available at Sterling BMW.

3. The property at 215 Riverside Avenue is developed with a Personal Services, General use (Beauty Salon) and a Tattoo Establishment that typically operate between 10 a.m. and 4 p.m., daily. The Beauty Salon operates until 7 p.m. on Thursdays only. 15 parking spaces will be available at 215 Riverside Avenue after 5 p.m., daily, with the exception of Thursday evenings from 5 p.m. to 7 p.m. when the Beauty Salon remains open. Although the Beauty Salon operates until 7 p.m. on Thursdays, customers are typically seen by appointment and is not anticipated to conflict with valet operations for the Restaurant. Parking for the Restaurant at this location will be valet only.

4. Adequate public and emergency vehicle access is provided from West Coast Highway, and public services and utilities are provided on-site. The Project, including the proposed valet operation, has been reviewed by the Public Works Department, City Traffic Engineer, and Fire Department to ensure adequate public and emergency vehicle access is provided and there are no concerns with the proposed use. Conditions of Approval No. 32 and 33 have been included to ensure the valet operation does not impact the surrounding area.

Finding:

F. Operation of the use at the location proposed would not be detrimental to the harmonious and orderly growth of the City, nor endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or general welfare of persons residing or working in the neighborhood of the proposed use.

Facts in Support of Finding:

1. The Restaurant will provide a service to the surrounding mixed-use area by providing dining as a public convenience to the surrounding businesses, residents, and visitors to the area. This will provide an economic opportunity for the Restaurant owner to operate while revitalizing the Property that has been otherwise unoccupied.

2. The Project has been reviewed by the NBPD and includes conditions of approval to ensure that potential conflicts with the surrounding land uses are minimized to the greatest extent possible. The operator is required to take reasonable steps to discourage and correct objectionable conditions that constitute a nuisance related to litter and graffiti on the exterior of the building and noise generated by the subject facility.

3. As conditioned, all owners, managers, and employees selling alcohol are required to undergo and successfully complete a certified training program in responsible methods and skills for selling alcoholic beverages within 60 days of hire. The certified program must meet the standards of the certifying/licensing body designated by the State of California and records of successful completion shall be maintained on the premises.

4. Since the Project proposes a Type 47 ABC License in conjunction with late hours, Condition of Approval No. 49 is included that requires the applicant obtain approval of an Operator License pursuant to Chapter 5.25 (Operator License for Establishments Offering Alcohol Beverages for On-Site Consumption in Combination with Late Hours, Entertainment, and/or Dance) of the NBMC. The Operator License will be reviewed by the NBPD and allows an opportunity for more restrictive conditions such as a security plan to regulate and control potential late-hour nuisances associated with the Restaurant should it become necessary.

Off-site Parking

In accordance with Section 20.40.100(B) (Off-Site Parking – Findings) of the NBMC, in order to approve a conditional use permit for an off-site parking facility, the following findings and facts in support of such findings are set forth:

Finding:

G. The parking facility is located within a convenient distance to the use it is intended to serve;

Facts in Support of Finding:

1. The off-site parking lot at Sterling BMW is located approximately 54 feet away at 2912 West Coast Highway and the off-site parking lot at 215 Riverside Avenue is located approximately 230 feet away. Both lots are accessed by Avon Street along the rear of the Property.

2. The off-site parking lot will be accessible via valet only. Patrons to the Restaurant will park their cars on the Site within the five queuing spaces and valet service staff will drive vehicles to the off-site parking lots and return vehicles to patrons on-site. Additionally, the off-site parking lots are close and convenient for valet staff to walk to and from the properties. Although the lot at 215 Riverside Avenue is slightly further away, the lot only offers a limited number of parking spaces, where the majority of the off-site parking spaces are located at Sterling BMW.

Finding:

H. On-street parking is not being counted towards meeting parking requirements;

Fact in Support of Finding:

1. Fact 2b in Support of Finding B is hereby incorporated by reference.

2. Although on-street parking is available along West Coast Highway, the Project does not include a waiver of parking spaces, nor does the valet operation rely on any on-street parking.

Finding:

I. Use of the parking facility will not create undue traffic hazards or impacts in the surrounding area; and

Fact in Support of Finding:

1. The parking facilities will be accessed via Avon Street towards the rear of the Property and is not anticipated to impact traffic on West Coast Highway. The parking facilities will also be primarily accessed by valet service staff dropping vehicles off and returning vehicles to patrons of the Restaurant which will further minimize the amount of traffic along Avon Street.

2. The Valet Operation Plan has been reviewed by the Public Works Department to ensure adequate circulation is provided to and from the Property and the off-site parking facilities.

Finding:

J. The parking facility will be permanently available, marked, and maintained for the use it is intended to serve.

Facts in Support of Finding:

1. The off-site parking located at Sterling BMW will have limited parking spaces available in the daytime hours with additional parking spaces available during the nighttime hours when the automobile dealership is not in operation. The off-site parking located at 215 Riverside Avenue will be available after 5 p.m. when the commercial business are typically closed. Both parking facilities have striped parking spaces that will be made available for the Restaurant.

2. Condition of Approval No. 6 is included to ensure a parking agreement or covenant is recorded between the owner or operator of the Project and the off-site locations to guarantee the availability of the required off-street parking spaces. Additionally, should the off-site parking spaces become unavailable, the condition will require the owner to provide substitute parking, reduce the size of the Restaurant operation in proportion to the parking spaces lost, or obtain a parking reduction pursuant to Section 21.40.110 (Adjustments to Off-Street Parking Requirements) of the NBMC.

Major Site Development Review

In accordance with Section 20.52.080(F) (*Site Development Reviews – Findings and Decision*) of the NBMC, the following findings and facts in support of such findings are set forth:

Finding:

K. Allowed within the subject zoning district;

Facts in Support of Finding:

1. Facts in Support of Finding C are hereby incorporated by reference.

Finding:

L. In compliance with all of the following applicable criteria:

a. Compliance with this section, the General Plan, this Zoning Code, any applicable specific plan, and other applicable criteria and policies related to the use or structure;

b. The efficient arrangement of structures on the site and the harmonious relationship of the structures to one another and to other adjacent developments; and whether the relationship is based on standards of good design;

c. The compatibility in terms of bulk, scale, and aesthetic treatment of structures on the site and adjacent developments and public areas;

d. The adequacy, efficiency, and safety of pedestrian and vehicular access, including drive aisles, driveways, and parking and loading spaces;

e. The adequacy and efficiency of landscaping and open space areas and the use of water efficient plant and irrigation materials; and

f. The protection of significant views from public right(s)-of-way and compliance with Section 20.30.100 (Public View Protection).

Facts in Support of Finding:

1. The Property is designated as MU-H1 in the General Plan and is located within the MU-MM Zoning District intended for properties fronting West Coast Highway on the inland side of Mariners' Mile to be developed for nonresidential uses only. The Project proposes renovating a commercial building into a new restaurant, which is consistent with the General Plan and Zoning District.

2. The Property is not located within a specific plan area.

3. The Property is within the Nonresidential, Shoreline Height Limitation Zone. Section 20.30.060(C)(2)(c) (Height Limits and Exceptions – Increase in Height Limit) of the NBMC states that in this height limit area, the base height limit for nonresidential and mixed-use structures with flat roofs is 26 feet and the base height limit for structures with sloped roofs is 31 feet. The height of a structure may be increased up to a maximum of 35 feet with a flat roof or 40 feet with a sloped roof through the approval of a SDR. The shoreline height limit shall apply to all nonresidential zoning districts and mixed-use zoning districts within the boundaries of the Shoreline Height Limit Area shown on the High Rise and Shoreline Height Limit Areas Map (Section 20.80.030 of the NBMC).

4. The proposed third floor of the Project would reach a maximum height of 34 feet for flat elements and 35 feet for sloped elements, which complies with the maximum allowed height with approval of a SDR. The tallest section of the building would be located within the front half of the building, where a canopy and roof would cover the roof deck dining area, stairs, elevator shaft, restrooms, and preparation and storage areas. The proposed deck railing would reach a height of 34 feet and consist of primarily glass. The rear half of the building has a flat roof and will continue to meet the 26-foot height limit for flat roofs.

5. The Project is for a three-story restaurant with a rooftop dining area and bar on West Coast Highway, which is developed with an array of commercial buildings that vary in height. The Property is flanked by existing commercial buildings that are at a lower elevation than the Project. The building to the east of the Property at 2800 West Coast Highway is a one-story restaurant that is approximately 17-feet tall. The building directly to the west of the Property at 2906 West Coast Highway is a one-story automobile rental office (Enterprise). Additionally, the adjacent structures at 149 Riverside Avenue are approximately 13-feet tall. The variation in height of the buildings in proximity to the Project creates visual interest and prevents excessive bulk and mass on the inland side of West Coast Highway when viewed from Cliff Drive and West Coast Highway.

6. Section 20.30.100 (Public View Protection) of the NBMC is intended to analyze the potential to obstruct public views from public view points and corridors, as identified on General Plan Figure NR 3 (Coastal Views), to the Pacific Ocean, Newport Bay and Harbor, offshore islands, the Old Channel of the Santa Ana River (the Oxbow Loop), Newport Pier, Balboa Pier, designated landmark and historic structures, parks, coastal and inland bluffs, canyons, mountains, wetlands, and permanent passive open space. The nearest public viewpoint as identified in Figure NR 3 (Coastal Views) of the General Plan is Cliff Drive Park, located along Cliff Drive. The structures located across West Coast Highway are taller than the structures on the inland side of West Coast Highway. The structure at 2901 West Coast Highway is approximately 33-feet tall, and the structure at 3101 West Coast Highway is approximately 38-feet tall, similar to the Project. The existing structures across West Coast Highway partially impede public views of the harbor as viewed from Cliff Drive. However, the proposed renderings for the Project demonstrate the Project's third floor improvements will not impact views of the harbor when viewed from Cliff Drive.

7. The Property is within Mariners' Mile and subject to the Mariners' Mile Strategic Vision and Design Framework which is intended to provide a thoughtful, imaginative and integrated set of design strategies and specific ideas to guide and assist the City, landowners, tenants and involved citizenry in reversing its negative image and improving the future prospects for Mariners' Mile. This strategic vision and design framework emphasizes key objectives in architecture.

8. Pursuant to Section 5.10 (Architecture Objectives) of the Mariners' Mile Strategic Vision and Design Framework, the structure should include designs that "fit in" to its surroundings with five-sided architecture that considers roof views from above. Buildings should be oriented towards the street and use "neutral" building color schemes. The vacant building was renovated in 2017 with tasteful use in building material and color and the Project will use the same materials and colors in constructing the new third story to maintain a cohesive appearance of the building. Additionally, the third story will use roof elements with consideration to the five-side architecture to create a visually appealing structure when viewed from above by incorporating neutral colors, glass elements, and matching materials with the first and second story.

9. Section 1.60 (District-Wide Cooperative Systems and Amenities) of the Mariners' Mile Strategic Vision and Design Framework acknowledges the parking and parking distribution challenges within Mariners' Mile and seeks to develop a balance between parking supply and demand to solve the problem such as creating a valet parking "pool" system. Although the Project does not include provisions to create cohesive Mariners' Mile Valet Stations throughout the area, the Project proposes implementing valet parking operations to achieve the required parking for the Project. The use of valet parking operations will help achieve the balance between parking supply and demand in the area and contributes to the cooperative systems that the strategic vision and design framework seeks to achieve.

Finding:

M. Not detrimental to the harmonious and orderly growth of the City, nor endangers, jeopardizes, or otherwise constitutes a hazard to the public convenience, health, interest, safety, or general welfare of persons residing or working in the neighborhood of the proposed development.

Facts in Support of Finding:

1. The additional height for the rooftop dining area and bar is not detrimental to the community as the portion that exceeds the height limit is located entirely in the front half of the building. The bulk and mass of the structure is stepped back approximately 92 feet from the rear of the existing building.

2. Facts 3 to 6 in Support of Finding L are hereby incorporated by reference.

3. The proposed rooftop dining area and bar will have an oyster bar and limited outdoor dining areas for patrons of the Restaurant. No live entertainment or dancing is proposed for the Restaurant, and the use is not intended to create an atmosphere that is a nuisance for the nearby commercial businesses, or the residential neighborhood located behind the Property on Cliff Drive. Condition of Approval No. 16 requires the Restaurant to comply with Chapter 10.26 (Community Noise Control) of the NBMC ensuring that the Project will not create any adverse noise impacts to the community.

4. Condition of Approval No. 20 is included to ensure that adequate trash storage facilities for the Project are provided in screened areas, thereby preventing any odor or related issues for the community. The Site has an enclosed trash storage facility that adequately supports the existing uses and the proposed Restaurant.

Height Increase

In accordance with Section 20.30.060(C)(3) (Required Findings) of the NBMC, the Planning Commission may approve a site development review to allow an increase in height of a structure above the base height only after first making all of the following findings in addition to the findings required for the discretionary permit application:

Finding:

N. The Applicant is providing additional project amenities beyond those that are otherwise required. Examples of project amenities include, but are not limited to:

a. Additional landscaped open space;

b. Increased setback and open areas;

c. Enhancement and protection of public views; and

Facts in Support of Finding:

1. The MU-MM Zoning District requires 0-foot front, side, and rear setbacks. The western side of the existing building provides a 0-foot setback. However, the eastern side of the building is set back 15-foot, 2-inches from the side property line, the front of the building is 6-foot, 10-inches from the front property line, and the rear is 20-foot, 4-inches from the rear property line. Therefore, the project provides additional setbacks beyond the minimum requirements.

2. The proposed rooftop dining area and bar requires protective guardrails, and the Project includes glass guardrails instead of a solid material guardrail, which will reduce the amount of visual obstruction on the rooftop space.

3. Fact 4 in Support of Finding C is hereby incorporated by reference. The total floor area ratio of the Site is 0.35 or 30,673 square feet of gross floor area, which is less than the maximum allowed floor area ratio of 0.50, or approximately 43,690 square feet of gross floor area. The Property provides sufficient open space and separation between buildings to allow for parking spaces and adequate circulation on-site.

4. The proposed addition on the third floor will be located within the existing footprint of the commercial shell building. Although the Project will increase the overall floor area on the Property, the overall lot coverage will not increase, which will minimize the appearance of bulk and scale on the Property.

5. Facts 3 to 6 in Support of Finding L are hereby incorporated by reference.

Finding:

O. The architectural design of the project provides visual interest through the use of light and shadow, recessed planes, vertical elements, and varied roof planes;

Facts in Support of Finding:

1. Facts 3 to 6 in Support of Finding L are hereby incorporated by reference.

2. The use of glass guardrails for the rooftop dining area and bar not only reduces the visual bulk on the rooftop, but also allows for light to pass through instead of creating a shadow onto the building with a solid material guardrail. Additionally, the canopy over the oyster bar will be constructed with a translucent laminated glass skylight to create visual interest.

3. The rooftop dining area and bar includes a proposed trellis that is approximately 31-feet on the eastern side of the building that will be constructed with material to match the existing trellis located on the same side of the building on the ground level. The walls of the third floor will be stucco painted to match the brick veneer grout color of the existing building’s façade to ensure cohesion throughout the design.

4. The current design of the building uses a flat roof throughout. The third floor and rooftop deck will use a mixture of flat roof elements paired with open trellis designs and pitched roof canopy for a varied roof plane that further enhances the visual quality. Additionally, matching the material of the existing building mixed with glass elements will create a cohesive structure while also providing elements for light to pass through and reduce the amount of visual bulk on the roof.

Finding:

P. The increased height will not result in undesirable or abrupt scale changes or relationships being created between the proposed structure(s) and existing adjacent developments or public spaces. Where appropriate, the proposed structure(s) provides a gradual transition to taller or shorter structures on abutting properties; and

Facts in Support of Finding:

1. Facts 3 to 6 in Support of Finding L are hereby incorporated by reference.

Finding:

Q. The structure will have no more floor area than could have been achieved without the approval of the height increase.

Facts in Support of Finding:

1. Fact 3 in Support of Finding N is hereby incorporated by reference.

2. The Project includes an addition to the building. However, the additional height does not allow additional floor area that could have been achieved without the approval of the height increase. Third floors can frequently be accommodated within the base and proposed height limits. The Site will still not reach the maximum allowed FAR of 0.50, even with the proposed addition.

Coastal Development Permit

In accordance with Section 21.52.015(F) (*Coastal Development Permits – Findings and Decision*) of the NBMC, the following findings and facts in support of such findings are set forth:

Finding:

R. Conforms to all applicable sections of the certified Local Coastal Program;

Facts in Support of Finding:

1. With the exception of the increase in height, the Project complies with applicable development standards for the MU-MM Zoning District including, but not limited to, setbacks, floor area, and parking:

a. Fact 1 in Support of Finding N is hereby incorporated by reference.

b. Fact 4 in Support of Finding C is hereby incorporated by reference.

c. Fact 2b in Support of Finding B is hereby incorporated by reference.

2. Coastal hazards are not expected to affect the Property, as it is approximately 340 feet from the harbor. Additionally, the Property is separated from the harbor by West Coast Highway and a series of commercial structures along the waterside. The finished floor of the existing building is 13.15 feet North American Vertical Datum 1988, (NAVD 88) which exceeds the required minimum of 9 feet NAVD 88. Due to the Project's distance from hazard areas coupled with a finished floor above 9 feet NAVD 88, the Project is expected to be reasonably safe for the economic life of the structure.

3. The Property is located approximately 220 feet south of Cliff Drive Park, which is a designated public viewpoint in the CLUP and offers public views of Newport Harbor. At the uppermost elevation of Cliff Drive Park along Cliff Drive is a series of trails and a park bench that looks down towards Newport Harbor. While the project would increase the height of the existing building, it will be designed to not impose on the coastal views from the park and trails. The increase in height within the Shoreline Height Limitation Zone allows for a maximum of 35 feet for a flat roof and 40 feet for a sloped roof. The Project proposes flat elements to a maximum height of 34 feet and sloped elements to a maximum height of 35 feet.

4. Staff conducted a site visit to the top of Cliff Drive Park and found that the existing landscaping (including tall palm trees) and development on the waterside of West Coast Highway create obstructions of the harbor that extend beyond the existing structures on the inland side of West Coast Highway. Additionally, proposed renderings were provided for the Project demonstrating that the increase in height for the rooftop deck and third floor will be lower than the existing structures on the waterside of West Coast Highway. Further, the glass guardrails and limited bulk on the rooftop deck will further reduce any potential impacts to existing view pockets of Newport Harbor between the existing buildings. Additionally, the trails that lead deeper into Cliff Drive Park are increasingly lower in elevation than at the top of the public right-of-way and views of Newport Harbor are even less visible under existing conditions through the existing commercial development. Therefore, the Project does not have the potential to degrade the visual quality of the Coastal Zone or result in significant adverse impacts to public views.

5. Additionally, Cliff Drive Park extends along Cliff Drive between San Bernardino Avenue and Redlands Avenue where there is another designated viewpoint in the CLUP, approximately 740 feet from the Property. The Restaurant is not visible from this viewpoint and the Project will not result in significant adverse impacts to public views at this viewpoint.

6. The Property fronts West Coast Highway which is a designated coastal view road in the CLUP. The proposed construction will be entirely within the Property and will not create

obstructions of the harbor as viewed from West Coast Highway. The Project will not create any visual obstructions of coastal views from West Coast Highway.

Finding:

S. Conforms with the public access and public recreation policies of Chapter 3 of the Coastal Act if the project is located between the nearest public road and the sea or shoreline of any body of water located within the coastal zone.

Fact in Support of Finding:

The Property is not located between the nearest public road and the sea or shoreline. Section 21.30A.040 (Determination of Public Access/Recreation Impacts) of the NBMC requires that the provision of public access bears a reasonable relationship between the requirement and the Project's impact and be proportional to the impact. In this case, the Project proposes renovating an existing commercial shell building into a new Restaurant with an increase in height to allow for a third-story rooftop dining area and bar. Therefore, the Project does not involve a change in land use, density, or intensity that will result in increased demand for public access and recreation opportunities. Furthermore, the Project is designed and sited so as not to block or impede existing public access opportunities. Adequate parking will be available for the Project through on-site parking and off-site valet parking. Although on-street parking is available along West Coast Highway, the Project does not rely on on-street parking spaces to meet the parking demand generated by the Project.

Local Coastal Program Findings for Height Increase

In accordance with Section 21.30.060(C)(3) (Height Limits and Exceptions – Increase in Height Limit) of the NBMC, the Planning Commission may approve a coastal development permit to allow an increase in the height of a structure above the base height limit only after making all of the following findings:

Finding:

T. The project is sited and designed to protect public views to and along the ocean and scenic coastal areas; and

Facts in Support of Finding:

1. Facts 3 to 6 in Support of Finding S are hereby incorporated by reference.

Finding:

U. The project is sited and designed to minimize visual impacts and be visually compatible with the character of surrounding areas; and

Facts in Support of Finding:

1. Facts 3 to 6 in Support of Finding L are hereby incorporated by reference.

Finding:

V. Where feasible, the project will restore and enhance visual quality in visually degraded areas.

Facts in Support of Finding:

The Property is not in a visually degraded area. However, the building fronts the inland side of West Coast Highway and has been unoccupied since 2017. The Project will bring an active visitor serving use to the building that has been otherwise unused.

Local Coastal Program Findings for Off-Site Parking

In accordance with Section 21.40.100(B) (Off-Site Parking – Standards for Off-Site Parking Facilities) of the NBMC, the Planning Commission may approve a coastal development permit to allow off-site parking facilities only after making all of the following findings:

Finding:

W. The parking facility shall be located within a five hundred (500) foot distance unless alternative transportation provided to the use it is intended to serve;

Fact in Support of Finding:

Facts in Support of Finding G are hereby incorporated by reference.

Finding:

X. On-street parking shall not be counted towards meeting any parking requirements;

Fact in Support of Finding:

Facts in Support of Finding H are hereby incorporated by reference.

Finding:

Y. The off-site, off-street parking shall not impact public parking available for coastal access;

Facts in Support of Finding:

1. The off-site parking spaces are located on private properties within the vicinity of the Restaurant. Public parking spaces, including any available on-street parking spaces on West Coast Highway, are not included to meet the required parking spaces for the Project.

2. Access to the off-site parking facilities is via Avon Street towards the rear of the Property and circulation of valet operations will not impact West Coast Highway.

Finding:

Z. Use of the parking facility shall not create undue traffic hazards or impacts in the surrounding area;

Fact in Support of Finding:

Facts in Support of Finding I are hereby incorporated by reference.

Finding:

AA. The parking facility shall be permanently available, marked, and maintained for the use it is intended to serve; and

Fact in Support of Finding:

Facts in Support of Finding J are hereby incorporated by reference.

Finding:

BB. Public parking facilities may only be used as an off-site parking facility as part of an overall Parking Management Plan.

Fact in Support of Finding:

The off-site parking facilities does not include the use of any public parking facilities. Therefore, an overall Parking Management Plan is not required.

Traffic Study

In accordance with Section 15.40.030(A) (Traffic Phasing Ordinance) of the NBMC, the following findings and facts in support of such findings are set forth:

Finding:

CC. That a traffic study for the project has been prepared in compliance with the NBMC Chapter 15.40 and Appendix A;

Fact in Support of Finding:

A traffic study, titled "Traffic Impact Analysis – ARC Carne & Cantina Restaurant Project" dated August 2025 ("Traffic Impact Analysis"), which is attached hereto as Exhibit "B" and incorporated herein by reference, was prepared by LSA under the supervision of the City Traffic Engineer for the Project in compliance with Chapter 15.40 (Traffic Phasing Ordinance) and Appendix A (Administrative Procedures for Implementing the Traffic Phasing Ordinance) of the NBMC.

Finding:

DD. That, based on the weight of the evidence in the administrative record, including the traffic study, one of the findings for approval in subsection 15.40.030(B) can be made:

a. *Construction of the project will be completed within 60 months of the project approval in accordance with Section 15.40.030(B)(1) of the NBMC.*

b. *Additionally, the project will neither cause nor make worse an unsatisfactory level of traffic service at any impacted intersection in accordance with Section 15.40.030(B)(1)(a) of the NBMC.*

Facts in Support of Finding:

1. The opening year of the Project is anticipated to be in 2025, which is within 60 months of project approval. If the Project is not completed within 60 months of this approval, preparation of a new traffic study will be required.

2. The Traffic Impact Analysis included eight study intersections that were analyzed for potential impacts based on the City's Intersection Capacity Utilization ("ICU") methodology, which is expressed in terms of level of service ("LOS"). Utilizing these methodologies, the Traffic Impact Analysis determined that the eight intersections identified will continue to operate with a satisfactory LOS as defined by the Traffic Phasing Ordinance. The Project would not create a LOS impact. Based on the site plan layout, adequate access and on-site circulation would be provided.

Finding:

EE. That the project proponent has agreed to make or fund the improvements, or make the contributions, that are necessary to make the findings for approval and to comply with all conditions of approval.

Fact in Support of Finding:

No improvements or mitigation are necessary because implementation of the Project will neither cause nor make worse an unsatisfactory level of traffic service at any impacted primary intersection within the City of Newport Beach.

SECTION 4. DECISION.

NOW, THEREFORE, BE IT RESOLVED:

1. The Planning Commission of the City of Newport Beach hereby finds this project is categorically exempt from the California Environmental Quality Act pursuant to Section 15303 under Class 3 (New Construction or Conversion of Small Structures) and Section 15332 under Class 32 (In-Fill Projects) of the CEQA Guidelines, California Code of Regulations, Title 14, Division 6, Chapter 3, because it has no potential to have a significant effect on the environment.

2. The Planning Commission of the City of Newport Beach hereby approves the Conditional Use Permit, Major Site Development Review, Coastal Development Permit, and Traffic Study filed as PA2025-0057, subject to the conditions set forth in Exhibit "A," which is attached hereto and incorporated by reference.

3. This action shall become final and effective 14 days following the date this Resolution was adopted unless within such time an appeal or call for review is filed with the Community Development Director in accordance with the provisions of Title 20 (Planning and Zoning) and Title 21 (Local Coastal Implementation Plan), of the NBMC. Final action taken by the City may be appealed to the Coastal Commission in compliance with Section 21.64.035 (Appeals to the Coastal Commission) of the City's certified LCP and Title 14 California Code of Regulations, Sections 13111 through 13120, and Section 30603 of the Coastal Act.

PASSED, APPROVED, AND ADOPTED THIS 21ST DAY OF AUGUST, 2025.

AYES:

NOES:

ABSTAIN:

ABSENT:

BY:_____
Tristan Harris, Chair

BY:_____
Jon Langford, Secretary

Attachments: Exhibit A – Conditions of Approval
Exhibit B – Traffic Impact Analysis

EXHIBIT "A"

CONDITIONS OF APPROVAL

(Project-specific conditions are in italics)

Planning Division

1. The development shall be in substantial conformance with the approved site plan, floor plans and building elevations stamped and dated with the date of this approval (except as modified by applicable conditions of approval).

2. The Project is subject to all applicable City ordinances, policies, and standards, unless specifically waived or modified by the conditions of approval.

3. The Applicant shall comply with all federal, state, and local laws. Material violation of any of those laws in connection with the use may be cause for revocation of this Conditional Use Permit, Major Site Development Review, Coastal Development Permit, and Traffic Study.

4. *The Conditional Use Permit, Major Site Development Review, Coastal Development Permit, and Traffic Study filed as PA2025-0057 shall expire unless exercised within 24 months from the date of approval as specified in Section 20.54.060 (Time Limits and Extensions) and 21.54.060 (Time Limits and Extensions) of the NBMC, unless an extension is otherwise granted.*

5. *The Applicant or Property Owner shall maintain the minimum required parking spaces for the Site (APN: 049-110-19 and 049-110-27) in substantial conformance with Table 2 as included in the Staff Report dated August 21, 2025, and pursuant to Section 20.40.040 and Section 21.40.040 (Off-Street Parking Spaces Required) of the NBMC for the benefit of customer and employee parking.*

6. *A parking agreement or covenant, in a form approved by the City Attorney and the Director that guarantees the availability of the required off-site parking at an approved off-site location shall be recorded with the County Recorder's Office against the subject property. The agreement or covenant shall require the owner or operator of the project to immediately notify the Director of any change of ownership or use of the property where the required off-site parking is located, or changes in the use or availability of the required off-site parking, or of any termination or default of the agreement between the parties. Upon notification that the private lease agreement for the required off-site parking has terminated or the required off-site parking is otherwise unavailable for the use authorized by this Conditional Use Permit (PA2025-0057), the Director shall establish a reasonable period of time in which one of the following shall occur. 1) Substitute parking acceptable to the Director, or 2) the size or intensity of use authorized by this Conditional Use Permit is reduced in proportion to the parking spaces lost, or 3) the owner or operator of the project must obtain a parking reduction pursuant to NBMC Section 20.40.110 and Section*

21.40.110 (Adjustments to Off-Street Parking Requirements) rendering the required off-site parking unnecessary.

7. *The hours of operation shall be between 8 a.m. and 12 a.m. (midnight), daily.*

8. *Prior to the issuance of building permits, a Traffic Fair Share Fee for the change in use to the restaurant shall be paid in accordance with the fee effective at the time of payment.*

9. This Conditional Use Permit, Major Site Development Review, Coastal Development Permit, and Traffic Study may be modified or revoked by the Planning Commission should they determine that the proposed uses or conditions under which it is being operated or maintained is detrimental to the public health, welfare or materially injurious to Property or improvements in the vicinity or if the Property is operated or maintained so as to constitute a public nuisance.

10. Any change in operational characteristics, expansion in area, or other modification to the approved plans, shall require an amendment to this Conditional Use Permit, Major Site Development Review, Coastal Development Permit, and Traffic Study or the processing of a new Conditional Use Permit, Major Site Development Review, Coastal Development Permit, and Traffic Study.

11. A copy of the Resolution, including conditions of approval Exhibit “A” shall be incorporated into the Building Division and field sets of plans prior to issuance of the building permits.

12. *Prior to the issuance of building permits, the Applicant shall submit a landscape and irrigation plan prepared by a licensed landscape architect. These plans shall incorporate drought tolerant plantings and water efficient irrigation practices, and the plans shall be approved by the Planning Division.*

13. All landscape materials and irrigation systems shall be maintained in accordance with the approved landscape plan. All landscaped areas shall be maintained in a healthy and growing condition and shall receive regular pruning, fertilizing, mowing and trimming. All landscaped areas shall be kept free of weeds and debris. All irrigation systems shall be kept operable, including adjustments, replacements, repairs, and cleaning as part of regular maintenance.

14. The Property shall not be excessively illuminated based on the luminance recommendations of the Illuminating Engineering Society of North America, or, if in the opinion of the Director of Community Development, the illumination creates an unacceptable negative impact on surrounding land uses or environmental resources. The Director may order the dimming of light sources or other remediation upon finding that the Property is excessively illuminated.

15. Prior to the issuance of building permits, the Applicant shall pay any unpaid administrative costs associated with the processing of this application to the Planning Division.

16. All noise generated by the Project shall comply with the provisions of Chapter 10.26 (Community Noise Control) and other applicable noise control requirements of the NBMC.

17. Should the Property be sold or otherwise come under different ownership, any future owners or assignees shall be notified of the conditions of this approval by either the current business owner, property owner or the leasing agent.

18. Construction activities shall comply with Section 10.28.040 (Construction Activity – Noise Regulations) of the NBMC, which restricts hours of noise-generating construction activities that produce noise to between the hours of 7 a.m. and 6:30 p.m., Monday through Friday, and 8 a.m. and 6 p.m. on Saturday. Noise-generating construction activities are not allowed on Sundays or Holidays.

19. No outside paging system shall be utilized in conjunction with this establishment.

20. All trash shall be stored within the building or within dumpsters stored in the trash enclosure (three walls and a self-latching gate) or otherwise screened from view of neighboring properties, except when placed for pick-up by refuse collection agencies. The trash enclosure shall have a decorative solid roof for aesthetic and screening purposes.

21. Trash receptacles for patrons shall be conveniently located both inside and outside of the establishment, however, not located on or within any public property or right-of-way.

22. The exterior of the business shall be maintained free of litter and graffiti at all times. The owner or operator shall provide for daily removal of trash, litter debris and graffiti from the premises and on all abutting sidewalks within 20 feet of the premises. Graffiti shall be removed within 48 hours of written notice from the City.

23. The Applicant shall ensure that the trash dumpsters and/or receptacles are maintained to control odors. This may include the provision of either fully self-contained dumpsters or periodic steam cleaning of the dumpsters, if deemed necessary by the Planning Division. Cleaning and maintenance of trash dumpsters shall be done in compliance with the provisions of Title 14 (Water and Sewers) of the NBMC, including all future amendments (including Water Quality related requirements).

24. Deliveries and refuse collection for the facility shall be prohibited between the hours of 10 p.m. and 7 a.m. on weekdays and Saturdays and between the hours of 10 p.m. and 9 a.m. on Sundays and Federal holidays, unless otherwise approved by the Director of Community Development, and may require an amendment to this Use Permit.

25. Storage outside of the building in the front or at the rear of the Property shall be prohibited, with the exception of the required trash container enclosure.

26. A Special Events Permit is required for any event or promotional activity outside the normal operational characteristics of the approved use, as conditioned, or that would attract large crowds, involve the sale of alcoholic beverages, include any form of on-site media broadcast, or any other activities as specified in Chapter 11.03 (Special Events) of the NBMC to require such permits.

27. This approval shall expire and become void unless exercised within 24 months from the actual date of review authority approval, except where an extension of time is approved in compliance with the provisions of Title 20 Planning and Zoning of the Newport Beach Municipal Code.

28. To the fullest extent permitted by law, the Applicant shall indemnify, defend and hold harmless City, its City Council, its boards and commissions, officials, officers, employees, and agents from and against any and all claims, demands, obligations, damages, actions, causes of action, suits, losses, judgments, fines, penalties, liabilities, costs and expenses (including without limitation, attorney's fees, disbursements and court costs) of every kind and nature whatsoever which may arise from or in any manner relate (directly or indirectly) to the City's approval of ***ARC Carne & Cantina Restaurant including, but not limited to, Conditional Use Permit, Major Site Development Review, Coastal Development Permit, and Traffic Study (PA2025-0057).*** This indemnification shall include, but not be limited to, damages awarded against the City, if any, costs of suit, attorneys' fees, and other expenses incurred in connection with such claim, action, causes of action, suit or proceeding whether incurred by applicant, City, and/or the parties initiating or bringing such proceeding. The applicant shall indemnify the City for all of City's costs, attorneys' fees, and damages which City incurs in enforcing the indemnification provisions set forth in this condition. The Applicant shall pay to the City upon demand any amount owed to the City pursuant to the indemnification requirements prescribed in this condition.

Fire Department

29. Automatic fire sprinklers and a fire alarm system shall be installed, and the sprinkler system shall be monitored by a UL certified alarm service company.

30. A fixed suppression system shall be required for the kitchen hood and duct.

Building Division

31. The applicant is required to obtain all applicable permits from the City's Building Division and Fire Department. The construction plans must comply with the most recent, City-adopted version of the California Building Code. The construction plans must meet all applicable State Disabilities Access requirements. Approval from the Orange County Health Department is required prior to the issuance of a building permit.

Public Works Department

32. *Prior to the issuance of a building permit, A Final Valet Operation Plan (VOP) shall be reviewed and approved by the Community Development Director and the City Traffic Engineer. Valet operation shall not impact the public right of way and queueing is not permitted within the public right of way. Valet stand shall be located outside of the drive aisles and parking spaces. Valet drop off and pick up shall be located within adjacent parking stalls and not within the drive aisle. Valet operation shall not hinder the on-site circulation. Valet operation shall be prohibited from using West Coast Highway.*

33. *The existing parking layout and restriped areas shall comply with City Standard 805.*

34. *All loading and unloading for the restaurant shall occur on-site and shall not impact the public right of way. Loading and unloading shall be prohibited from the public right of way.*

35. *Restaurant employees shall not park on the public right of way.*

36. *The off-site valet parking lot shall only be used during the restaurant hours of operations.*

Police Department

37. The Alcohol Beverage Control (ABC) License shall be limited to a Type 47 (On-Sale General – Eating Place). Any substantial change in the ABC license type shall require subsequent review and potential amendment of the Conditional Use Permit.

38. The Applicant shall comply with all federal, state, and local laws, and all conditions of the Type 47 ABC License. Material violation of any of those laws or conditions in connection with the use is a violation and may be cause for revocation of the use permit.

39. Approval does not permit the premises to operate as a bar, tavern, cocktail lounge or nightclub as defined by the NBMC.

40. All Owners, managers and employees selling alcoholic beverages shall undergo and successfully complete a certified training program in responsible methods and skills for selling alcoholic beverages within 60 days of hire. This training must be updated every three years regardless of certificate expiration date. The certified program must meet the standards of the certifying/licensing body designated by the State of California. The establishment shall comply with the requirements of this section within 60 days of approval. Records of each owner's manager's and employee's successful completion of the required certified training program shall be maintained on the premises and shall be presented upon request by a representative of the City of Newport Beach.

41. No alcoholic beverages shall be consumed on any property adjacent to the licensed premises under the control of the licensee.

42. There shall be no exterior advertising or signs of any kind or type, including advertising directed to the exterior from within, promoting or indicating the availability of alcoholic beverages. Interior displays of alcoholic beverages or signs that are clearly visible to the exterior shall constitute a violation of this condition.

43. Live entertainment and dancing are prohibited.

44. Strict adherence to maximum occupancy limit is required.

45. Food service shall be made available to patrons until closing.

46. The operator of the restaurant facility shall be responsible for the control of noise generated by the subject facility.

47. “VIP” passes or other passes to enter the establishment, as well as door charges, cover charges, or any other form of admission charge, including minimum drink order of the sale of drinks are prohibited (excluding charges for prix fixe meals).

48. The Applicant shall maintain a security recording system with a 30-day retention and make those recordings available to police upon request. The area shall include the outdoor patio area.

49. An Operator License is required pursuant to Chapter 5.25 (Operator License for Establishments Offering Alcohol Beverages for On-Site Consumption in Combination with Late Hours, Entertainment, and/or Dance) of the NBMC, may be subject to additional and/or more restrictive conditions such as a security plan to regulate and control potential late-hour nuisances associated with the operation of the establishment.

EXHIBIT "B"

TRAFFIC IMPACT ANALYSIS

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TRAFFIC IMPACT ANALYSIS

ARC CARNE & CANTINA RESTAURANT PROJECT

NEWPORT BEACH, CALIFORNIA

This Traffic Impact Analysis has been prepared under the supervision of
Ambarish Mukherjee, P.E.

LSA

August 2025

TRAFFIC IMPACT ANALYSIS

ARC CARNE & CANTINA RESTAURANT PROJECT

NEWPORT BEACH, CALIFORNIA

Submitted to:

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100 Civic Center Drive
Newport Beach, California 92660

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August 2025

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LIST OF ABBREVIATIONS AND ACRONYMS

Caltrans	California Department of Transportation
CAMUTCD	California Manual on Uniform Traffic Control Devices
City	City of Newport Beach
CMP	Congestion Management Program
County	County of Orange
ft	foot/feet
ICU	Intersection capacity utilization
ITE	Institute of Transportation Engineers
LOS	level of service
mph	miles per hour
OCTA	Orange County Transportation Authority
project	Arc Carne & Cantina Project
sf	square foot/feet
TIA	Traffic Impact Analysis
TPO	Traffic Phasing Ordinance
v/c	volume-to-capacity
vph	vehicles per hour

TRAFFIC IMPACT ANALYSIS
ARC CARNE & CANTINA RESTAURANT PROJECT

INTRODUCTION

The purpose of this Traffic Impact Analysis (TIA) is to identify the potential traffic and circulation effects associated with the proposed ARC Carne & Cantina Project (project) at 2902 West Pacific Coast Highway in Newport Beach, California. The project site is bounded by Avon Street to the north, Riverside Avenue to the east, and Coast Highway (State Route 1) to the south.

The proposed project would convert the existing vacant building to 9,725 square feet (sf) of fine-dining restaurant and 1,184 sf of retail use. Access to the site would be provided via an existing right-turn-in only driveway on West Coast Highway, as well as full access driveways on Riverside Avenue, and Avon Street. A project location map (with the study area intersections) is presented on Figure 1.

Figure 2 illustrates the proposed project site plan. The proposed project would be completed in 2026.

This TIA addresses three general issues associated with the development of the proposed project:

1. Increases in traffic volumes at eight nearby primary study area intersections
2. Adequacy of the project access locations and on-site circulation
3. Understanding the potential project impact to the surrounding community

This report presents a traffic analysis of near-term traffic conditions consistent with the City of Newport Beach (City) Traffic Phasing Ordinance (TPO) (City of Newport Beach 2007). The traffic analysis for the proposed project will examine three scenarios:

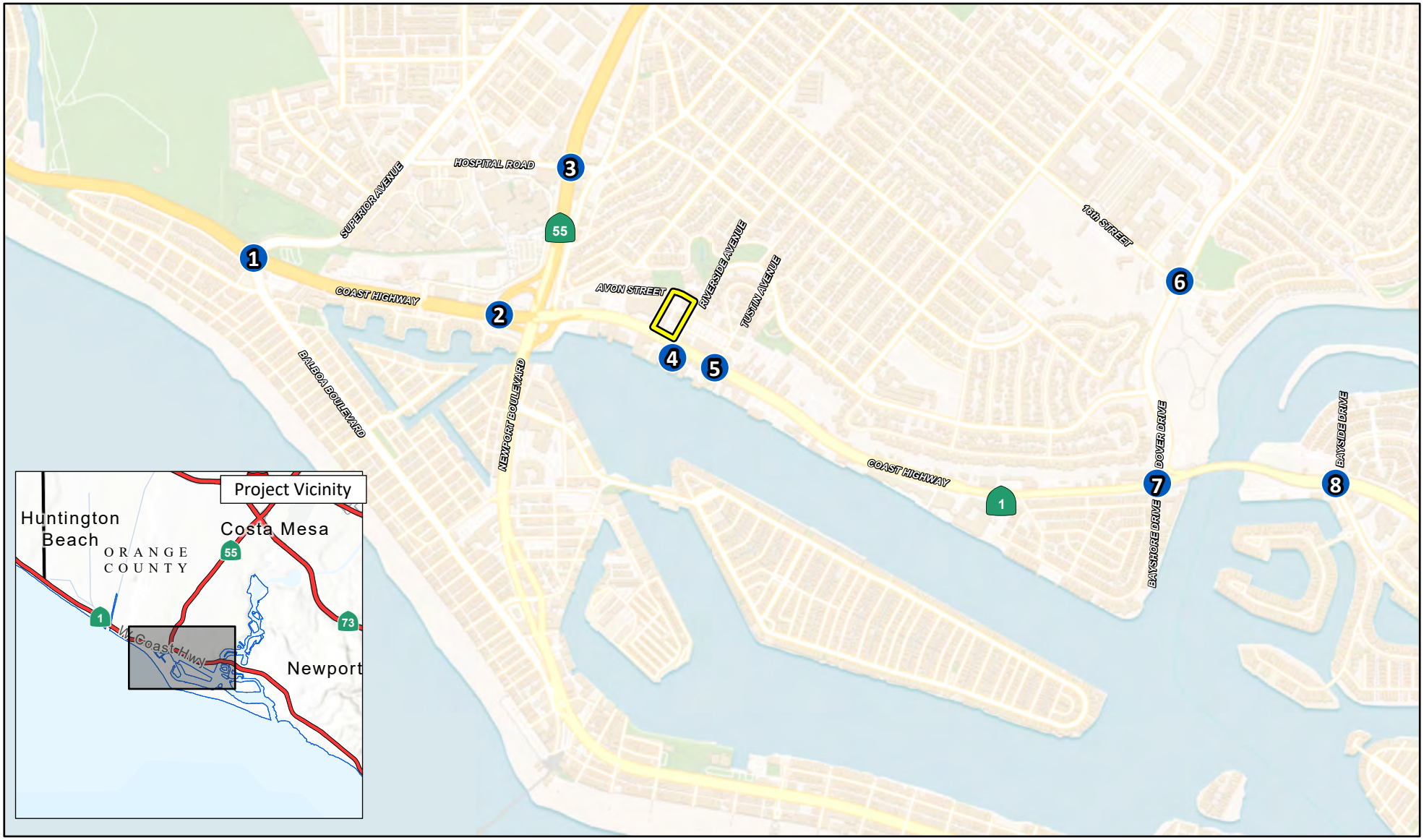
1. Existing
2. Future Year (1 Year After Opening), Ambient Growth, Approved Projects
3. Future Year (1 Year After Opening), Ambient Growth, Approved Projects, Project

The following analysis periods have been evaluated:

1. Weekday a.m. peak hour (between 7:00 a.m. and 9:00 a.m.)
2. Weekday p.m. peak hour (between 4:00 p.m. and 6:30 p.m.)

ANALYSIS METHODOLOGY

This TIA was prepared consistent with the requirements of the City of Newport Beach (City) Traffic Phasing Ordinance (TPO) Municipal Code Chapter 15.40 and the Orange County Transportation Authority (OCTA) Congestion Management Program (CMP) (OCTA 2023).



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LEGEND

Project Location

Study Area Intersections

FIGURE 1

0 750 1500

FEET

SOURCE: ESRI 2023, Voyager 2022.

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ARC Carne & Cantina Restaurant

Project Location and Study Area intersections

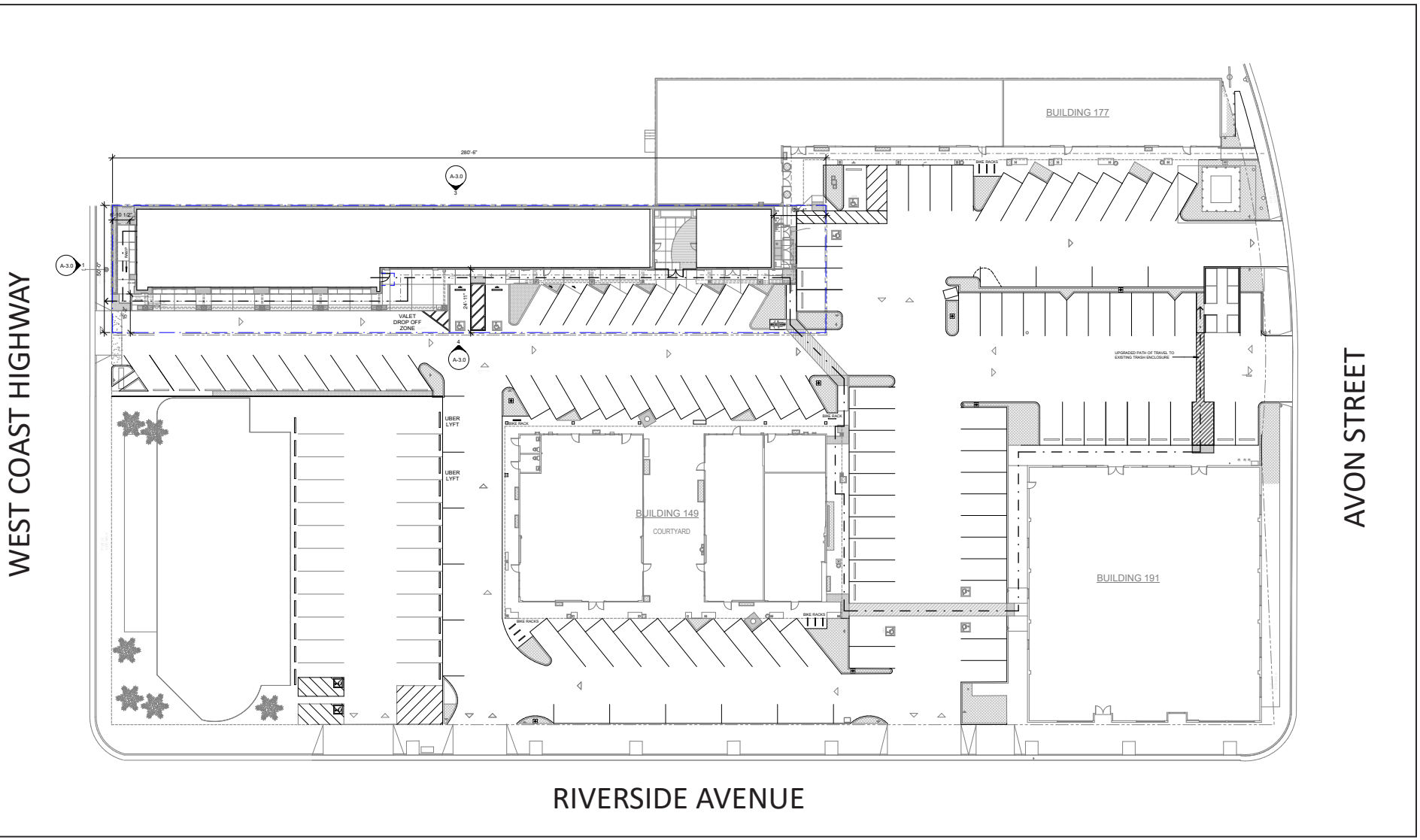

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FIGURE 2

N

0 28 56
FEET

SOURCE: MSA, May 2025

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ARC Carne & Cantina Resturant

Conceptual Site Plan

Study Area

The following eight intersections were included in the study area, as shown on Figure 1:

1. Superior Avenue–Balboa Boulevard/Coast Highway
2. Newport Boulevard Southbound Ramps/Coast Highway
3. Newport Boulevard/Hospital Road
4. Riverside Avenue/Coast Highway
5. Tustin Avenue/Coast Highway
6. Dover Drive/16th Street—Castaways Lane
7. Dover Drive—Bayshore Drive/Coast Highway
8. Bayside Drive/Coast Highway

Consistent with the TPO methodology, the study area intersections were evaluated to identify any locations where the proposed project has the potential to increase traffic on any leg of the intersection by 1 percent or more in the Future Year 2027 Plus Project condition. Intersections where the proposed project would not increase traffic on any leg by 1 percent or more 1 year after project completion would not require any further analysis. The 1 percent traffic volume analysis calculations are discussed in a later section of this report. Based on the 1 percent traffic volume analysis, the proposed project would result in a 1 percent or more increase in traffic volumes at one or more legs of one study area intersection in the Future Year 2027 Plus Project condition.

Intersection Level of Service Methodology

The intersection capacity utilization (ICU) methodology for signalized intersections compares the volume-to-capacity (v/c) ratios of conflicting turn movements at an intersection, sums up these critical conflicting v/c ratios for each intersection approach, and determines the overall ICU. The ICU calculations assume a lane capacity of 1,600 vehicles per hour (vph) and no clearance interval (or loss time).

The resulting ICU is expressed in terms of level of service (LOS), where LOS A represents free-flow activity and LOS F represents overcapacity operation. *Traffix* (Version 8.0) computer software was used to determine the LOS based on the traffic volume and intersection geometry. The relationship between LOS and the ICU value (i.e., the v/c ratio) is as follows:

Level of Service	Signalized Intersections Volume-to-Capacity (ICU Methodology)
A	≤0.60
B	>0.60 and ≤0.70
C	>0.70 and ≤0.80
D	>0.80 and ≤0.90
E	>0.90 and ≤1.00
F	>1.00

Threshold of Significance

The City considers LOS D as the lowest limit of satisfactory operations. However, based on the City's General Plan, LOS E is acceptable at Dover Drive-Bayshore Drive/East Coast Highway due to right-of-way limitations (City of Newport Beach 2006a).

A project LOS impact would occur if the addition of the project-generated traffic causes a study area intersection to deteriorate to an unsatisfactory LOS. If an intersection operates at an unsatisfactory LOS in the baseline condition, a project LOS impact would occur if the proposed project-generated traffic increases the ICU by 0.01 or more. Improvement back to pre-project conditions is required for any intersection where project traffic causes the intersection to deteriorate from a satisfactory LOS to an unsatisfactory LOS.

PROPOSED PROJECT

Project Description

The proposed project would convert the existing vacant building to 9,725 sf of fine-dining restaurant and 1,184 sf of retail use. The existing vacant building could occupy 6,623 sf of retail use without any discretionary approval. Trip generation associated with the 6,623 sf of retail use is considered an existing use for purposes of this TIA. Access to the site would be provided via a one-way right-in-only driveway on Coast Highway, a full-access driveway on Riverside Avenue, and a full-access driveway on Avon Street. The proposed project would be completed in 2026.

Project Trip Generation, Distribution, and Assignment

Daily and peak-hour trips for the proposed project use and the existing use to be removed were generated using trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation* Manual, 11th Edition (ITE 2021).

Table A shows the project trip generation. The project trip generation was reviewed and approved by the City prior to preparation of this TIA. As shown in Table A, the proposed project is anticipated to generate 879 daily trips, including 10 trips in the a.m. peak hour (8 inbound and 2 outbound) and 84 trips in the p.m. peak hour (55 inbound and 29 outbound). The existing use to be removed generates 361 daily trips, including 15 trips in the a.m. peak hour (9 inbound and 6 outbound) and 44 trips in the p.m. peak hour (22 inbound and 22 outbound). The net new trips of the proposed project are 518 daily trips, including 5 fewer trips in the a.m. peak hour (1 fewer inbound and 4 fewer outbound) and 40 trips in the p.m. peak hour (33 inbound and 7 outbound).

The net project trips were distributed to the surrounding roadways based on the location of the proposed project in relation to local and regional transportation facilities. The project trip distribution was reviewed and approved by City staff. The trip distribution percentages were multiplied by the project trip generation to arrive at the project-generated trip assignment at each study area location.

Figure 3 shows the full project trip distribution and assignment. Figure 4 shows the net (proposed use minus existing use) trip distribution and assignment.

LSA

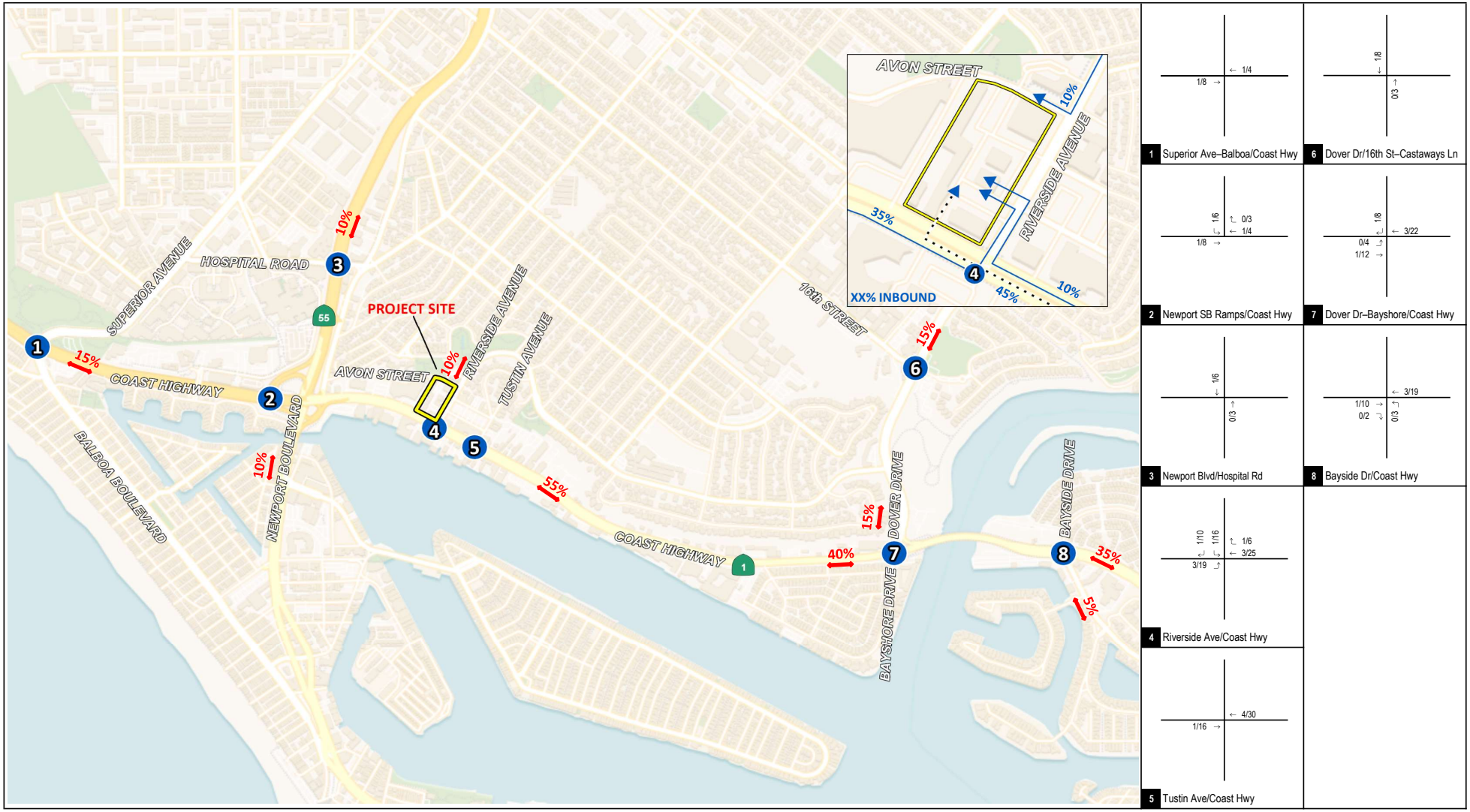
Table A: Project Trip Generation

Land Use (Code)	Size	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates[1]									
Strip Retail Plaza (<40k) (822)		tsf	54.45	1.42	0.94	2.36	3.30	3.29	6.59
Fine Dining Restaurant (931)[2]		tsf	83.84	0.58	0.15	0.73	5.23	2.57	7.80
Project Trip Generation									
Strip Retail Plaza (<40k)	1.184	tsf	64	2	1	3	4	4	8
Fine Dining Restaurant	9.725	tsf	815	6	1	7	51	25	76
Total	**10.909**	**tsf**	**879**	**8**	**2**	**10**	**55**	**29**	**84**
Existing Trip Generation									
Strip Retail Plaza (<40k)	**6.623**	**tsf**	**361**	**9**	**6**	**15**	**22**	**22**	**44**
Net Trips (Project - Existing)	**4.286**	**tsf**	**518**	**-1**	**-4**	**-5**	**33**	**7**	**40**

[1] Trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation* Manual, 11th Edition (2021).

[2] Directional distribution is not available for the AM Peak Hour of Adjacent Street Traffic.
Directional distribution from the AM Peak of Generator was used.

tsf = thousand square feet



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XX/YY
AM/PM Peak Hour Traffic Volumes

N

FIGURE 3

ARC Carne & Cantina Restaurant

Full Project Trip Distribution and Assignment

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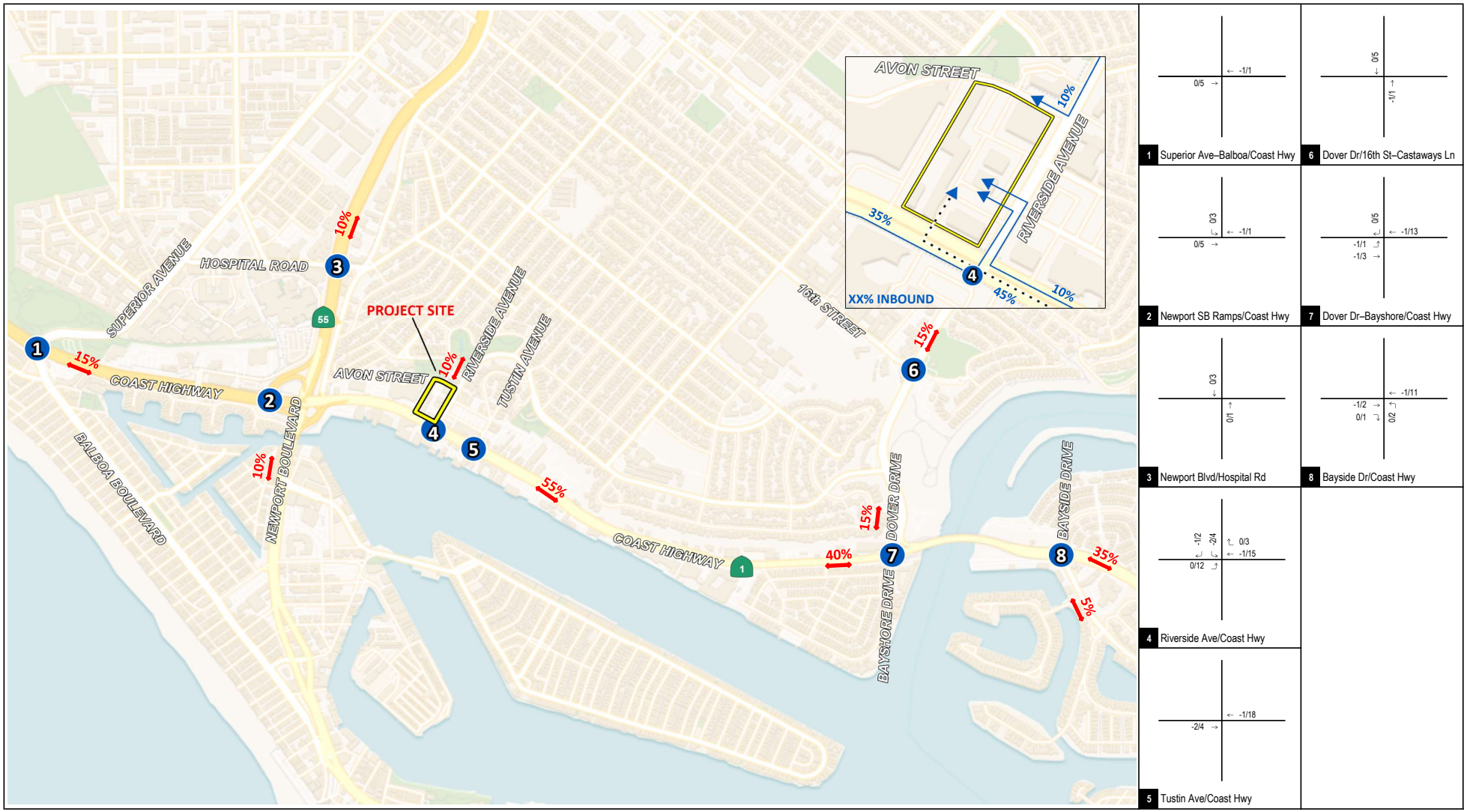

LSA

XX/YY
AM/PM Peak Hour Traffic Volumes

N

FIGURE 4

ARC Carne & Cantina Restaurant

Net Project Trip Distribution and Assignment

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EXISTING CONDITIONS

Existing Baseline Intersection Level of Service

Figure 5 shows the existing intersection geometrics and traffic control devices at the eight initial study area intersections.

The City provided existing peak-hour traffic volumes. Transportation Studies, Inc., collected peak-hour traffic volumes for five study area intersections in February 2024 and three study area intersections in March 2025. The existing baseline peak-hour traffic volumes at the study area intersections are provided in Appendix A and illustrated on Figure 6.

The results of the existing peak-hour LOS analysis for the study area intersections are summarized in Table B. As shown in this table, all study area intersections currently operate at a satisfactory LOS. The existing baseline ICU worksheets are provided in Appendix B.

Active Transportation

Transit Facilities

Transit facilities are accessible to and from the project site. The nearest OCTA bus stop is adjacent to the site on the northwest corner of Riverside Avenue and Coast Highway. OCTA Route 1 provides service between Long Beach and San Clemente along Pacific Coast Highway. The OCTA Route 1 map and bus stop locations are provided in Appendix C.

Bicycle Circulation

Class II bicycle lanes are provided on Riverside Avenue, Irvine Avenue, and Dover Drive, as well as on Bayside Drive south of Coast Highway. Additionally, a Class II bike lane is provided on West Coast Highway west of Superior Avenue-Balboa Boulevard to approximately the Newport Boulevard southbound ramps, as well as east of Tustin Avenue to east of Bayside Drive. Newport Boulevard and portions of Coast Highway east of the site are designated as Class III bike routes. Bicycle travel is possible between the project site and residences and other uses in the vicinity of the project site.

Pedestrian Circulation

Sidewalks currently exist in the project vicinity on both sides of Riverside Avenue and Coast Highway. The pedestrian and bicycle facilities provide opportunities for the public to use alternative modes of transportation and connections to a variety of commercial, residential, and employment destinations. Land uses in close proximity to the project site include other commercial uses and residences, all of which are accessible by nonautomotive means.

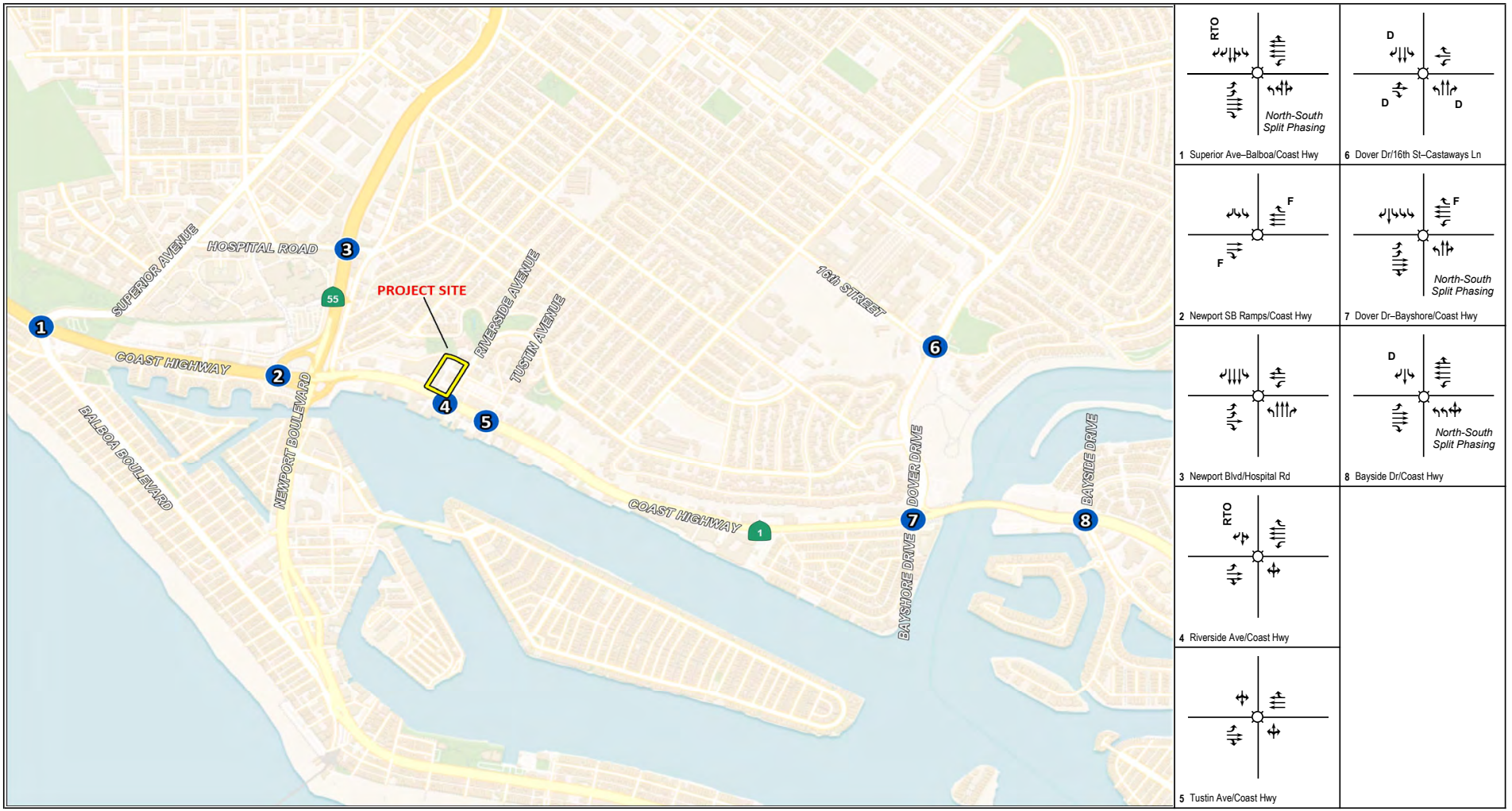

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FIGURE 5

Legend

Signal — RTO Right-Turn Overlap

F Free Right Turn — D De-facto Right Turn

N

ARC Carne & Cantina Restaurant

Existing Intersection Geometrics

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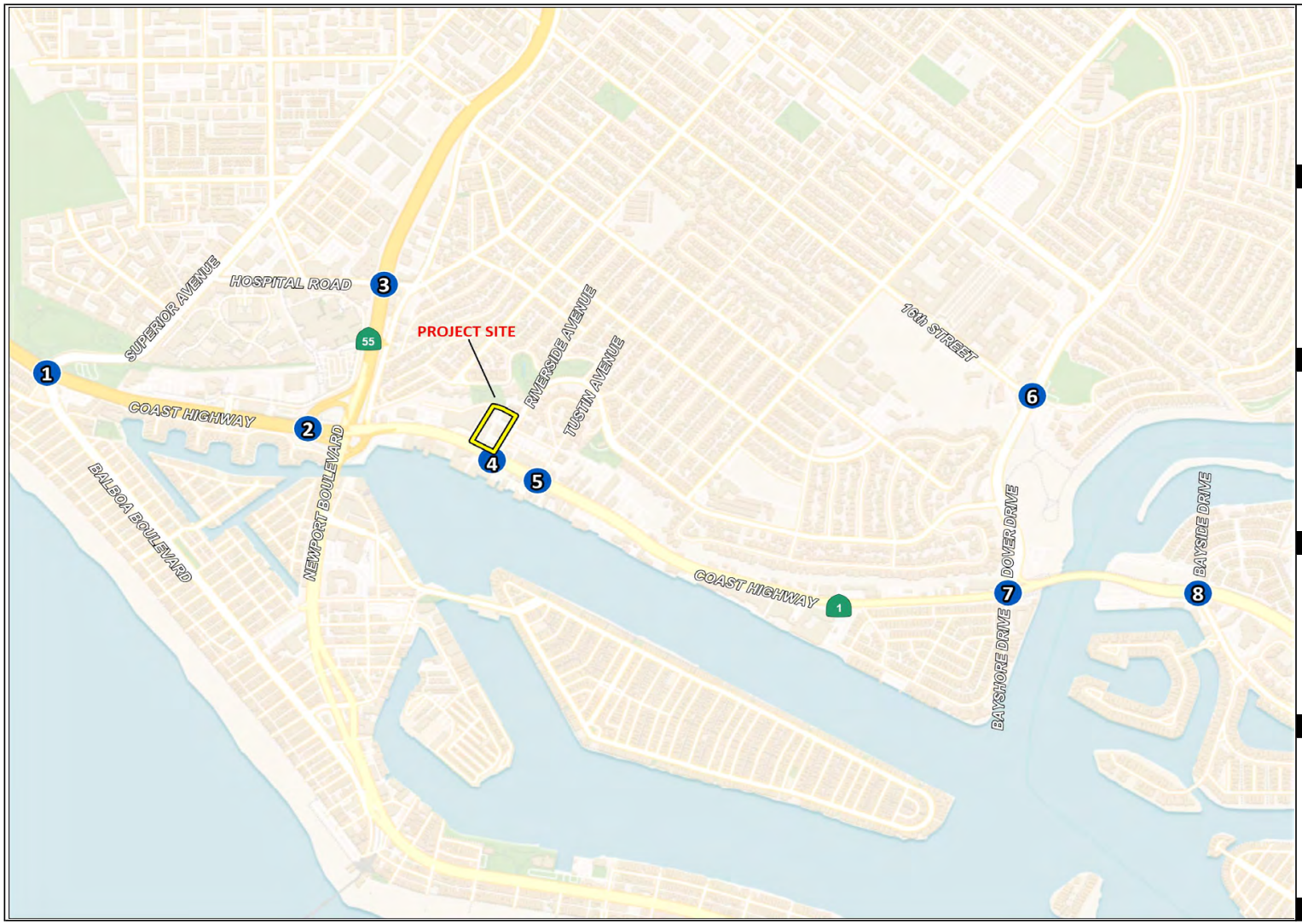

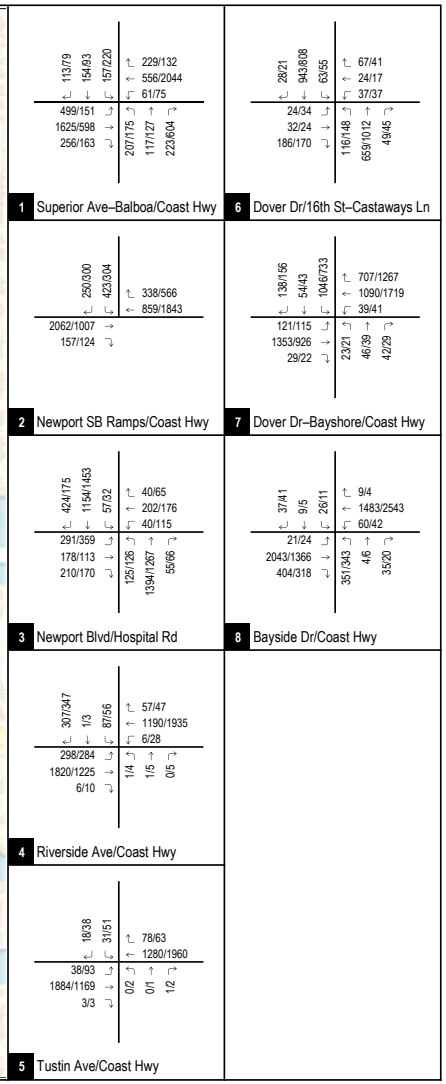

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XXXX/YYYY
AM/PM Peak Hour Traffic Volumes

N

FIGURE 6

ARC Carne & Cantina Restaurant
Existing Peak-Hour Volumes

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Table B: Existing Intersection Level of Service Summary

	Intersection	Existing			
		AM Peak Hour		PM Peak Hour	
		ICU	LOS	ICU	LOS
1	Superior Avenue–Balboa Boulevard/Coast Highway	0.58	A	0.83	D
2	Newport Boulevard Southbound Ramps/Coast Highway	0.80	D	0.57	A
3	Newport Boulevard/Hospital Road	0.51	A	0.57	A
4	Riverside Avenue/Coast Highway	0.63	B	0.62	B
5	Tustin Avenue/Coast Highway	0.62	B	0.54	A
6	Dover Drive/16th Street–Castaways Lane	0.51	A	0.48	A
7	Dover Drive–Bayshore Drive/Coast Highway	0.56	A	0.57	A
8	Bayside Drive/Coast Highway	0.57	A	0.52	A

ICU = Intersection Capacity Utilization

LOS = level of service

FUTURE YEAR 2027 CONDITIONS

The City requires that the proposed project be analyzed 1 year after the project opening year. The proposed project is anticipated to open in 2026; therefore, an analysis year of 2027 was used in the future-year analysis.

Future Year 2027 Baseline Intersection Level of Service

The Future Year 2027 condition was developed by applying a growth rate to the existing traffic volumes and adding trips from approved projects in the vicinity. A 1 percent-per-year growth rate was added to all traffic volumes on Irvine Avenue, Newport Boulevard, Coast Highway, and Jamboree Road north of Coast Highway, consistent with the City's Regional Traffic Annual Growth Rate table (provided in Appendix D).

Approved Projects

The City provided the trip assignment for 22 approved projects at each study area intersection. Figure 7 illustrates the approved projects' locations. Detailed trip assignment for the approved projects is provided in Appendix E. The approved projects include the following:

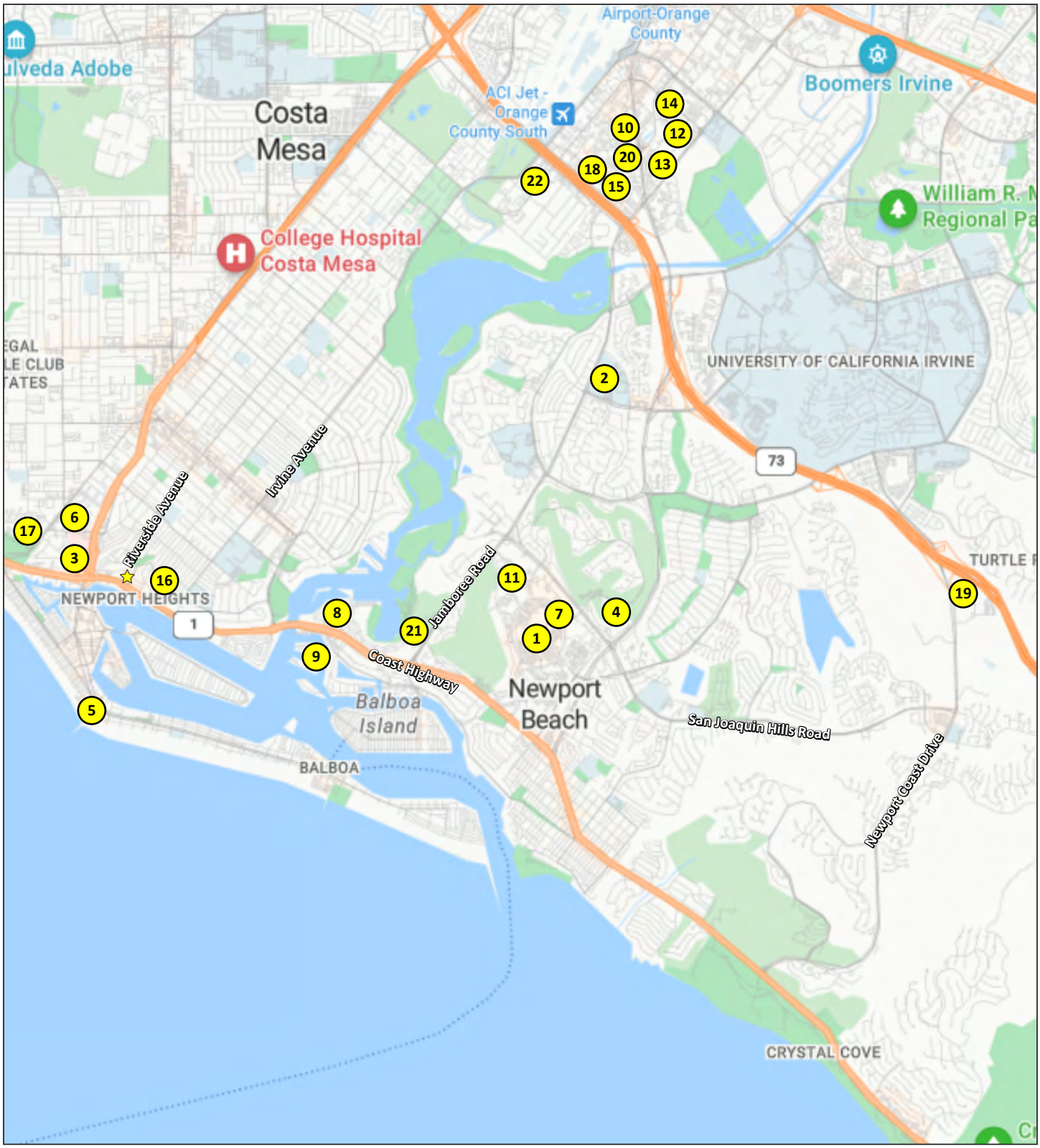
1. Fashion Island Expansion
2. Temple Bat Yahm Expansion
3. Hoag Hospital Phase III
4. St. Mark Presbyterian Church
5. 2300 Newport Boulevard (VUE)
6. Hoag Health Center
7. North Newport Center
8. Back Bay Landing
9. Balboa Marina
10. Newport Crossings
11. Museum House—Vivante Senior Center
12. Uptown Newport Phases 1
13. Uptown Newport Phases 2
14. Residences at 4400 VK
15. Picerne Residential
16. 2510 WCH Residential and Mother's Market
17. Pacifica Christian High School
18. 1400 Bristol Street North Residences
19. Sage Hill Middle School Expansion
20. 1600 Dove Street Residences
21. TTC Newporter Pickleball
22. 3300 Irvine Avenue—Newport Irvine Medical Office

The ambient growth volumes on Newport Boulevard, and Coast Highway, as well as the approved project trips at the study area intersections, were added to the existing peak-hour volumes to develop the Future Year 2027 baseline peak-hour traffic volumes. Figure 8 shows the resulting Future Year 2027 baseline peak-hour traffic volumes.

1 Percent Traffic Volume Analysis

A 1 percent traffic volume analysis was prepared to identify any study area intersection where traffic from the proposed project would increase traffic on any leg by 1 percent or more. The Future Year 2027 condition was used as the baseline for the 1 percent volume analysis. Table C provides a summary of the 1 percent volume analysis. As shown in Table C, application of the 1 percent traffic volume analysis to the study area intersections would result in an increase in traffic volumes on any leg by 1 percent or more in the Future Year 2027 Plus Project condition at the following study area intersection:

4. Riverside Avenue/Coast Highway



LSA

LEGEND

Project Site

Approved Project

FIGURE 7

NO SCALE

SOURCE: Bing Maps 2023

ARC Carne & Cantina Restaurant

Approved Project Locations

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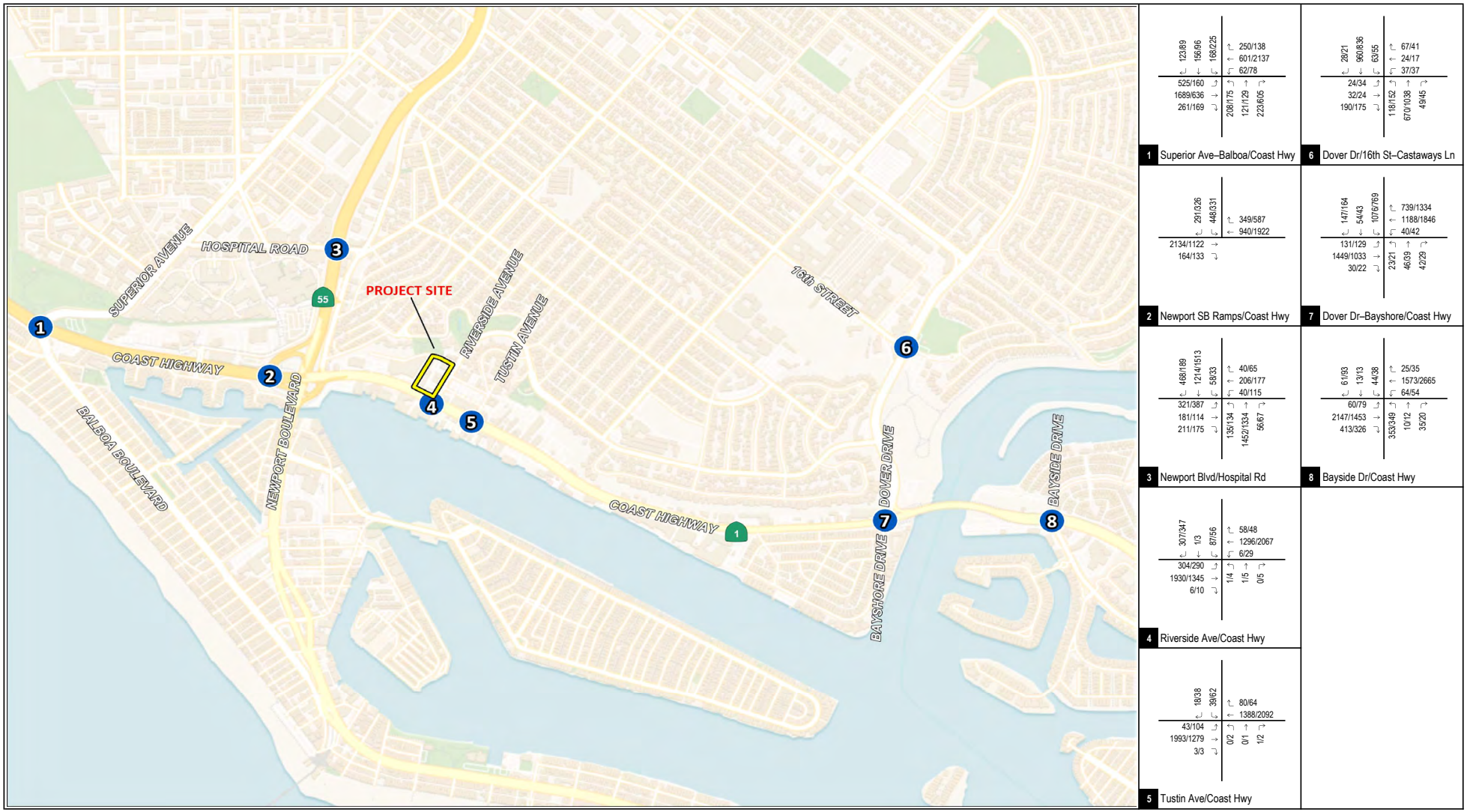

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XXXX/YYYY

AM/PM Peak Hour Traffic Volumes

N

FIGURE 8

ARC Carne & Cantina Restaurant

Future Year 2027 Peak-Hour Volumes

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Table C: City of Newport Beach 1 Percent Volume Analysis Summary

	Primary Intersection	Peak Hour	Approach Volumes												1 Percent Test Satisfied?
			Northbound			Southbound			Eastbound			Westbound			
			Project	Base	Percent Increase	Project	Base	Percent Increase	Project	Base	Percent Increase	Project	Base	Percent Increase	
		AM	0	552	0.00%	0	447	0.00%	0	2,475	0.00%	-1	913	-0.11%	
1	Superior Avenue–Balboa Boulevard/Coast Highway	PM	0	909	0.00%	0	410	0.00%	5	965	0.52%	1	2,353	0.04%	No
		AM	-	-	-	0	739	0.00%	0	2,298	0.00%	-1	1,289	-0.08%	
2	Newport Boulevard Southbound Ramps/Coast Highway	PM	-	-	-	3	657	0.46%	5	1,255	0.40%	1	2,509	0.04%	No
		AM	0	1,643	0.00%	0	1,740	0.00%	0	713	0.00%	0	286	0.00%	
3	Newport Boulevard/Hospital Road	PM	1	1,535	0.07%	3	1,735	0.17%	0	676	0.00%	0	357	0.00%	No
		AM	0	2	0.00%	-3	395	-0.76%	0	2,240	0.00%	-1	1,360	-0.07%	
4	Riverside Avenue/Coast Highway	PM	0	14	0.00%	6	406	1.48%	12	1,645	0.73%	18	2,144	0.84%	Yes
		AM	0	1	0.00%	0	57	0.00%	-2	2,039	-0.10%	-1	1,468	-0.07%	
5	Tustin Avenue/Coast Highway	PM	0	5	0.00%	0	100	0.00%	4	1,386	0.29%	18	2,156	0.83%	No
		AM	-1	837	-0.12%	0	1,051	0.00%	0	246	0.00%	0	128	0.00%	
6	Dover Drive/16th Street	PM	1	1,235	0.08%	5	912	0.55%	0	233	0.00%	0	95	0.00%	No
		AM	0	111	0.00%	0	1,277	0.00%	-2	1,610	-0.12%	-1	1,967	-0.05%	
7	Dover Drive–Bayshore Drive/Coast Highway	PM	0	89	0.00%	5	976	0.51%	4	1,184	0.34%	13	3,222	0.40%	No
		AM	0	398	0.00%	0	118	0.00%	-1	2,620	-0.04%	-1	1,662	-0.06%	
8	Bayside Drive/Coast Highway	PM	2	381	0.52%	0	144	0.00%	3	1,858	0.16%	11	2,754	0.40%	No

= project contribution of 1 percent or more

The results of the Future Year 2027 peak-hour LOS analysis for the study area intersections are summarized in Table D. As shown in this table, Riverside Avenue/Coast Highway is forecast to operate at a satisfactory LOS.

Future Year 2027 Plus Project Intersection Level of Service

To determine the Future Year 2027 Plus Project condition, traffic generated by the proposed project was added to Future Year 2027 traffic volumes. Figure 9 shows the resulting Future Year 2027 Plus Project peak-hour traffic volumes.

Table D summarizes the results of the Future Year 2027 Plus Project peak-hour LOS analysis for the study area intersection where the proposed project would increase the traffic volumes on any leg by 1 percent or more (Riverside Avenue/Coast Highway). As shown in Table D, with the addition of the proposed project, Riverside Avenue/Coast Highway is forecast to operate at a satisfactory LOS. Therefore, the proposed project can be implemented with no peak-hour LOS impacts at the study area intersections in the Future Year 2027 condition.

CONGESTION MANAGEMENT PROGRAM CONSISTENCY REQUIREMENTS

The County of Orange (County) CMP Highway System includes one roadway arterial in the project area (i.e., Coast Highway), but it does not include any intersections within the study area. Based on the CMP requirements, a TIA is required for CMP purposes if a project would generate 2,400 or more daily trips. For projects that would directly access a CMP Highway System roadway, a reduced threshold of 1,600 daily trips is applied. The proposed project is forecast to generate 518 daily trips. As such, a CMP-level analysis is not required. Therefore, this TIA complies with the CMP requirements.

CONCLUSIONS

Based on the results of this TIA, the proposed project could be implemented without adversely affecting the study area intersections. The evaluation of the study area intersection LOS shows that the addition of project traffic would not create LOS impacts.

LSA

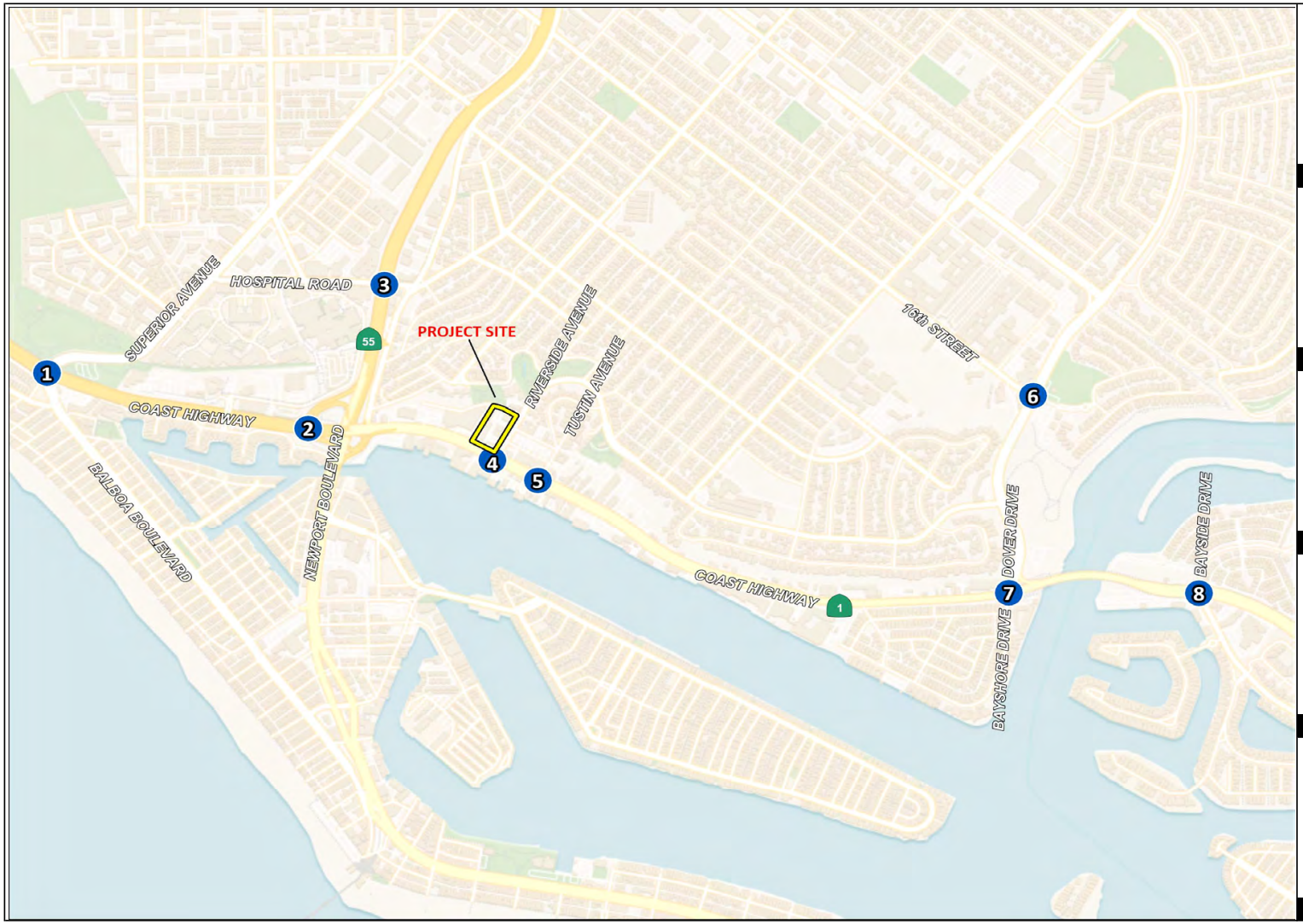
Table D: Future Year 2027 Intersection Level of Service Summary

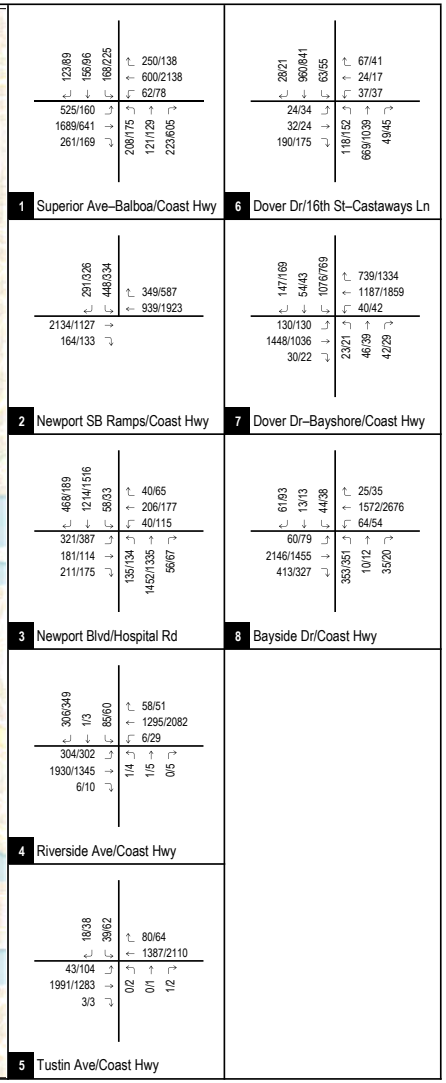
	Intersection	Future Year 2027				Future Year 2027 Plus Project				Peak-Hour Δ in ICU		Project LOS Impact?	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour					
		ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM	AM	PM
1	Superior Avenue–Balboa Boulevard/Coast Highway	0.60	A	0.85	D	-	-	-	-	-	-	-	-
2	Newport Boulevard Southbound Ramps/Coast Highway	0.85	D	0.60	A	-	-	-	-	-	-	-	-
3	Newport Boulevard/Hospital Road	0.55	A	0.60	A	-	-	-	-	-	-	-	-
4	Riverside Avenue/Coast Highway	0.66	B	0.66	B	0.66	B	0.67	B	0.00	0.01	No	No
5	Tustin Avenue/Coast Highway	0.66	B	0.58	A	-	-	-	-	-	-	-	-
6	Dover Drive/16th Street–Castaways Lane	0.52	A	0.49	A	-	-	-	-	-	-	-	-
7	Dover Drive–Bayshore Drive/Coast Highway	0.59	A	0.61	B	-	-	-	-	-	-	-	-
8	Bayside Drive/Coast Highway	0.61	B	0.61	B	-	-	-	-	-	-	-	-

Δ = change in

ICU = Intersection Capacity Utilization

LOS = level of service





LSA

XXXX/YYYY
AM/PM Peak Hour Traffic Volumes

N

FIGURE 9

ARC Carne & Cantina Restaurant
Future Year 2027 Plus Project Peak-Hour Volumes

P:\A-E\CNB2101.07 - ARC Carne & Cantina Restaurant\XLS\Figures\z45_Fig9-FYPP-PH-Vol.xlsx 8/1/2025

REFERENCES

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_____. 2023. 2023 Orange County Congestion Management Program. November.

APPENDIX A

EXISTING TRAFFIC VOLUMES

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: BALBOA BLVD-SUPERIOR AVE
E-W Direction: COAST HIGHWAY

File Name : H2502015
Site Code : 00000000
Start Date : 3/5/2025

Groups Printed- Turning Movement Count

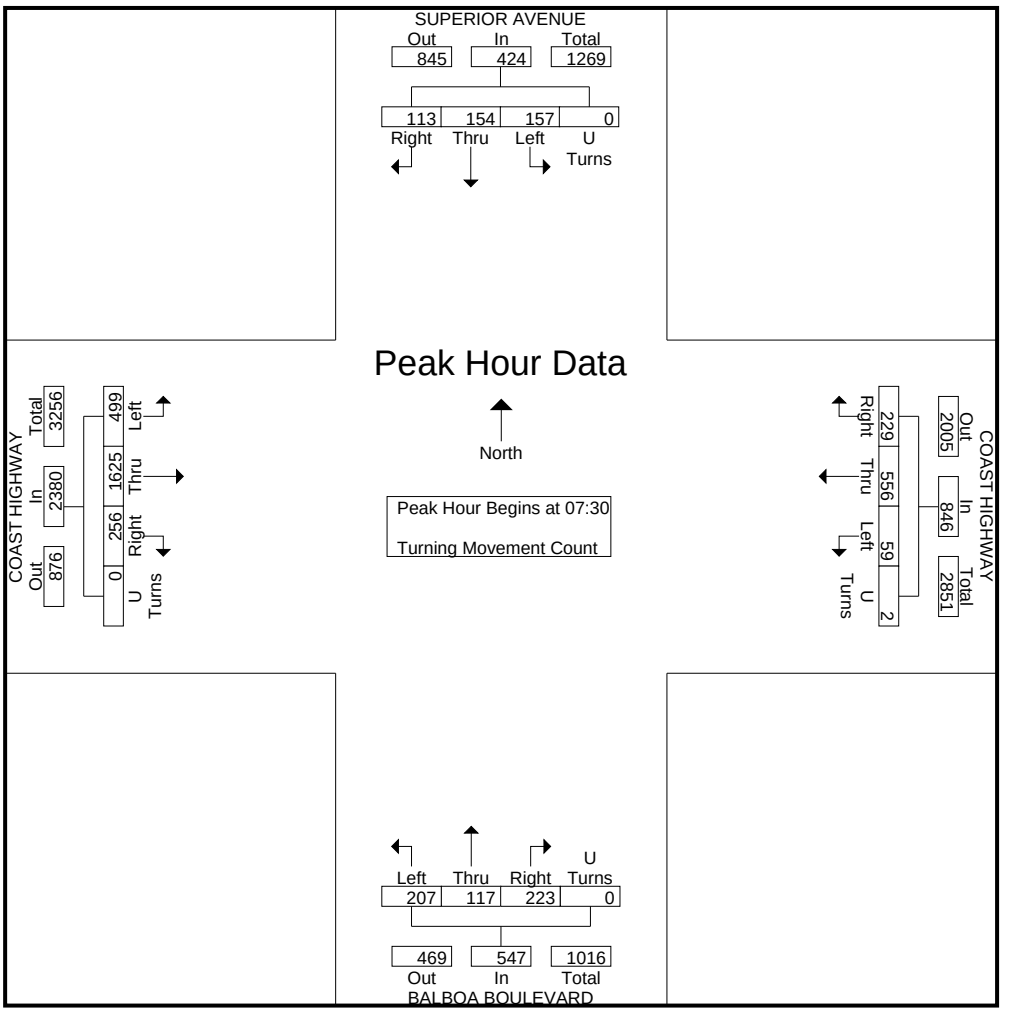
	SUPERIOR AVENUE Southbound				COAST HIGHWAY Westbound				BALBOA BOULEVARD Northbound				COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	22	20	24	0	21	74	1	1	34	23	38	0	29	261	80	0	628
07:15	21	28	23	0	30	105	8	0	40	19	39	0	36	348	120	0	817
07:30	18	41	31	0	70	152	10	1	53	38	54	0	54	425	98	0	1045
07:45	31	33	38	0	56	121	15	1	51	33	60	0	87	428	146	0	1100
Total	92	122	116	0	177	452	34	3	178	113	191	0	206	1462	444	0	3590
08:00	29	42	55	0	68	146	13	0	65	27	51	0	49	402	120	0	1067
08:15	35	38	33	0	35	137	21	0	54	19	42	0	66	370	135	0	985
08:30	28	37	25	0	56	161	11	0	51	16	21	0	63	441	108	0	1018
08:45	28	40	30	0	46	118	13	1	40	29	33	0	65	315	105	0	863
Total	120	157	143	0	205	562	58	1	210	91	147	0	243	1528	468	0	3933
16:00	12	23	61	0	39	451	20	1	154	31	44	0	36	123	56	0	1051
16:15	18	19	62	0	41	523	12	1	165	25	47	0	46	147	30	0	1136
16:30	16	31	49	0	36	564	23	0	134	25	30	0	37	159	47	0	1151
16:45	22	19	55	0	29	444	16	0	144	39	56	0	40	148	39	0	1051
Total	68	92	227	0	145	1982	71	2	597	120	177	0	159	577	172	0	4389
17:00	23	24	53	1	26	513	21	2	161	38	42	0	40	144	35	0	1123
17:15	15	26	50	0	29	567	16	0	131	36	26	0	51	143	27	0	1117
17:30	15	25	48	0	16	546	17	2	108	32	39	0	39	148	42	0	1077
17:45	11	16	37	0	20	574	20	0	99	29	25	0	40	116	29	0	1016
Total	64	91	188	1	91	2200	74	4	499	135	132	0	170	551	133	0	4333
18:00	24	33	43	0	18	458	27	2	94	45	19	0	53	147	30	0	993
18:15	18	18	29	0	25	377	16	1	71	38	16	0	52	121	28	0	810
Grand Total	386	513	746	1	661	6031	280	13	1649	542	682	0	883	4386	1275	0	18048
Apprch %	23.5	31.2	45.3	0.1	9.5	86.3	4	0.2	57.4	18.9	23.7	0	13.5	67	19.5	0	
Total %	2.1	2.8	4.1	0	3.7	33.4	1.6	0.1	9.1	3	3.8	0	4.9	24.3	7.1	0	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: BALBOA BLVD-SUPERIOR AVE
E-W Direction: COAST HIGHWAY

File Name : H2502015
Site Code : 00000000
Start Date : 3/5/2025
Page No : 2

	SUPERIOR AVENUE Southbound					COAST HIGHWAY Westbound					BALBOA BOULEVARD Northbound					COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	18	41	31	0	90	70	152	10	1	233	53	38	54	0	145	54	425	98	0	577	1045
07:45	31	33	38	0	102	56	121	15	1	193	51	33	60	0	144	87	428	146	0	661	1100
08:00	29	42	55	0	126	68	146	13	0	227	65	27	51	0	143	49	402	120	0	571	1067
08:15	35	38	33	0	106	35	137	21	0	193	54	19	42	0	115	66	370	135	0	571	985
Total Volume	113	154	157	0	424	229	556	59	2	846	223	117	207	0	547	256	1625	499	0	2380	4197
% App. Total	26.7	36.3	37	0		27.1	65.7	7	0.2		40.8	21.4	37.8	0		10.8	68.3	21	0		
PHF	.807	.917	.714	.000	.841	.818	.914	.702	.500	.908	.858	.770	.863	.000	.943	.736	.949	.854	.000	.900	.954

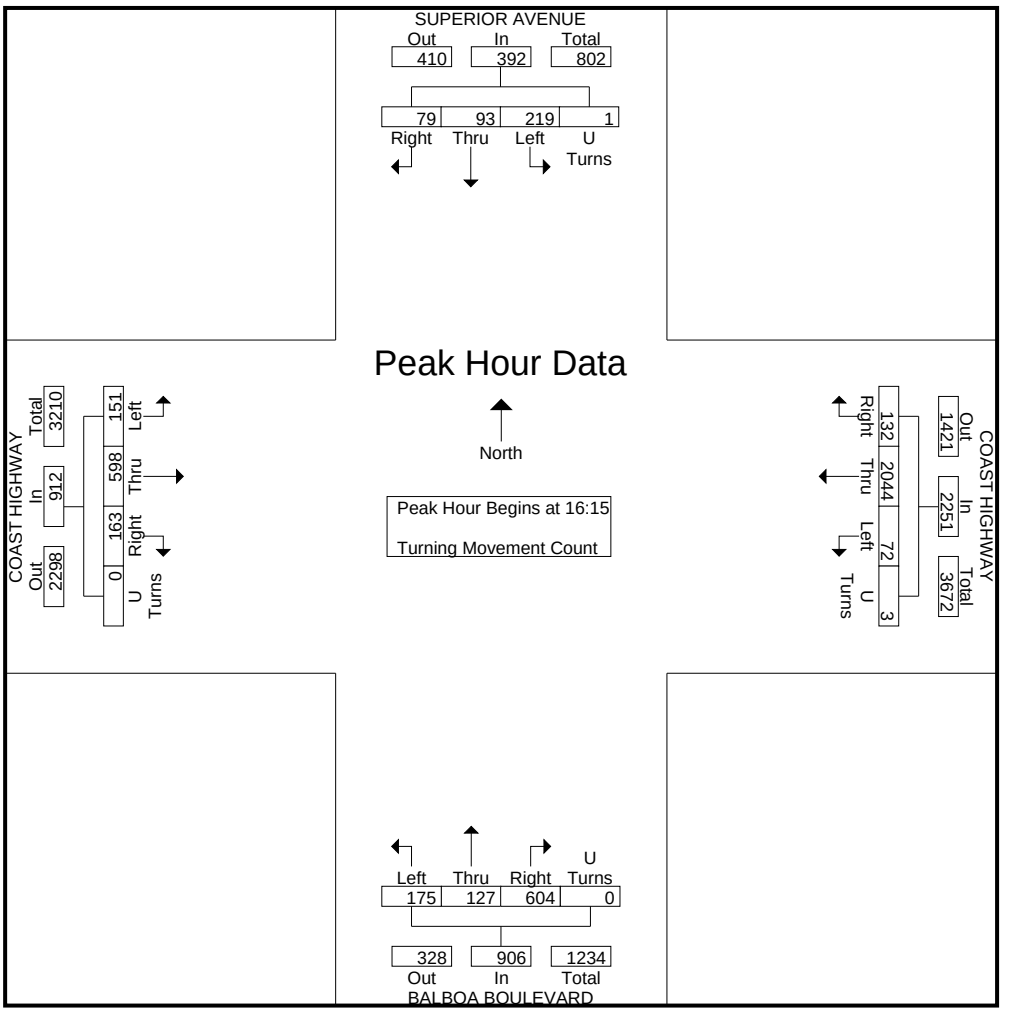


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: BALBOA BLVD-SUPERIOR AVE
E-W Direction: COAST HIGHWAY

File Name : H2502015
Site Code : 00000000
Start Date : 3/5/2025
Page No : 3

	SUPERIOR AVENUE Southbound					COAST HIGHWAY Westbound					BALBOA BOULEVARD Northbound					COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 18:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	18	19	62	0	99	41	523	12	1	577	165	25	47	0	237	46	147	30	0	223	1136
16:30	16	31	49	0	96	36	564	23	0	623	134	25	30	0	189	37	159	47	0	243	1151
16:45	22	19	55	0	96	29	444	16	0	489	144	39	56	0	239	40	148	39	0	227	1051
17:00	23	24	53	1	101	26	513	21	2	562	161	38	42	0	241	40	144	35	0	219	1123
Total Volume	79	93	219	1	392	132	2044	72	3	2251	604	127	175	0	906	163	598	151	0	912	4461
% App. Total	20.2	23.7	55.9	0.3		5.9	90.8	3.2	0.1		66.7	14	19.3	0		17.9	65.6	16.6	0		
PHF	.859	.750	.883	.250	.970	.805	.906	.783	.375	.903	.915	.814	.781	.000	.940	.886	.940	.803	.000	.938	.969



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: SR-55 SB RAMPS
E-W Direction: COAST HIGHWAY

File Name : H2402013
Site Code : 00000000
Start Date : 2/27/2024

Groups Printed- Turning Movement Count

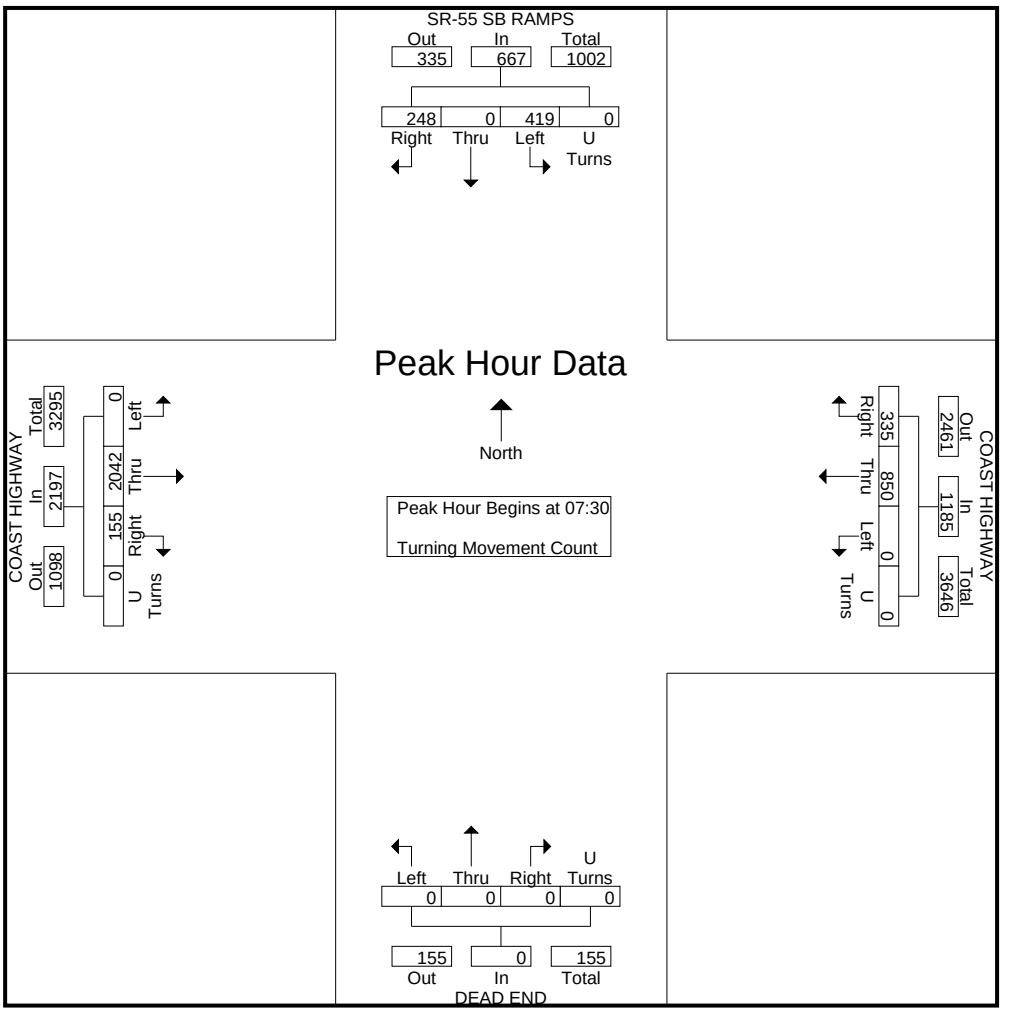
	SR-55 SB RAMPS Southbound				COAST HIGHWAY Westbound				DEAD END Northbound				COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	57	0	102	0	34	115	0	0	0	0	0	0	21	284	0	0	613
07:15	58	0	84	0	48	117	0	0	0	0	0	0	20	410	0	0	737
07:30	70	0	111	0	60	190	0	0	0	0	0	0	26	522	0	0	979
07:45	56	0	92	0	80	204	0	0	0	0	0	0	44	542	0	0	1018
Total	241	0	389	0	222	626	0	0	0	0	0	0	111	1758	0	0	3347
08:00	71	0	115	0	84	221	0	0	0	0	0	0	44	477	0	0	1012
08:15	51	0	101	0	111	235	0	0	0	0	0	0	41	501	0	0	1040
08:30	52	0	100	0	90	210	0	0	0	0	0	0	43	468	0	0	963
08:45	45	0	67	0	105	216	0	1	0	0	0	0	51	466	0	0	951
Total	219	0	383	0	390	882	0	1	0	0	0	0	179	1912	0	0	3966
16:00	89	0	57	0	132	468	0	1	0	0	0	0	22	229	0	0	998
16:15	71	0	93	0	127	414	0	0	0	0	0	0	30	249	0	0	984
16:30	76	0	59	0	114	460	0	0	0	0	0	0	35	282	0	0	1026
16:45	72	0	87	0	127	380	0	0	0	0	0	0	29	277	0	0	972
Total	308	0	296	0	500	1722	0	1	0	0	0	0	116	1037	0	0	3980
17:00	84	0	88	0	161	510	0	0	0	0	0	0	22	230	0	0	1095
17:15	65	0	67	0	158	475	0	0	0	0	0	0	37	208	0	0	1010
17:30	92	0	86	0	150	435	0	0	0	0	0	0	23	194	0	0	980
17:45	76	0	64	0	155	442	0	0	0	0	0	0	34	239	0	0	1010
Total	317	0	305	0	624	1862	0	0	0	0	0	0	116	871	0	0	4095
18:00	83	0	68	0	151	344	0	0	0	0	0	0	33	211	0	0	890
18:15	49	0	50	0	115	354	0	0	0	0	0	0	36	209	0	0	813
Grand Total	1217	0	1491	0	2002	5790	0	2	0	0	0	0	591	5998	0	0	17091
Apprch %	44.9	0	55.1	0	25.7	74.3	0	0	0	0	0	0	9	91	0	0	
Total %	7.1	0	8.7	0	11.7	33.9	0	0	0	0	0	0	3.5	35.1	0	0	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: SR-55 SB RAMPS
E-W Direction: COAST HIGHWAY

File Name : H2402013
Site Code : 00000000
Start Date : 2/27/2024

	SR-55 SB RAMPS Southbound					COAST HIGHWAY Westbound					DEAD END Northbound					COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	70	0	111	0	181	60	190	0	0	250	0	0	0	0	0	26	522	0	0	548	979
07:45	56	0	92	0	148	80	204	0	0	284	0	0	0	0	0	44	542	0	0	586	1018
08:00	71	0	115	0	186	84	221	0	0	305	0	0	0	0	0	44	477	0	0	521	1012
08:15	51	0	101	0	152	111	235	0	0	346	0	0	0	0	0	41	501	0	0	542	1040
Total Volume	248	0	419	0	667	335	850	0	0	1185	0	0	0	0	0	155	2042	0	0	2197	4049
% App. Total	37.2	0	62.8	0		28.3	71.7	0	0		0	0	0	0		7.1	92.9	0	0		
PHF	.873	.000	.911	.000	.897	.755	.904	.000	.000	.856	.000	.000	.000	.000	.000	.881	.942	.000	.000	.937	.973

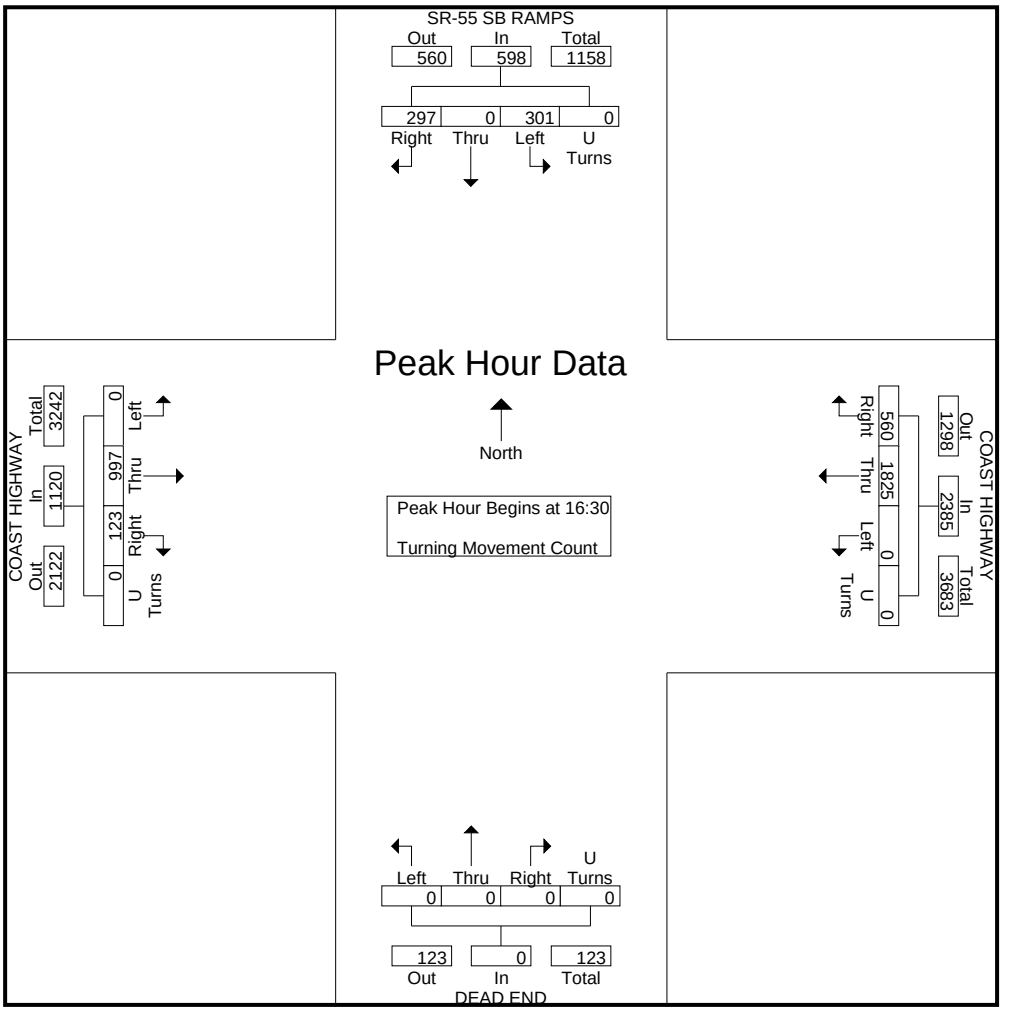


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: SR-55 SB RAMPS
E-W Direction: COAST HIGHWAY

File Name : H2402013
Site Code : 00000000
Start Date : 2/27/2024

	SR-55 SB RAMPS Southbound					COAST HIGHWAY Westbound					DEAD END Northbound					COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 18:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	76	0	59	0	135	114	460	0	0	574	0	0	0	0	0	35	282	0	0	317	1026
16:45	72	0	87	0	159	127	380	0	0	507	0	0	0	0	0	29	277	0	0	306	972
17:00	84	0	88	0	172	161	510	0	0	671	0	0	0	0	0	22	230	0	0	252	1095
17:15	65	0	67	0	132	158	475	0	0	633	0	0	0	0	0	37	208	0	0	245	1010
Total Volume	297	0	301	0	598	560	1825	0	0	2385	0	0	0	0	0	123	997	0	0	1120	4103
% App. Total	49.7	0	50.3	0		23.5	76.5	0	0		0	0	0	0		11	89	0	0		
PHF	.884	.000	.855	.000	.869	.870	.895	.000	.000	.889	.000	.000	.000	.000	.000	.831	.884	.000	.000	.883	.937



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City of Newport Beach
N-S Direction: Newport Boulevard
E-W Direction: Hospital Road

File Name : H2402030
Site Code : 00000000
Start Date : 2/13/2024

Groups Printed- Turning Movements

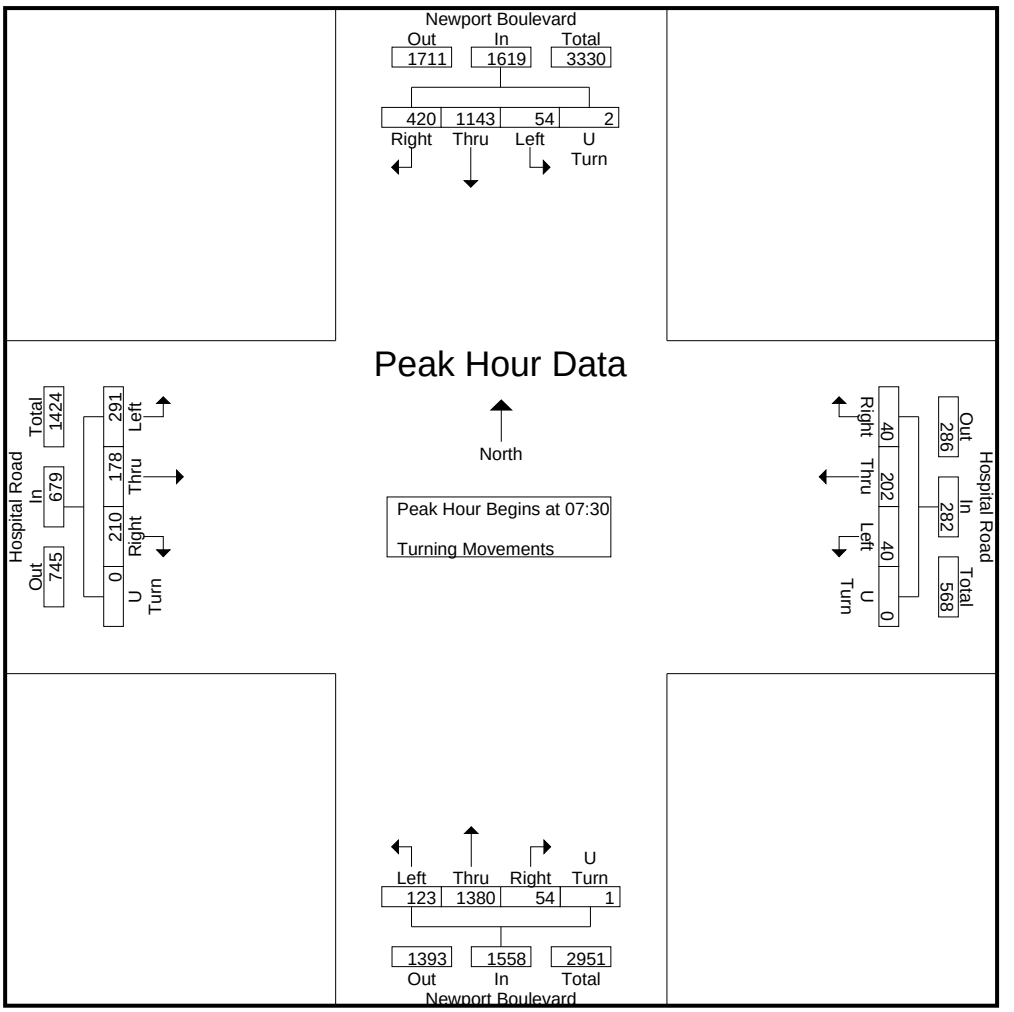
	Newport Boulevard Southbound				Hospital Road Westbound				Newport Boulevard Northbound				Hospital Road Eastbound				
Start Time	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Int. Total
07:00	71	193	9	0	1	20	6	0	3	243	12	1	26	18	49	0	652
07:15	82	286	9	0	8	20	7	0	11	308	21	2	47	17	68	0	886
07:30	107	290	10	0	4	32	9	0	16	397	30	0	52	37	112	0	1096
07:45	94	277	13	2	11	78	9	0	13	293	30	1	61	57	62	0	1001
Total	354	1046	41	2	24	150	31	0	43	1241	93	4	186	129	291	0	3635
08:00	121	274	11	0	15	50	16	0	11	344	35	0	46	46	61	0	1030
08:15	98	302	20	0	10	42	6	0	14	346	28	0	51	38	56	0	1011
08:30	98	237	13	0	8	48	13	0	13	370	28	2	42	27	50	0	949
08:45	97	289	11	1	12	34	10	0	16	296	38	2	53	35	48	0	942
Total	414	1102	55	1	45	174	45	0	54	1356	129	4	192	146	215	0	3932
16:00	45	279	8	0	15	61	21	0	20	357	34	0	23	26	92	0	981
16:15	22	388	9	0	6	42	19	0	12	332	20	0	9	22	76	0	957
16:30	40	329	9	0	19	43	29	0	15	304	33	0	26	30	105	0	982
16:45	38	379	8	0	18	51	36	0	19	302	30	2	41	32	57	0	1013
Total	145	1375	34	0	58	197	105	0	66	1295	117	2	99	110	330	0	3933
17:00	51	395	9	0	14	37	29	0	17	350	24	1	42	29	100	0	1098
17:15	44	336	6	0	14	45	21	0	14	298	30	5	61	22	97	0	993
17:30	61	314	9	0	7	33	19	0	12	363	29	1	50	18	50	0	966
17:45	79	343	5	0	8	39	21	0	9	346	22	0	32	18	47	0	969
Total	235	1388	29	0	43	154	90	0	52	1357	105	7	185	87	294	0	4026
18:00	52	343	4	0	10	54	16	1	13	362	21	2	34	10	43	0	965
18:15	90	365	10	0	7	25	11	0	18	350	10	2	25	17	61	0	991
Grand Total	1290	5619	173	3	187	754	298	1	246	5961	475	21	721	499	1234	0	17482
Apprch %	18.2	79.3	2.4	0	15.1	60.8	24	0.1	3.7	88.9	7.1	0.3	29.4	20.3	50.3	0	
Total %	7.4	32.1	1	0	1.1	4.3	1.7	0	1.4	34.1	2.7	0.1	4.1	2.9	7.1	0	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City of Newport Beach
N-S Direction: Newport Boulevard
E-W Direction: Hospital Road

File Name : H2402030
Site Code : 00000000
Start Date : 2/13/2024
Page No : 2

	Newport Boulevard Southbound					Hospital Road Westbound					Newport Boulevard Northbound					Hospital Road Eastbound					
Start Time	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	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	107	290	10	0	407	4	32	9	0	45	16	397	30	0	443	52	37	112	0	201	1096
07:45	94	277	13	2	386	11	78	9	0	98	13	293	30	1	337	61	57	62	0	180	1001
08:00	121	274	11	0	406	15	50	16	0	81	11	344	35	0	390	46	46	61	0	153	1030
08:15	98	302	20	0	420	10	42	6	0	58	14	346	28	0	388	51	38	56	0	145	1011
Total Volume	420	1143	54	2	1619	40	202	40	0	282	54	1380	123	1	1558	210	178	291	0	679	4138
% App. Total	25.9	70.6	3.3	0.1		14.2	71.6	14.2	0		3.5	88.6	7.9	0.1		30.9	26.2	42.9	0		
PHF	.868	.946	.675	.250	.964	.667	.647	.625	.000	.719	.844	.869	.879	.250	.879	.861	.781	.650	.000	.845	.944

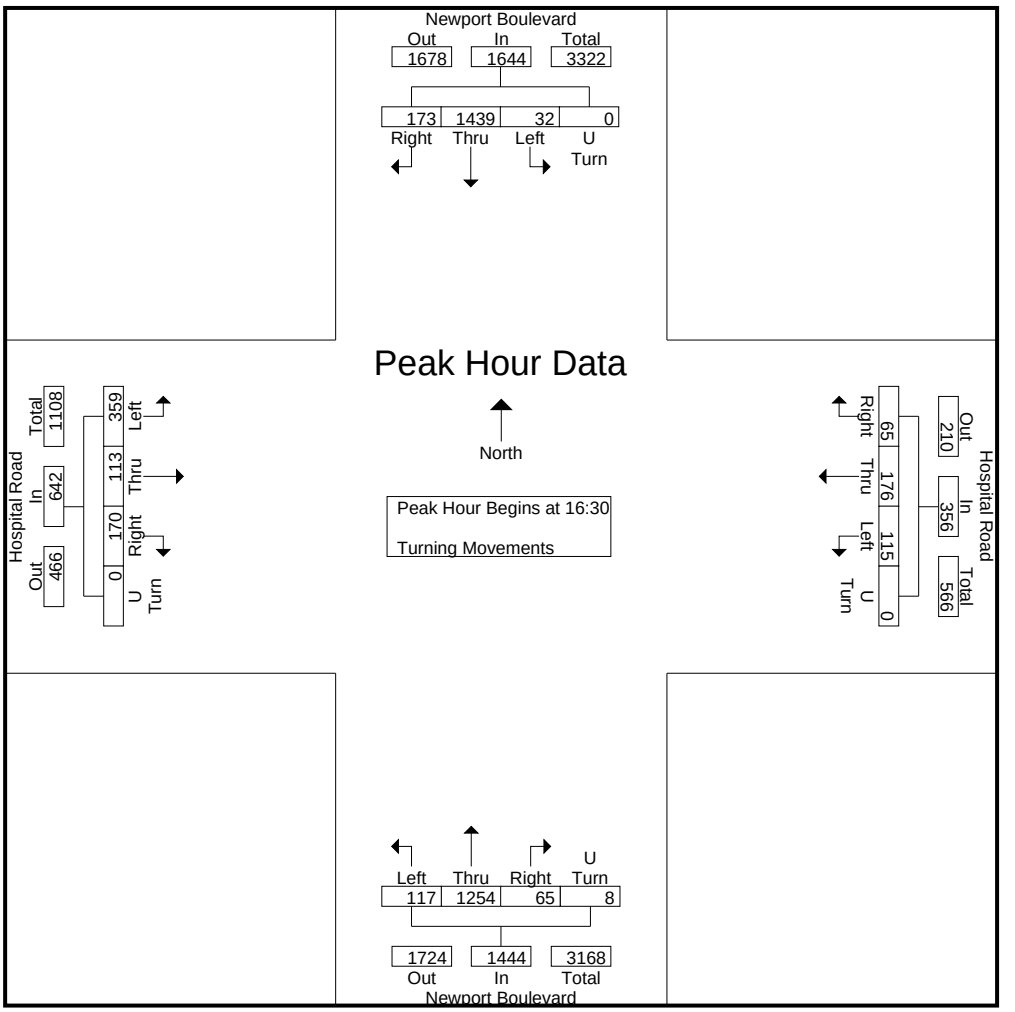


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City of Newport Beach
N-S Direction: Newport Boulevard
E-W Direction: Hospital Road

File Name : H2402030
Site Code : 00000000
Start Date : 2/13/2024
Page No : 3

	Newport Boulevard Southbound					Hospital Road Westbound					Newport Boulevard Northbound					Hospital Road Eastbound					
Start Time	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	Int. Total
Peak Hour Analysis From 16:00 to 18:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	40	329	9	0	378	19	43	29	0	91	15	304	33	0	352	26	30	105	0	161	982
16:45	38	379	8	0	425	18	51	36	0	105	19	302	30	2	353	41	32	57	0	130	1013
17:00	51	395	9	0	455	14	37	29	0	80	17	350	24	1	392	42	29	100	0	171	1098
17:15	44	336	6	0	386	14	45	21	0	80	14	298	30	5	347	61	22	97	0	180	993
Total Volume	173	1439	32	0	1644	65	176	115	0	356	65	1254	117	8	1444	170	113	359	0	642	4086
% App. Total	10.5	87.5	1.9	0		18.3	49.4	32.3	0		4.5	86.8	8.1	0.6		26.5	17.6	55.9	0		
PHF	.848	.911	.889	.000	.903	.855	.863	.799	.000	.848	.855	.896	.886	.400	.921	.697	.883	.855	.000	.892	.930



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

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

File Name : H2402014
Site Code : 00000000
Start Date : 2/27/2024

Groups Printed- Turning Movement Count

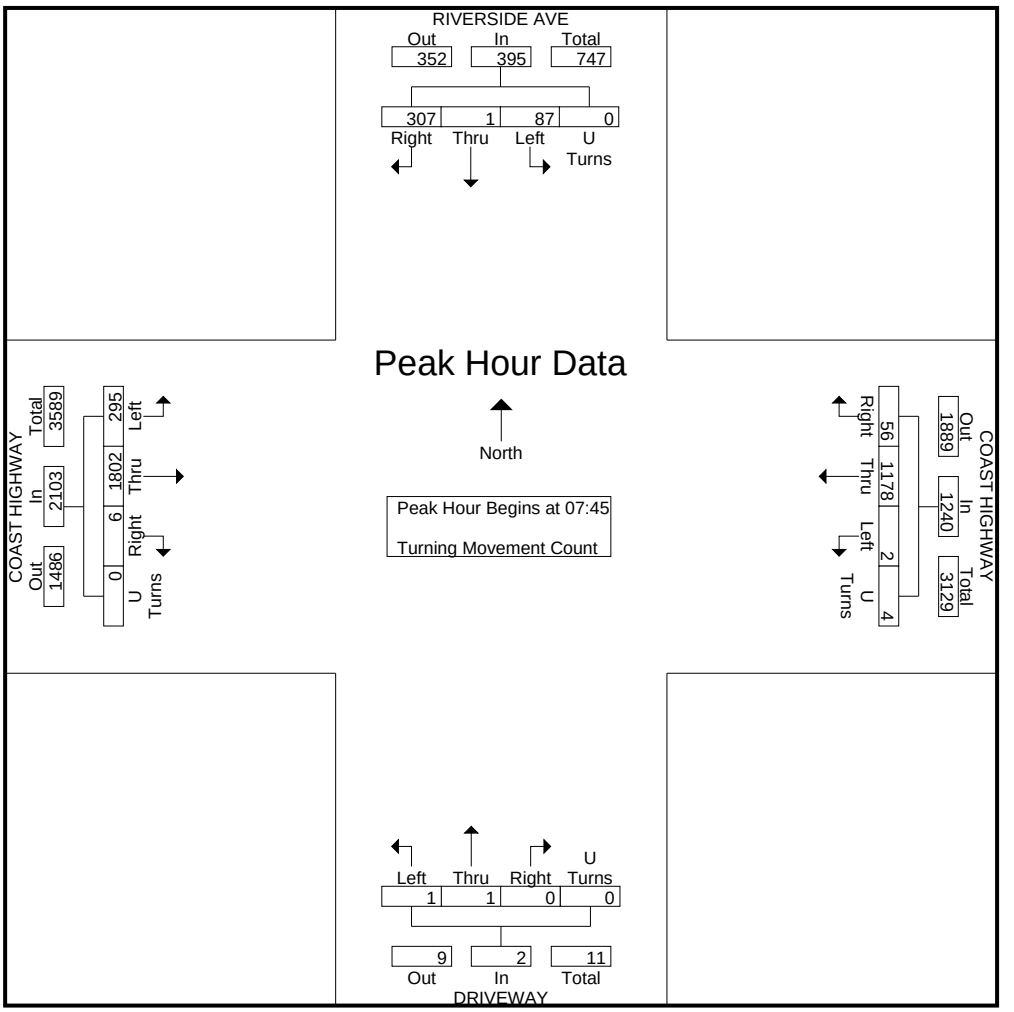
	RIVERSIDE AVE Southbound				COAST HIGHWAY Westbound				DRIVEWAY Northbound				COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	27	0	9	0	16	141	1	1	0	0	0	0	0	298	26	0	519
07:15	35	0	9	0	11	175	0	0	0	0	1	0	1	376	57	0	665
07:30	53	0	25	0	6	226	0	0	0	0	0	0	0	450	62	0	822
07:45	84	0	29	0	17	253	0	2	0	0	0	0	0	443	74	0	902
Total	199	0	72	0	50	795	1	3	0	0	1	0	1	1567	219	0	2908
08:00	97	0	21	0	8	321	0	1	0	0	0	0	3	452	84	0	987
08:15	73	0	21	0	13	279	1	0	0	1	1	0	0	437	78	0	904
08:30	53	1	16	0	18	325	1	1	0	0	0	0	3	470	59	0	947
08:45	59	0	15	0	13	296	2	1	1	0	1	0	1	416	68	0	873
Total	282	1	73	0	52	1221	4	3	1	1	2	0	7	1775	289	0	3711
16:00	82	2	10	0	11	459	4	2	1	2	2	0	1	295	68	0	939
16:15	77	1	14	0	16	460	2	2	1	2	1	0	1	290	57	1	925
16:30	90	1	15	0	14	430	2	3	0	1	0	0	0	318	71	0	945
16:45	75	1	11	0	16	475	2	4	1	2	0	0	3	306	71	0	967
Total	324	5	50	0	57	1824	10	11	3	7	3	0	5	1209	267	1	3776
17:00	94	0	20	0	11	470	11	4	2	1	3	0	5	279	79	1	980
17:15	88	1	9	1	6	541	2	0	2	1	1	0	2	310	59	0	1023
17:30	87	3	11	1	8	437	1	2	0	0	4	0	1	276	49	0	880
17:45	84	0	11	0	17	465	2	3	1	1	1	0	2	274	49	5	915
Total	353	4	51	2	42	1913	16	9	5	3	9	0	10	1139	236	6	3798
18:00	71	2	15	0	11	431	8	4	4	0	1	0	5	279	54	0	885
18:15	65	1	11	0	11	347	3	4	5	3	1	0	1	237	44	1	734
Grand Total	1294	13	272	2	223	6531	42	34	18	14	17	0	29	6206	1109	8	15812
Apprch %	81.8	0.8	17.2	0.1	3.3	95.6	0.6	0.5	36.7	28.6	34.7	0	0.4	84.4	15.1	0.1	
Total %	8.2	0.1	1.7	0	1.4	41.3	0.3	0.2	0.1	0.1	0.1	0	0.2	39.2	7	0.1	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

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

File Name : H2402014
Site Code : 00000000
Start Date : 2/27/2024

	RIVERSIDE AVE Southbound					COAST HIGHWAY Westbound					DRIVEWAY Northbound					COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	84	0	29	0	113	17	253	0	2	272	0	0	0	0	0	0	443	74	0	517	902
08:00	97	0	21	0	118	8	321	0	1	330	0	0	0	0	0	3	452	84	0	539	987
08:15	73	0	21	0	94	13	279	1	0	293	0	1	1	0	2	0	437	78	0	515	904
08:30	53	1	16	0	70	18	325	1	1	345	0	0	0	0	0	3	470	59	0	532	947
Total Volume	307	1	87	0	395	56	1178	2	4	1240	0	1	1	0	2	6	1802	295	0	2103	3740
% App. Total	77.7	0.3	22	0		4.5	95	0.2	0.3		0	50	50	0		0.3	85.7	14	0		
PHF	.791	.250	.750	.000	.837	.778	.906	.500	.500	.899	.000	.250	.250	.000	.250	.500	.959	.878	.000	.975	.947

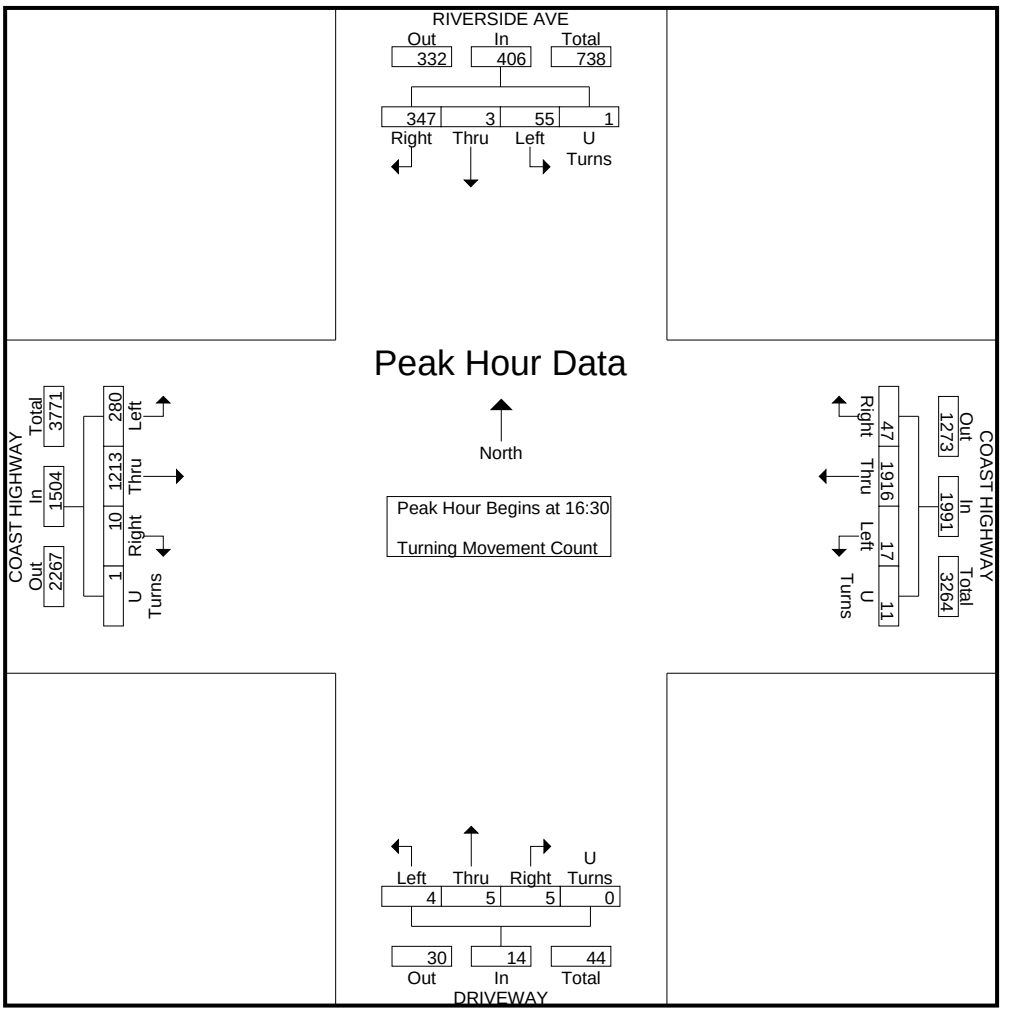


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

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

File Name : H2402014
Site Code : 00000000
Start Date : 2/27/2024

	RIVERSIDE AVE Southbound					COAST HIGHWAY Westbound					DRIVEWAY Northbound					COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 18:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	90	1	15	0	106	14	430	2	3	449	0	1	0	0	1	0	318	71	0	389	945
16:45	75	1	11	0	87	16	475	2	4	497	1	2	0	0	3	3	306	71	0	380	967
17:00	94	0	20	0	114	11	470	11	4	496	2	1	3	0	6	5	279	79	1	364	980
17:15	88	1	9	1	99	6	541	2	0	549	2	1	1	0	4	2	310	59	0	371	1023
Total Volume	347	3	55	1	406	47	1916	17	11	1991	5	5	4	0	14	10	1213	280	1	1504	3915
% App. Total	85.5	0.7	13.5	0.2		2.4	96.2	0.9	0.6		35.7	35.7	28.6	0		0.7	80.7	18.6	0.1		
PHF	.923	.750	.688	.250	.890	.734	.885	.386	.688	.907	.625	.625	.333	.000	.583	.500	.954	.886	.250	.967	.957



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

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

File Name : H2402015
Site Code : 00000000
Start Date : 2/27/2024

Groups Printed- Turning Movement Count

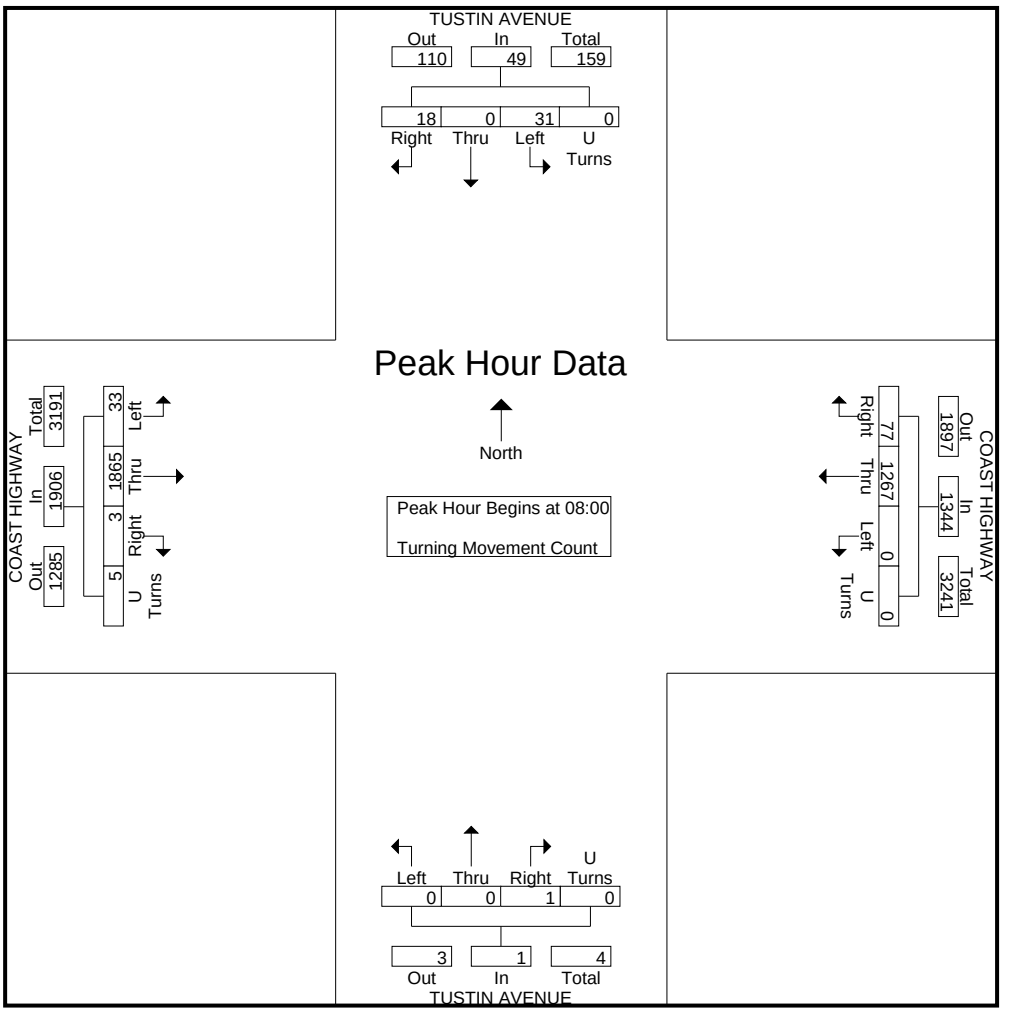
	TUSTIN AVENUE Southbound				COAST HIGHWAY Westbound				TUSTIN AVENUE Northbound				COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	2	0	2	0	5	176	0	0	0	0	0	0	0	295	4	1	485
07:15	3	0	4	0	4	173	0	0	0	0	0	0	0	381	4	1	570
07:30	5	0	9	0	10	221	0	0	0	0	0	0	0	464	4	3	716
07:45	8	0	14	0	14	274	0	0	0	0	0	0	0	476	10	1	797
Total	18	0	29	0	33	844	0	0	0	0	0	0	0	1616	22	6	2568
08:00	6	0	14	0	16	319	0	0	0	0	0	0	0	460	11	1	827
08:15	5	0	6	0	21	310	0	0	0	0	0	0	1	469	5	1	818
08:30	5	0	2	0	19	316	0	0	0	0	0	0	1	489	4	2	838
08:45	2	0	9	0	21	322	0	0	1	0	0	0	1	447	13	1	817
Total	18	0	31	0	77	1267	0	0	1	0	0	0	3	1865	33	5	3300
16:00	9	0	6	0	19	488	0	0	0	0	0	0	0	315	12	7	856
16:15	13	0	8	1	12	451	0	0	0	0	0	0	1	304	9	8	807
16:30	7	0	8	0	23	483	0	0	1	0	0	0	0	297	8	8	835
16:45	10	0	11	0	22	460	0	0	1	0	1	0	2	292	17	10	826
Total	39	0	33	1	76	1882	0	0	2	0	1	0	3	1208	46	33	3324
17:00	15	0	18	0	10	465	0	0	0	1	1	0	1	263	12	15	801
17:15	6	0	14	0	7	533	0	0	0	0	0	0	0	305	10	12	887
17:30	3	0	8	0	8	466	0	0	0	0	0	0	0	287	8	10	790
17:45	4	0	6	0	15	482	0	0	0	0	0	0	0	317	4	8	836
Total	28	0	46	0	40	1946	0	0	0	1	1	0	1	1172	34	45	3314
18:00	7	0	8	0	11	429	0	0	0	0	0	0	0	278	3	11	747
18:15	9	1	4	0	8	384	0	0	0	0	0	0	0	260	7	10	683
Grand Total	119	1	151	1	245	6752	0	0	3	1	2	0	7	6399	145	110	13936
Apprch %	43.8	0.4	55.5	0.4	3.5	96.5	0	0	50	16.7	33.3	0	0.1	96.1	2.2	1.7	
Total %	0.9	0	1.1	0	1.8	48.5	0	0	0	0	0	0	0.1	45.9	1	0.8	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

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

File Name : H2402015
Site Code : 00000000
Start Date : 2/27/2024
Page No : 2

	TUSTIN AVENUE Southbound					COAST HIGHWAY Westbound					TUSTIN AVENUE Northbound					COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	6	0	14	0	20	16	319	0	0	335	0	0	0	0	0	0	460	11	1	472	827
08:15	5	0	6	0	11	21	310	0	0	331	0	0	0	0	0	1	469	5	1	476	818
08:30	5	0	2	0	7	19	316	0	0	335	0	0	0	0	0	1	489	4	2	496	838
08:45	2	0	9	0	11	21	322	0	0	343	1	0	0	0	1	1	447	13	1	462	817
Total Volume	18	0	31	0	49	77	1267	0	0	1344	1	0	0	0	1	3	1865	33	5	1906	3300
% App. Total	36.7	0	63.3	0		5.7	94.3	0	0		100	0	0	0		0.2	97.8	1.7	0.3		
PHF	.750	.000	.554	.000	.613	.917	.984	.000	.000	.980	.250	.000	.000	.000	.250	.750	.953	.635	.625	.961	.984

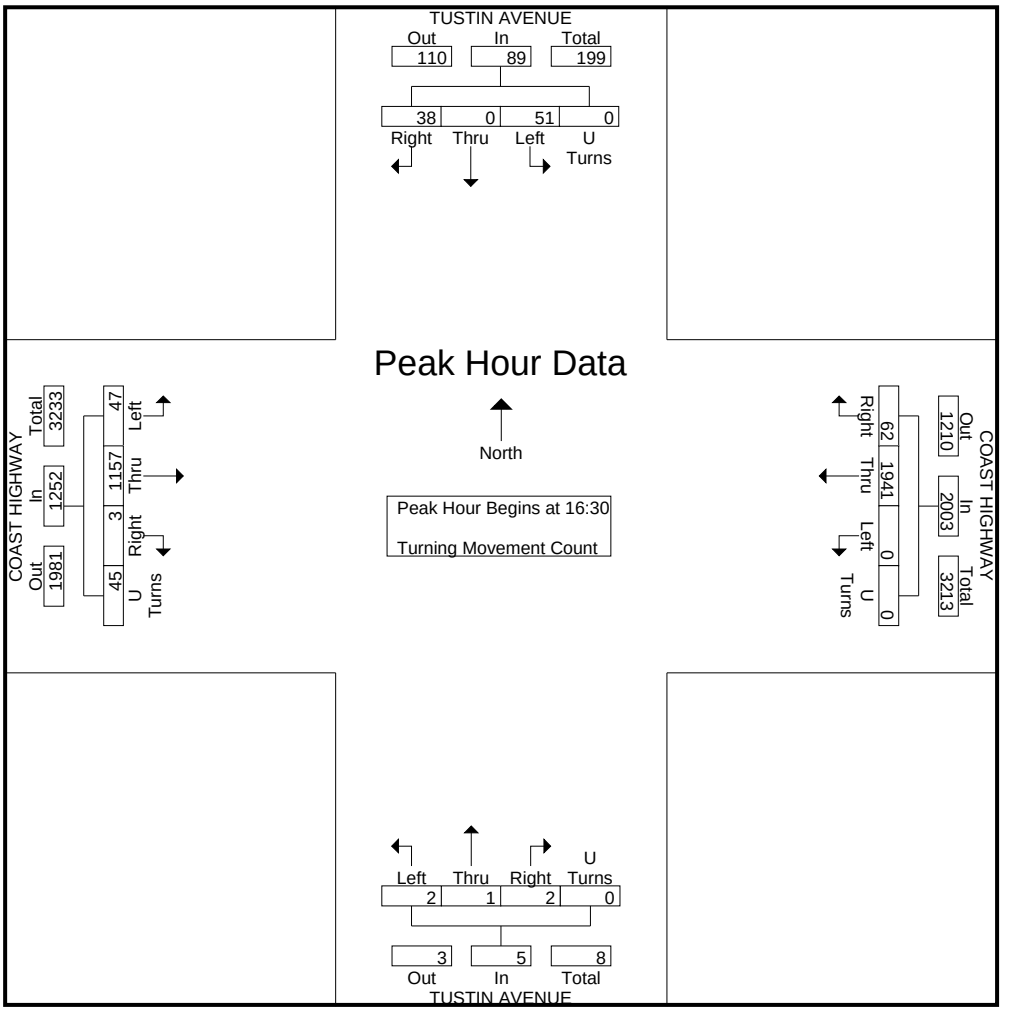


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

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

File Name : H2402015
Site Code : 00000000
Start Date : 2/27/2024
Page No : 3

	TUSTIN AVENUE Southbound					COAST HIGHWAY Westbound					TUSTIN AVENUE Northbound					COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 18:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	7	0	8	0	15	23	483	0	0	506	1	0	0	0	1	0	297	8	8	313	835
16:45	10	0	11	0	21	22	460	0	0	482	1	0	1	0	2	2	292	17	10	321	826
17:00	15	0	18	0	33	10	465	0	0	475	0	1	1	0	2	1	263	12	15	291	801
17:15	6	0	14	0	20	7	533	0	0	540	0	0	0	0	0	0	305	10	12	327	887
Total Volume	38	0	51	0	89	62	1941	0	0	2003	2	1	2	0	5	3	1157	47	45	1252	3349
% App. Total	42.7	0	57.3	0		3.1	96.9	0	0		40	20	40	0		0.2	92.4	3.8	3.6		
PHF	.633	.000	.708	.000	.674	.674	.910	.000	.000	.927	.500	.250	.500	.000	.625	.375	.948	.691	.750	.957	.944



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: DOVER DRIVE
E-W Direction: 16TH STREET

File Name : H2402017
Site Code : 00000000
Start Date : 2/27/2024
Page No : 1

Groups Printed- Turning Movement Count

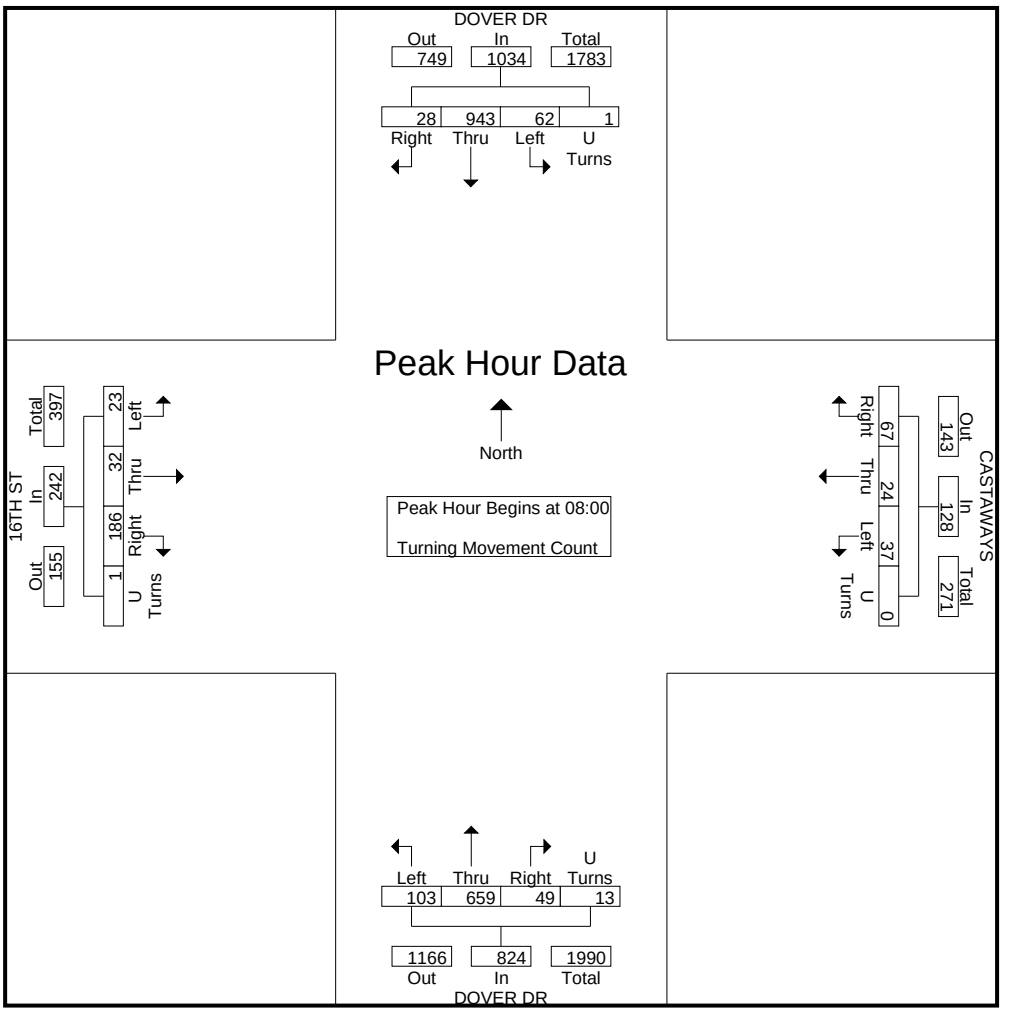
	DOVER DR Southbound				CASTAWAYS Westbound				DOVER DR Northbound				16TH ST Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	5	117	5	0	3	3	3	0	5	82	10	0	28	2	4	0	267
07:15	3	162	11	1	9	0	8	0	5	96	16	0	29	5	1	0	346
07:30	0	222	6	0	15	3	10	0	9	113	18	0	29	1	3	0	429
07:45	3	219	19	0	11	1	13	0	13	134	19	2	41	6	0	0	481
Total	11	720	41	1	38	7	34	0	32	425	63	2	127	14	8	0	1523
08:00	9	267	29	1	25	12	12	0	23	168	30	0	40	12	4	0	632
08:15	8	237	10	0	21	7	6	0	15	167	28	1	41	9	5	0	555
08:30	4	223	10	0	11	4	8	0	4	177	22	7	61	6	4	0	541
08:45	7	216	13	0	10	1	11	0	7	147	23	5	44	5	10	1	500
Total	28	943	62	1	67	24	37	0	49	659	103	13	186	32	23	1	2228
16:00	5	206	18	4	13	3	8	0	10	262	35	1	47	2	13	0	627
16:15	5	204	11	0	15	4	10	0	15	261	37	0	33	6	9	0	610
16:30	2	195	11	0	6	6	15	0	10	242	33	1	42	7	6	0	576
16:45	9	203	11	0	7	4	4	0	10	247	40	1	48	9	6	0	599
Total	21	808	51	4	41	17	37	0	45	1012	145	3	170	24	34	0	2412
17:00	8	176	15	0	13	9	13	0	10	259	33	0	47	10	7	0	600
17:15	5	199	8	1	9	4	11	0	16	251	48	1	35	11	6	0	605
17:30	11	170	17	0	14	8	9	0	11	242	37	0	47	6	7	0	579
17:45	3	205	25	0	15	11	10	0	16	233	43	0	30	6	5	0	602
Total	27	750	65	1	51	32	43	0	53	985	161	1	159	33	25	0	2386
18:00	10	167	11	0	10	5	7	0	8	249	47	1	33	4	5	0	557
18:15	9	164	7	0	4	2	4	0	9	199	24	3	39	6	9	0	479
Grand Total	106	3552	237	7	211	87	162	0	196	3529	543	23	714	113	104	1	9585
Apprch %	2.7	91	6.1	0.2	45.9	18.9	35.2	0	4.6	82.2	12.7	0.5	76.6	12.1	11.2	0.1	
Total %	1.1	37.1	2.5	0.1	2.2	0.9	1.7	0	2	36.8	5.7	0.2	7.4	1.2	1.1	0	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: DOVER DRIVE
E-W Direction: 16TH STREET

File Name : H2402017
Site Code : 00000000
Start Date : 2/27/2024

	DOVER DR Southbound					CASTAWAYS Westbound					DOVER DR Northbound					16TH ST Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	9	267	29	1	306	25	12	12	0	49	23	168	30	0	221	40	12	4	0	56	632
08:15	8	237	10	0	255	21	7	6	0	34	15	167	28	1	211	41	9	5	0	55	555
08:30	4	223	10	0	237	11	4	8	0	23	4	177	22	7	210	61	6	4	0	71	541
08:45	7	216	13	0	236	10	1	11	0	22	7	147	23	5	182	44	5	10	1	60	500
Total Volume	28	943	62	1	1034	67	24	37	0	128	49	659	103	13	824	186	32	23	1	242	2228
% App. Total	2.7	91.2	6	0.1		52.3	18.8	28.9	0		5.9	80	12.5	1.6		76.9	13.2	9.5	0.4		
PHF	.778	.883	.534	.250	.845	.670	.500	.771	.000	.653	.533	.931	.858	.464	.932	.762	.667	.575	.250	.852	.881

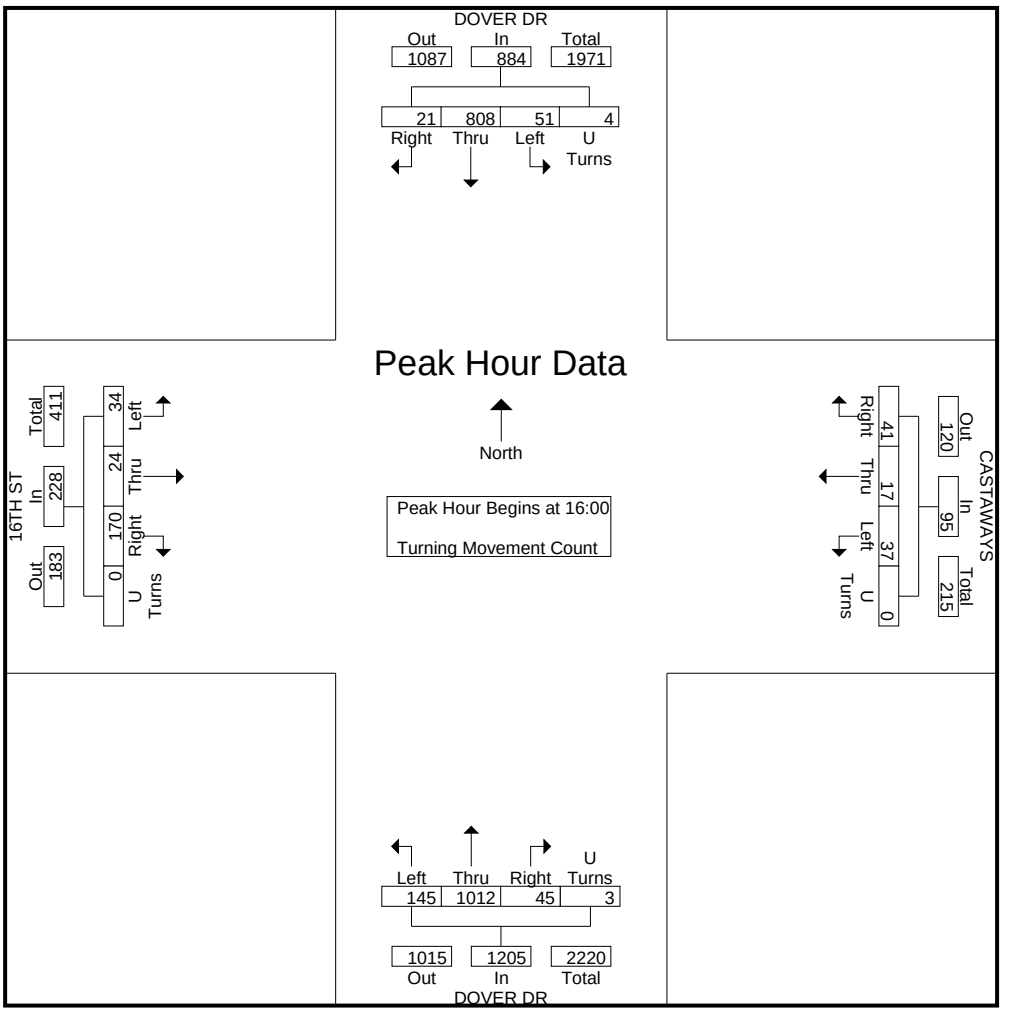


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: DOVER DRIVE
E-W Direction: 16TH STREET

File Name : H2402017
Site Code : 00000000
Start Date : 2/27/2024
Page No : 3

	DOVER DR Southbound					CASTAWAYS Westbound					DOVER DR Northbound					16TH ST Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 18:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	5	206	18	4	233	13	3	8	0	24	10	262	35	1	308	47	2	13	0	62	627
16:15	5	204	11	0	220	15	4	10	0	29	15	261	37	0	313	33	6	9	0	48	610
16:30	2	195	11	0	208	6	6	15	0	27	10	242	33	1	286	42	7	6	0	55	576
16:45	9	203	11	0	223	7	4	4	0	15	10	247	40	1	298	48	9	6	0	63	599
Total Volume	21	808	51	4	884	41	17	37	0	95	45	1012	145	3	1205	170	24	34	0	228	2412
% App. Total	2.4	91.4	5.8	0.5		43.2	17.9	38.9	0		3.7	84	12	0.2		74.6	10.5	14.9	0		
PHF	.583	.981	.708	.250	.948	.683	.708	.617	.000	.819	.750	.966	.906	.750	.962	.885	.667	.654	.000	.905	.962



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: DOVER DR-BAYSHORE DR
E-W Direction: COAST HIGHWAY

File Name : H2502016
Site Code : 00000000
Start Date : 3/5/2025

Groups Printed- Turning Movement Count

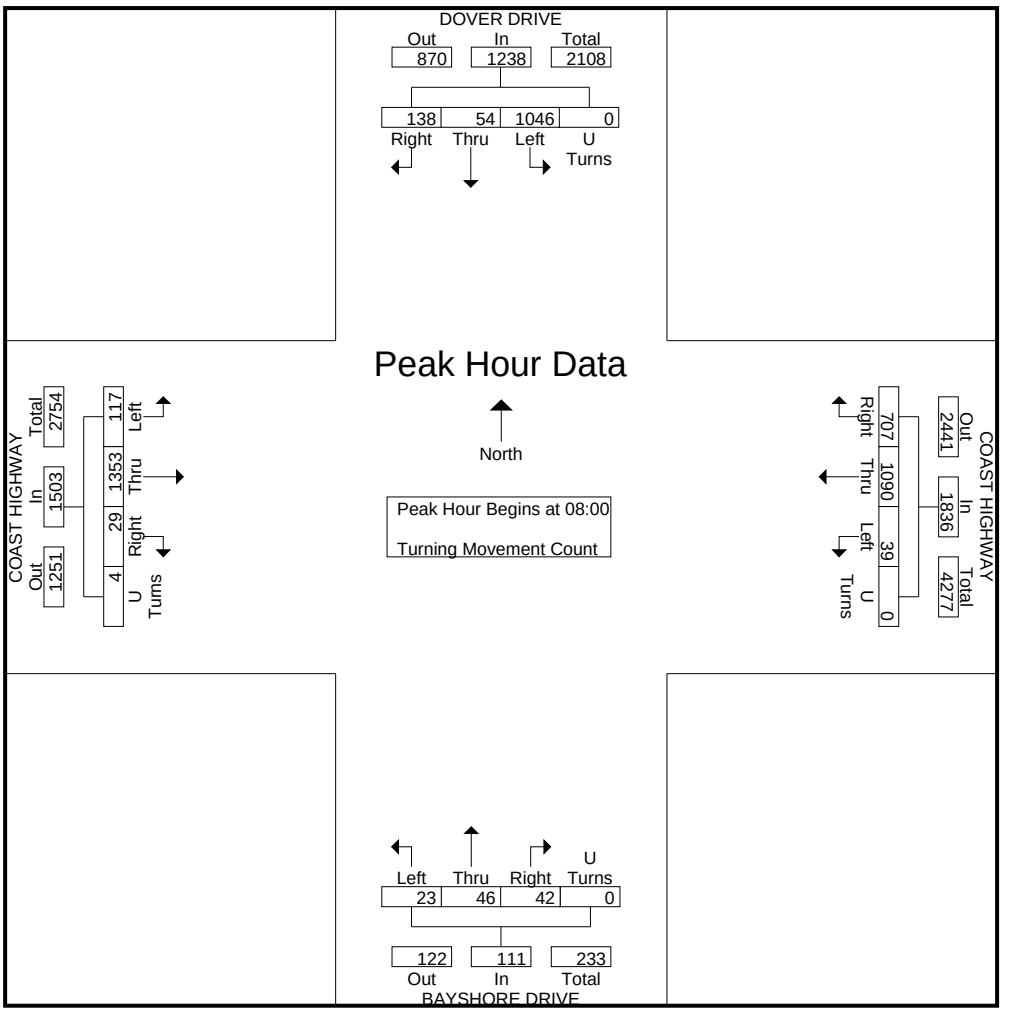
	DOVER DRIVE Southbound				COAST HIGHWAY Westbound				BAYSHORE DRIVE Northbound				COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	22	28	126	0	93	85	10	0	8	0	0	0	21	251	12	2	658
07:15	24	17	182	0	104	167	8	0	12	9	6	0	8	255	15	1	808
07:30	27	7	227	0	90	204	5	0	19	8	6	0	7	341	30	0	971
07:45	23	8	257	0	187	268	11	0	17	6	8	0	6	291	26	0	1108
Total	96	60	792	0	474	724	34	0	56	23	20	0	42	1138	83	3	3545
08:00	32	10	255	0	175	228	8	0	6	11	5	0	6	337	30	0	1103
08:15	40	18	247	0	181	280	15	0	12	13	3	0	5	339	20	1	1174
08:30	38	18	282	0	139	284	6	0	6	9	7	0	10	330	33	2	1164
08:45	28	8	262	0	212	298	10	0	18	13	8	0	8	347	34	1	1247
Total	138	54	1046	0	707	1090	39	0	42	46	23	0	29	1353	117	4	4688
16:00	45	15	236	0	294	412	5	0	13	8	6	0	2	175	29	0	1240
16:15	35	3	159	0	298	461	6	0	6	5	7	0	5	234	25	3	1247
16:30	40	9	201	0	286	433	12	0	5	12	4	0	6	211	27	2	1248
16:45	42	18	170	0	320	415	9	0	8	9	5	0	4	229	21	4	1254
Total	162	45	766	0	1198	1721	32	0	32	34	22	0	17	849	102	9	4989
17:00	39	13	203	0	363	410	14	0	10	13	5	0	7	252	33	0	1362
17:15	37	7	205	0	336	314	3	0	8	12	4	0	1	229	44	1	1201
17:30	47	7	169	0	327	402	10	0	8	5	6	0	4	236	24	0	1245
17:45	37	7	187	0	378	344	12	0	5	6	3	0	5	182	23	1	1190
Total	160	34	764	0	1404	1470	39	0	31	36	18	0	17	899	124	2	4998
18:00	30	9	146	0	342	249	3	0	5	4	3	0	6	199	24	0	1020
18:15	29	5	158	0	214	245	6	0	4	6	3	0	3	196	25	0	894
Grand Total	615	207	3672	0	4339	5499	153	0	170	149	89	0	114	4634	475	18	20134
Apprch %	13.7	4.6	81.7	0	43.4	55	1.5	0	41.7	36.5	21.8	0	2.2	88.4	9.1	0.3	
Total %	3.1	1	18.2	0	21.6	27.3	0.8	0	0.8	0.7	0.4	0	0.6	23	2.4	0.1	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: DOVER DR-BAYSHORE DR
E-W Direction: COAST HIGHWAY

File Name : H2502016
Site Code : 00000000
Start Date : 3/5/2025

	DOVER DRIVE Southbound					COAST HIGHWAY Westbound					BAYSHORE DRIVE Northbound					COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	32	10	255	0	297	175	228	8	0	411	6	11	5	0	22	6	337	30	0	373	1103
08:15	40	18	247	0	305	181	280	15	0	476	12	13	3	0	28	5	339	20	1	365	1174
08:30	38	18	282	0	338	139	284	6	0	429	6	9	7	0	22	10	330	33	2	375	1164
08:45	28	8	262	0	298	212	298	10	0	520	18	13	8	0	39	8	347	34	1	390	1247
Total Volume	138	54	1046	0	1238	707	1090	39	0	1836	42	46	23	0	111	29	1353	117	4	1503	4688
% App. Total	11.1	4.4	84.5	0		38.5	59.4	2.1	0		37.8	41.4	20.7	0		1.9	90	7.8	0.3		
PHF	.863	.750	.927	.000	.916	.834	.914	.650	.000	.883	.583	.885	.719	.000	.712	.725	.975	.860	.500	.963	.940

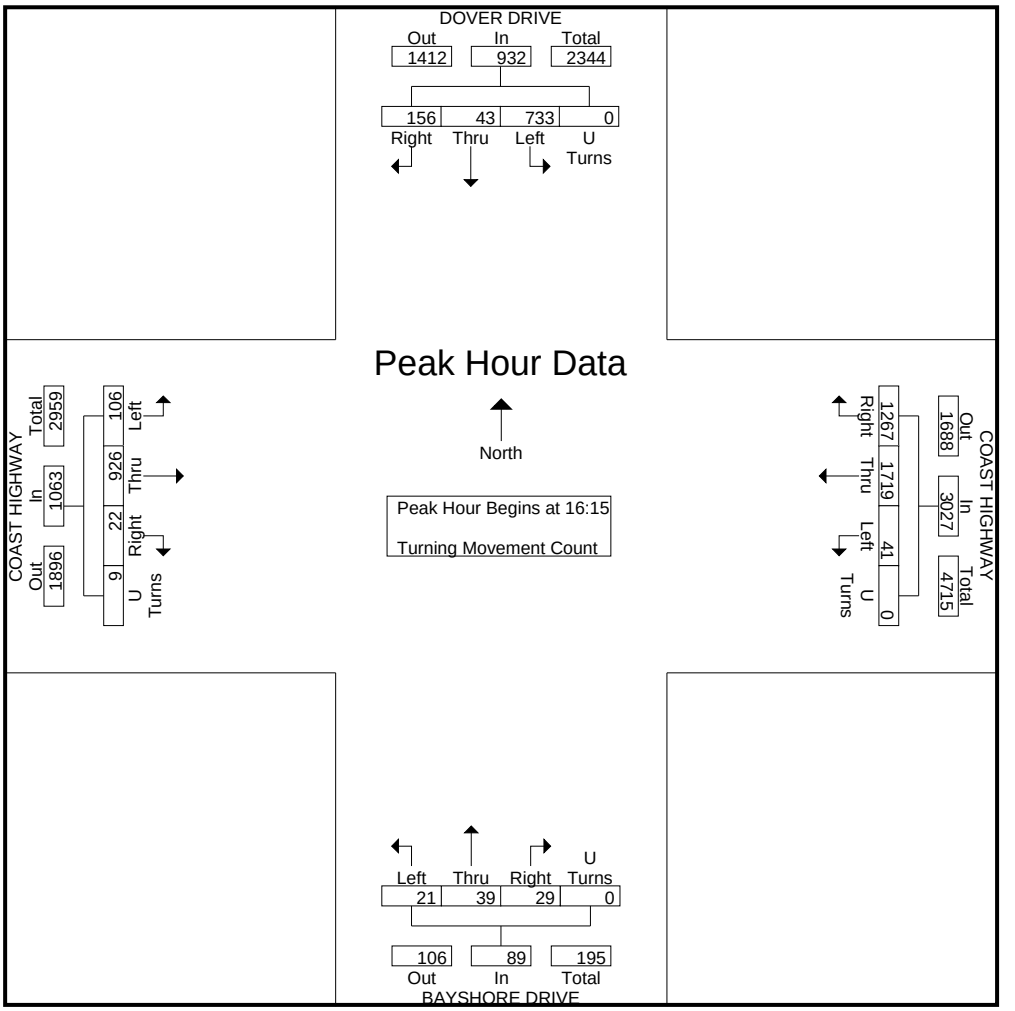


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: DOVER DR-BAYSHORE DR
E-W Direction: COAST HIGHWAY

File Name : H2502016
Site Code : 00000000
Start Date : 3/5/2025

	DOVER DRIVE Southbound					COAST HIGHWAY Westbound					BAYSHORE DRIVE Northbound					COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 18:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	35	3	159	0	197	298	461	6	0	765	6	5	7	0	18	5	234	25	3	267	1247
16:30	40	9	201	0	250	286	433	12	0	731	5	12	4	0	21	6	211	27	2	246	1248
16:45	42	18	170	0	230	320	415	9	0	744	8	9	5	0	22	4	229	21	4	258	1254
17:00	39	13	203	0	255	363	410	14	0	787	10	13	5	0	28	7	252	33	0	292	1362
Total Volume	156	43	733	0	932	1267	1719	41	0	3027	29	39	21	0	89	22	926	106	9	1063	5111
% App. Total	16.7	4.6	78.6	0		41.9	56.8	1.4	0		32.6	43.8	23.6	0		2.1	87.1	10	0.8		
PHF	.929	.597	.903	.000	.914	.873	.932	.732	.000	.962	.725	.750	.750	.000	.795	.786	.919	.803	.563	.910	.938



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: BAYSIDE DRIVE
E-W Direction: COAST HIGHWAY

File Name : H2502017
Site Code : 00000000
Start Date : 3/5/2025

Groups Printed- Turning Movement Count

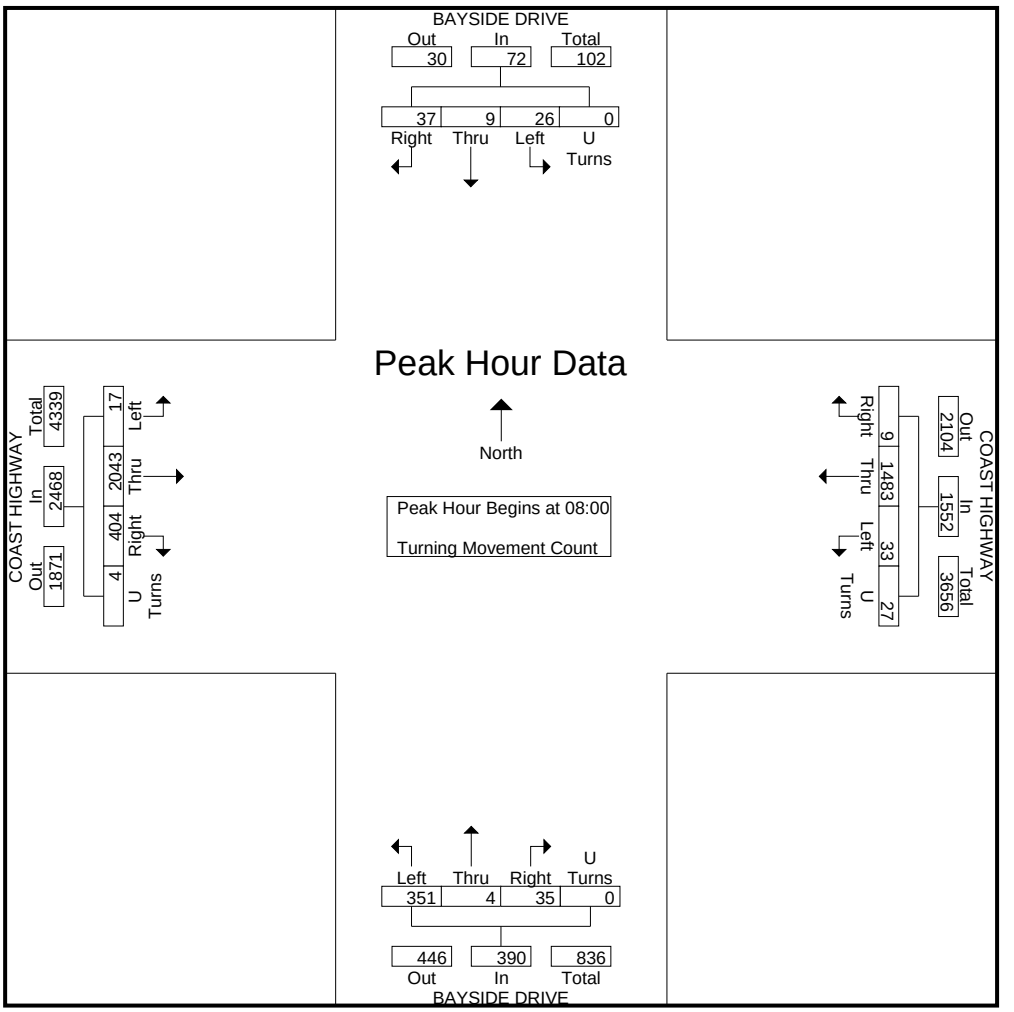
	BAYSIDE DRIVE Southbound				COAST HIGHWAY Westbound				BAYSIDE DRIVE Northbound				COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	3	5	2	0	1	160	7	2	8	0	41	0	61	314	1	0	605
07:15	4	2	6	0	1	278	10	7	10	1	42	0	75	409	2	0	847
07:30	5	5	5	0	4	257	13	4	8	2	54	0	87	405	3	1	853
07:45	11	1	3	0	1	291	13	2	8	1	89	0	80	573	3	0	1076
Total	23	13	16	0	7	986	43	15	34	4	226	0	303	1701	9	1	3381
08:00	14	3	7	0	1	332	11	5	14	1	88	0	93	483	3	2	1057
08:15	9	1	2	0	2	405	8	9	4	2	71	0	83	520	6	0	1122
08:30	7	2	8	0	2	357	4	3	7	0	89	0	122	513	4	0	1118
08:45	7	3	9	0	4	389	10	10	10	1	103	0	106	527	4	2	1185
Total	37	9	26	0	9	1483	33	27	35	4	351	0	404	2043	17	4	4482
16:00	4	2	4	0	6	647	2	3	6	1	88	0	82	343	9	0	1197
16:15	6	1	5	0	1	628	8	3	2	1	106	0	74	325	5	4	1169
16:30	11	0	4	0	1	628	4	6	10	0	71	0	74	336	7	0	1152
16:45	12	3	1	0	1	642	6	5	4	3	97	0	79	311	3	0	1167
Total	33	6	14	0	9	2545	20	17	22	5	362	0	309	1315	24	4	4685
17:00	12	1	1	0	1	645	7	3	4	2	69	0	91	394	5	0	1235
17:15	4	0	6	0	1	520	8	4	10	5	112	0	75	369	5	2	1121
17:30	7	1	1	0	1	527	8	3	7	2	163	0	79	309	4	0	1112
17:45	9	3	2	0	1	507	11	4	10	3	125	0	65	284	5	0	1029
Total	32	5	10	0	4	2199	34	14	31	12	469	0	310	1356	19	2	4497
18:00	10	0	4	0	4	482	15	2	8	0	73	0	66	253	4	0	921
18:15	3	1	4	0	6	432	13	0	5	2	58	0	69	303	6	2	904
Grand Total	138	34	74	0	39	8127	158	75	135	27	1539	0	1461	6971	79	13	18870
Apprch %	56.1	13.8	30.1	0	0.5	96.8	1.9	0.9	7.9	1.6	90.5	0	17.1	81.8	0.9	0.2	
Total %	0.7	0.2	0.4	0	0.2	43.1	0.8	0.4	0.7	0.1	8.2	0	7.7	36.9	0.4	0.1	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: BAYSIDE DRIVE
E-W Direction: COAST HIGHWAY

File Name : H2502017
Site Code : 00000000
Start Date : 3/5/2025
Page No : 2

	BAYSIDE DRIVE Southbound					COAST HIGHWAY Westbound					BAYSIDE DRIVE Northbound					COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	14	3	7	0	24	1	332	11	5	349	14	1	88	0	103	93	483	3	2	581	1057
08:15	9	1	2	0	12	2	405	8	9	424	4	2	71	0	77	83	520	6	0	609	1122
08:30	7	2	8	0	17	2	357	4	3	366	7	0	89	0	96	122	513	4	0	639	1118
08:45	7	3	9	0	19	4	389	10	10	413	10	1	103	0	114	106	527	4	2	639	1185
Total Volume	37	9	26	0	72	9	1483	33	27	1552	35	4	351	0	390	404	2043	17	4	2468	4482
% App. Total	51.4	12.5	36.1	0		0.6	95.6	2.1	1.7		9	1	90	0		16.4	82.8	0.7	0.2		
PHF	.661	.750	.722	.000	.750	.563	.915	.750	.675	.915	.625	.500	.852	.000	.855	.828	.969	.708	.500	.966	.946

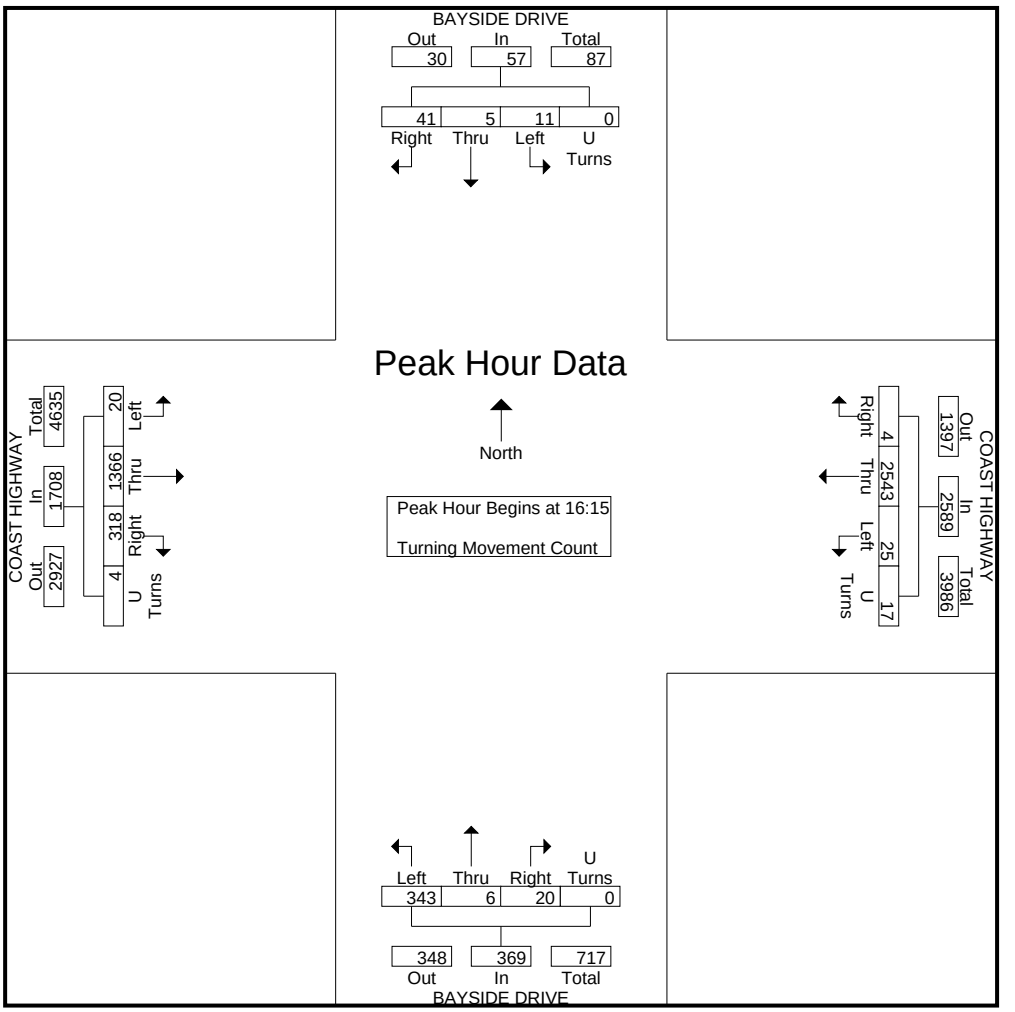


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: BAYSIDE DRIVE
E-W Direction: COAST HIGHWAY

File Name : H2502017
Site Code : 00000000
Start Date : 3/5/2025

	BAYSIDE DRIVE Southbound					COAST HIGHWAY Westbound					BAYSIDE DRIVE Northbound					COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 18:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	6	1	5	0	12	1	628	8	3	640	2	1	106	0	109	74	325	5	4	408	1169
16:30	11	0	4	0	15	1	628	4	6	639	10	0	71	0	81	74	336	7	0	417	1152
16:45	12	3	1	0	16	1	642	6	5	654	4	3	97	0	104	79	311	3	0	393	1167
17:00	12	1	1	0	14	1	645	7	3	656	4	2	69	0	75	91	394	5	0	490	1235
Total Volume	41	5	11	0	57	4	2543	25	17	2589	20	6	343	0	369	318	1366	20	4	1708	4723
% App. Total	71.9	8.8	19.3	0		0.2	98.2	1	0.7		5.4	1.6	93	0		18.6	80	1.2	0.2		
PHF	.854	.417	.550	.000	.891	1.00	.986	.781	.708	.987	.500	.500	.809	.000	.846	.874	.867	.714	.250	.871	.956



APPENDIX B

ICU WORKSHEETS

Scenario Report

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

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Superior Avenue-Balboa Bouleva	A	xxxxx	0.581	A	xxxxx	0.581	+ 0.000
# 2 Newport Boulevard southbound r	D	xxxxx	0.801	D	xxxxx	0.801	+ 0.000
# 3 Newport Boulevard/Hospital Roa	A	xxxxx	0.510	A	xxxxx	0.510	+ 0.000
# 4 Riverside Avenue/West Coast Hi	B	xxxxx	0.630	B	xxxxx	0.630	+ 0.000
# 5 Tustin Avenue/West Coast Highw	B	xxxxx	0.620	B	xxxxx	0.620	+ 0.000
# 6 Dover Drive/16th Street	A	xxxxx	0.507	A	xxxxx	0.507	+ 0.000
# 7 Dover Drive/West Coast Highway	A	xxxxx	0.558	A	xxxxx	0.558	+ 0.000
# 8 Bayside Drive/East Coast Highw	A	xxxxx	0.568	A	xxxxx	0.568	+ 0.000

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

Intersection #1 Superior Avenue-Balboa Boulevard/West Coast Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.581
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0 1	0	1	1 0 2	2	0 3	0 1	1	0 3	1 0
Volume Module:												
Base Vol:	207	117	223	157	154	113	499	1625	256	61	556	229
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:	207	117	223	157	154	113	499	1625	256	61	556	229
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:	207	117	223	157	154	113	499	1625	256	61	556	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	117	223	157	154	113	499	1625	256	61	556	229
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:	207	117	223	157	154	113	499	1625	256	61	556	229
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.28	0.72	1.00	1.51	1.49	2.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2044	1156	1600	2423	2377	3200	3200	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.14	0.06	0.06	0.04	0.16	0.34	0.16	0.04	0.12	0.14
OvlAdjV/S:						0.00						
Crit Moves:			****		****			****		****		

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

Intersection #2 Newport Boulevard southbound ramps/West Coast Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.801
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	114	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			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	0	2	0 0 1	0	0 2	0 1	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	423	0	250	0	2062	157	0	859	338
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	423	0	250	0	2062	157	0	859	338
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	423	0	250	0	2062	0	0	859	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	423	0	250	0	2062	0	0	859	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	423	0	250	0	2062	0	0	859	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.16	0.00	0.64	0.00	0.00	0.18	0.00
Crit Moves:						****		****		****		

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

Intersection #3 Newport Boulevard/Hospital Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.510
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	2	0 1	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	125	1394	55	57	1154	424	291	178	210	40	202	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:	125	1394	55	57	1154	424	291	178	210	40	202	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:	125	1394	55	57	1154	424	291	178	210	40	202	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	1394	55	57	1154	424	291	178	210	40	202	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:	125	1394	55	57	1154	424	291	178	210	40	202	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	2.00	1.00	1.00	1.00	1.67	0.33
Final Sat.:	1600	4800	1600	1600	4800	1600	3200	1600	1600	1600	2671	529
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.03	0.04	0.24	0.27	0.09	0.11	0.13	0.03	0.08	0.08
Crit Moves:	****					****	****				****	

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

Intersection #4 Riverside Avenue/West Coast Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.630
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	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			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	0 0	0	1 0	0 0	1	0 1	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	1	1	0	87	1	307	298	1820	6	6	1190	57
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:	1	1	0	87	1	307	298	1820	6	6	1190	57
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:	1	1	0	87	1	307	298	1820	6	6	1190	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	0	87	1	307	298	1820	6	6	1190	57
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:	1	1	0	87	1	307	298	1820	6	6	1190	57
OvlAdjVol:						9						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.50	0.00	0.99	0.01	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	800	800	0	1582	18	1600	1600	3189	11	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.05	0.19	0.19	0.57	0.57	0.00	0.25	0.04
OvlAdjV/S:						0.01						
Crit Moves:	****			****				****		****		

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

Intersection #5 Tustin Avenue/West Coast Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.620
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	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				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0 1	0	0	1!	0 0	1	0	1	1 0	0	0	2	1 0
Volume Module:																
Base Vol:	0	0	1	31	0	18	38	1884	3	0	1280	78				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	1	31	0	18	38	1884	3	0	1280	78				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	1	31	0	18	38	1884	3	0	1280	78				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	1	31	0	18	38	1884	3	0	1280	78				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	1	31	0	18	38	1884	3	0	1280	78				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	1.00	0.63	0.00	0.37	1.00	1.99	0.01	0.00	2.83	0.17				
Final Sat.:	0	0	1600	1012	0	588	1600	3195	5	0	4524	276				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.03	0.02	0.59	0.59	0.00	0.28	0.28				
Crit Moves:	****					****		****		****						

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

Intersection #6 Dover Drive/16th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.507
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	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	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	2	0 1	0	1	0	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	116	659	49	63	943	28	24	32	186	37	24	67				
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:	116	659	49	63	943	28	24	32	186	37	24	67				
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:	116	659	49	63	943	28	24	32	186	37	24	67				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	116	659	49	63	943	28	24	32	186	37	24	67				
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:	116	659	49	63	943	28	24	32	186	37	24	67				
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	2.00	1.00	1.00	2.00	1.00	0.43	0.57	1.00	1.00	1.00	1.00				
Final Sat.:	1600	3200	1600	1600	3200	1600	686	914	1600	1600	1600	1600				
Capacity Analysis Module:																
Vol/Sat:	0.07	0.21	0.03	0.04	0.29	0.02	0.02	0.04	0.12	0.02	0.02	0.04				
Crit Moves:	****				****				****	****						

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

Intersection #7 Dover Drive/West Coast Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.558
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	3	0 1	0 1	2	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	23	46	42	1046	54	138	121	1353	29	39	1090	707
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:	23	46	42	1046	54	138	121	1353	29	39	1090	707
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:	23	46	42	1046	54	138	121	1353	29	39	1090	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	46	42	1046	54	138	121	1353	29	39	1090	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:	23	46	42	1046	54	138	121	1353	29	39	1090	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.05	0.95	3.00	1.00	1.00	2.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1600	1673	1527	4800	1600	1600	3200	4699	101	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.22	0.03	0.09	0.04	0.29	0.29	0.02	0.23	0.00
Crit Moves:		****		****				****		****		

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

Intersection #8 Bayside Drive/East Coast Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.568
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1!	0	1	0 1	0 1	1	0 3	0 1	1	0 3	1 0
Volume Module:												
Base Vol:	351	4	35	26	9	37	21	2043	404	60	1483	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	351	4	35	26	9	37	21	2043	404	60	1483	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	351	4	35	26	9	37	21	2043	404	60	1483	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	351	4	35	26	9	37	21	2043	404	60	1483	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	351	4	35	26	9	37	21	2043	404	60	1483	9
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.70	0.03	0.27	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.98	0.02
Final Sat.:	4320	49	431	1600	1600	1600	1600	4800	1600	1600	6361	39
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.02	0.01	0.02	0.01	0.43	0.25	0.04	0.23	0.23
Crit Moves:			****			****		****		****		

Scenario Report

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

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Superior Avenue-Balboa Bouleva	D	xxxxx	0.833	D	xxxxx	0.833	+ 0.000 V/C
# 2 Newport Boulevard southbound r	A	xxxxx	0.571	A	xxxxx	0.571	+ 0.000 V/C
# 3 Newport Boulevard/Hospital Roa	A	xxxxx	0.569	A	xxxxx	0.569	+ 0.000 V/C
# 4 Riverside Avenue/West Coast Hi	B	xxxxx	0.624	B	xxxxx	0.624	+ 0.000 V/C
# 5 Tustin Avenue/West Coast Highw	A	xxxxx	0.536	A	xxxxx	0.536	+ 0.000 V/C
# 6 Dover Drive/16th Street	A	xxxxx	0.480	A	xxxxx	0.480	+ 0.000 V/C
# 7 Dover Drive/West Coast Highway	A	xxxxx	0.568	A	xxxxx	0.568	+ 0.000 V/C
# 8 Bayside Drive/East Coast Highw	A	xxxxx	0.515	A	xxxxx	0.515	+ 0.000 V/C

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

Intersection #1 Superior Avenue-Balboa Boulevard/West Coast Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.833
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	137	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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0 1	0	1	1 0 2	2	0 3	0 1	1	0 3	1 0
Volume Module:												
Base Vol:	175	127	604	220	93	79	151	598	163	75	2044	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	127	604	220	93	79	151	598	163	75	2044	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	127	604	220	93	79	151	598	163	75	2044	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	127	604	220	93	79	151	598	163	75	2044	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	127	604	220	93	79	151	598	163	75	2044	132
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.16	0.84	1.00	2.00	1.00	2.00	2.00	3.00	1.00	1.00	3.76	0.24
Final Sat.:	1854	1346	1600	3200	1600	3200	3200	4800	1600	1600	6012	388
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.38	0.07	0.06	0.02	0.05	0.12	0.10	0.05	0.34	0.34
OvlAdjV/S:						0.00						
Crit Moves:			****	****			****				****	

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

Intersection #2 Newport Boulevard southbound ramps/West Coast Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.571
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	0	2	0 0 1	0	0 2	0 1	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	304	0	300	0	1007	124	0	1843	566
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	304	0	300	0	1007	124	0	1843	566
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	304	0	300	0	1007	0	0	1843	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	304	0	300	0	1007	0	0	1843	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	304	0	300	0	1007	0	0	1843	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.19	0.00	0.31	0.00	0.00	0.38	0.00
Crit Moves:						****	****				****	

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

Intersection #3 Newport Boulevard/Hospital Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.569
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	2	0 1	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	126	1267	66	32	1453	175	359	113	170	115	176	65
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:	126	1267	66	32	1453	175	359	113	170	115	176	65
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:	126	1267	66	32	1453	175	359	113	170	115	176	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	1267	66	32	1453	175	359	113	170	115	176	65
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:	126	1267	66	32	1453	175	359	113	170	115	176	65
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	2.00	1.00	1.00	1.00	1.46	0.54
Final Sat.:	1600	4800	1600	1600	4800	1600	3200	1600	1600	1600	2337	863
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.04	0.02	0.30	0.11	0.11	0.07	0.11	0.07	0.08	0.08
Crit Moves:	****				****		****				****	

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

Intersection #4 Riverside Avenue/West Coast Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.624
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	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			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1!	0 0	0	1 0	0 0 1	1	0 1	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	4	5	5	56	3	347	284	1225	10	28	1935	47
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:	4	5	5	56	3	347	284	1225	10	28	1935	47
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:	4	5	5	56	3	347	284	1225	10	28	1935	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	5	5	56	3	347	284	1225	10	28	1935	47
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:	4	5	5	56	3	347	284	1225	10	28	1935	47
OvlAdjVol:						63						
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:	0.28	0.36	0.36	0.95	0.05	1.00	1.00	1.98	0.02	1.00	3.00	1.00
Final Sat.:	457	571	571	1519	81	1600	1600	3174	26	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.04	0.04	0.22	0.18	0.39	0.39	0.02	0.40	0.03
OvlAdjV/S:						0.04						
Crit Moves:	****			****			****				****	

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

Intersection #5 Tustin Avenue/West Coast Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.536
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	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				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	0	1! 0	0	1	0	1	1 0	0	0	2	1 0
Volume Module:																
Base Vol:	2	1	2	51	0	38	93	1169	3		0	1960	63			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	2	1	2	51	0	38	93	1169	3		0	1960	63			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	2	1	2	51	0	38	93	1169	3		0	1960	63			
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0			
Reduced Vol:	2	1	2	51	0	38	93	1169	3		0	1960	63			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	2	1	2	51	0	38	93	1169	3		0	1960	63			
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.40	0.20	0.40	0.57	0.00	0.43	1.00	1.99	0.01	0.00	2.91	0.09				
Final Sat.:	640	320	640	917	0	683	1600	3192	8		0	4651	149			
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.06	0.06	0.37	0.37	0.00	0.42	0.42				
Crit Moves:	****					****	****					****				

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

Intersection #6 Dover Drive/16th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.480
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	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	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	2	0 1	0	1	0	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	148	1012		45	55	808		21	34		24	170	37		17	41
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:	148	1012		45	55	808		21	34		24	170	37		17	41
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:	148	1012		45	55	808		21	34		24	170	37		17	41
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	148	1012		45	55	808		21	34		24	170	37		17	41
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:	148	1012		45	55	808		21	34		24	170	37		17	41
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	2.00		1.00	1.00	2.00		1.00	0.59		0.41	1.00	1.00		1.00	1.00
Final Sat.:	1600	3200		1600	1600	3200		1600	938		662	1600	1600		1600	1600
Capacity Analysis Module:																
Vol/Sat:	0.09	0.32		0.03	0.03	0.25		0.01	0.02		0.04	0.11	0.02		0.01	0.03
Crit Moves:	****				****							****	****			

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

Intersection #7 Dover Drive/West Coast Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.568
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	3	0 1	0 1	2	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	21	39	29	733	43	156	115	926	22	41	1719	1267
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	39	29	733	43	156	115	926	22	41	1719	1267
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:	21	39	29	733	43	156	115	926	22	41	1719	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	39	29	733	43	156	115	926	22	41	1719	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:	21	39	29	733	43	156	115	926	22	41	1719	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.15	0.85	3.00	1.00	1.00	2.00	2.93	0.07	1.00	3.00	1.00
Final Sat.:	1600	1835	1365	4800	1600	1600	3200	4689	111	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.15	0.03	0.10	0.04	0.20	0.20	0.03	0.36	0.00
Crit Moves:			****	****			****				****	

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

Intersection #8 Bayside Drive/East Coast Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.515
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1!	0	1	0 1	0 1	1	0 3	0 1	1	0 3	1 0
Volume Module:												
Base Vol:	343	6	20	11	5	41	24	1366	318	42	2543	4
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:	343	6	20	11	5	41	24	1366	318	42	2543	4
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:	343	6	20	11	5	41	24	1366	318	42	2543	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	343	6	20	11	5	41	24	1366	318	42	2543	4
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:	343	6	20	11	5	41	24	1366	318	42	2543	4
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:	2.79	0.05	0.16	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.99	0.01
Final Sat.:	4462	78	260	1600	1600	1600	1600	4800	1600	1600	6390	10
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.01	0.00	0.03	0.02	0.28	0.20	0.03	0.40	0.40
Crit Moves:	****					****	****				****	

Scenario Report

Scenario:	Future Year 2027 AM
Command:	Default Command
Volume:	Future Year AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Superior Avenue-Balboa Bouleva	A	xxxxx	0.598	A	xxxxx	0.598	+ 0.000 V/C
# 2 Newport Boulevard southbound r	D	xxxxx	0.849	D	xxxxx	0.849	+ 0.000 V/C
# 3 Newport Boulevard/Hospital Roa	A	xxxxx	0.554	A	xxxxx	0.554	+ 0.000 V/C
# 4 Riverside Avenue/West Coast Hi	B	xxxxx	0.664	B	xxxxx	0.664	+ 0.000 V/C
# 5 Tustin Avenue/West Coast Highw	B	xxxxx	0.659	B	xxxxx	0.659	+ 0.000 V/C
# 6 Dover Drive/16th Street	A	xxxxx	0.516	A	xxxxx	0.516	+ 0.000 V/C
# 7 Dover Drive/West Coast Highway	A	xxxxx	0.585	A	xxxxx	0.585	+ 0.000 V/C
# 8 Bayside Drive/East Coast Highw	B	xxxxx	0.608	B	xxxxx	0.608	+ 0.000 V/C

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

Intersection #1 Superior Avenue-Balboa Boulevard/West Coast Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.598
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0 1	0	1	1 0 2	2	0 3	0 1	1	0 3	1 0
Volume Module:												
Base Vol:	208	121	223	168	156	123	525	1689	261	62	601	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:	208	121	223	168	156	123	525	1689	261	62	601	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:	208	121	223	168	156	123	525	1689	261	62	601	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	121	223	168	156	123	525	1689	261	62	601	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:	208	121	223	168	156	123	525	1689	261	62	601	250
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.26	0.74	1.00	1.56	1.44	2.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2023	1177	1600	2489	2311	3200	3200	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.14	0.07	0.07	0.04	0.16	0.35	0.16	0.04	0.13	0.16
OvlAdjV/S:						0.00						
Crit Moves:			****		****			****		****		

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

Intersection #2 Newport Boulevard southbound ramps/West Coast Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.849
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	151	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			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	2	0	0 0 1	0	0 2	0 1	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	448	0	291	0	2134	164	0	940	349
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	448	0	291	0	2134	164	0	940	349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	448	0	291	0	2134	0	0	940	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	448	0	291	0	2134	0	0	940	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	448	0	291	0	2134	0	0	940	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.18	0.00	0.67	0.00	0.00	0.20	0.00
Crit Moves:						****		****		****		

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

Intersection #3 Newport Boulevard/Hospital Road

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.554
Loss Time (sec): 0 | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 | 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	2	0 1	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	135	1452	56	58	1214	468	321	181	211	40	206	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:	135	1452	56	58	1214	468	321	181	211	40	206	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:	135	1452	56	58	1214	468	321	181	211	40	206	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	1452	56	58	1214	468	321	181	211	40	206	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:	135	1452	56	58	1214	468	321	181	211	40	206	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	2.00	1.00	1.00	1.00	1.67	0.33
Final Sat.:	1600	4800	1600	1600	4800	1600	3200	1600	1600	1600	2680	520
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.04	0.04	0.25	0.29	0.10	0.11	0.13	0.03	0.08	0.08
Crit Moves:	****					****	****				****	

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

Intersection #4 Riverside Avenue/West Coast Highway

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.664
Loss Time (sec): 0 | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 | 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			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	0 0	0	1 0	0 0	1	1 0	1 1	1	0 3	0 1
Volume Module:												
Base Vol:	1	1	0	87	1	307	304	1930	6	6	1296	58
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:	1	1	0	87	1	307	304	1930	6	6	1296	58
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:	1	1	0	87	1	307	304	1930	6	6	1296	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	0	87	1	307	304	1930	6	6	1296	58
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:	1	1	0	87	1	307	304	1930	6	6	1296	58
OvlAdjVol:						3						
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:	0.50	0.50	0.00	0.99	0.01	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	800	800	0	1582	18	1600	1600	3190	10	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.05	0.19	0.19	0.61	0.60	0.00	0.27	0.04
OvlAdjV/S:						0.00						
Crit Moves:	****			****				****		****		

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

Intersection #5 Tustin Avenue/West Coast Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.659
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	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				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0 1	0	0	1!	0 0	1	0	1	1 0	0	0	2	1 0
Volume Module:																
Base Vol:	0	0	1	39	0	18	43	1993	3	0	1388	80				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	1	39	0	18	43	1993	3	0	1388	80				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	1	39	0	18	43	1993	3	0	1388	80				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	1	39	0	18	43	1993	3	0	1388	80				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	1	39	0	18	43	1993	3	0	1388	80				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	1.00	0.68	0.00	0.32	1.00	1.99	0.01	0.00	2.84	0.16				
Final Sat.:	0	0	1600	1095	0	505	1600	3195	5	0	4538	262				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.04	0.03	0.62	0.62	0.00	0.31	0.31				
Crit Moves:	****					****		****		****						

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

Intersection #6 Dover Drive/16th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.516
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	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	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	2	0 1	0	1	0	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	118	670	49	63	960	28	24	32	190	37	24	67				
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:	118	670	49	63	960	28	24	32	190	37	24	67				
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:	118	670	49	63	960	28	24	32	190	37	24	67				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	118	670	49	63	960	28	24	32	190	37	24	67				
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:	118	670	49	63	960	28	24	32	190	37	24	67				
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	2.00	1.00	1.00	2.00	1.00	0.43	0.57	1.00	1.00	1.00	1.00				
Final Sat.:	1600	3200	1600	1600	3200	1600	686	914	1600	1600	1600	1600				
Capacity Analysis Module:																
Vol/Sat:	0.07	0.21	0.03	0.04	0.30	0.02	0.02	0.04	0.12	0.02	0.02	0.04				
Crit Moves:	****				****				****	****						

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

Intersection #7 Dover Drive/West Coast Highway

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.585
Loss Time (sec): 0 | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 | 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	3	0 1	0 1	2	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	23	46	42	1076	54	147	131	1449	30	40	1188	739
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:	23	46	42	1076	54	147	131	1449	30	40	1188	739
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:	23	46	42	1076	54	147	131	1449	30	40	1188	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	46	42	1076	54	147	131	1449	30	40	1188	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:	23	46	42	1076	54	147	131	1449	30	40	1188	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.05	0.95	3.00	1.00	1.00	2.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1600	1673	1527	4800	1600	1600	3200	4703	97	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.22	0.03	0.09	0.04	0.31	0.31	0.03	0.25	0.00
Crit Moves:		****		****				****		****		

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

Intersection #8 Bayside Drive/East Coast Highway

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.608
Loss Time (sec): 0 | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 | 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1!	0	1	0 1	0 1	1	0 3	0 1	1	0 3	1 0
Volume Module:												
Base Vol:	353	10	35	44	13	61	60	2147	413	64	1573	25
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:	353	10	35	44	13	61	60	2147	413	64	1573	25
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:	353	10	35	44	13	61	60	2147	413	64	1573	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	10	35	44	13	61	60	2147	413	64	1573	25
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:	353	10	35	44	13	61	60	2147	413	64	1573	25
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:	2.66	0.08	0.26	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.94	0.06
Final Sat.:	4257	121	422	1600	1600	1600	1600	4800	1600	1600	6300	100
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.03	0.01	0.04	0.04	0.45	0.26	0.04	0.25	0.25
Crit Moves:			****			****		****		****		

Scenario Report

Scenario:	Future Year 2027 PM
Command:	Default Command
Volume:	Future Year PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Superior Avenue-Balboa Bouleva	D	xxxxx	0.854	D	xxxxx	0.854	+ 0.000 V/C
# 2 Newport Boulevard southbound r	B	xxxxx	0.604	B	xxxxx	0.604	+ 0.000 V/C
# 3 Newport Boulevard/Hospital Roa	A	xxxxx	0.596	A	xxxxx	0.596	+ 0.000 V/C
# 4 Riverside Avenue/West Coast Hi	B	xxxxx	0.656	B	xxxxx	0.656	+ 0.000 V/C
# 5 Tustin Avenue/West Coast Highw	A	xxxxx	0.578	A	xxxxx	0.578	+ 0.000 V/C
# 6 Dover Drive/16th Street	A	xxxxx	0.489	A	xxxxx	0.489	+ 0.000 V/C
# 7 Dover Drive/West Coast Highway	B	xxxxx	0.606	B	xxxxx	0.606	+ 0.000 V/C
# 8 Bayside Drive/East Coast Highw	B	xxxxx	0.609	B	xxxxx	0.609	+ 0.000 V/C

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

Intersection #1 Superior Avenue-Balboa Boulevard/West Coast Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.854
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	156	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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0 1	0	1	1 0 2	2	0 3	0 1	1	0 3	1 0
Volume Module:												
Base Vol:	175	129	605	225	96	89	160	636	169	78	2137	138
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:	175	129	605	225	96	89	160	636	169	78	2137	138
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:	175	129	605	225	96	89	160	636	169	78	2137	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	129	605	225	96	89	160	636	169	78	2137	138
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:	175	129	605	225	96	89	160	636	169	78	2137	138
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.15	0.85	1.00	2.00	1.00	2.00	2.00	3.00	1.00	1.00	3.76	0.24
Final Sat.:	1842	1358	1600	3200	1600	3200	3200	4800	1600	1600	6012	388
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.38	0.07	0.06	0.03	0.05	0.13	0.11	0.05	0.36	0.36
OvlAdjV/S:						0.00						
Crit Moves:			****	****			****				****	

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

Intersection #2 Newport Boulevard southbound ramps/West Coast Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.604
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	0	2	0 0 1	0	0 2	0 1	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	331	0	326	0	1122	133	0	1922	587
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	331	0	326	0	1122	133	0	1922	587
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	331	0	326	0	1122	0	0	1922	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	331	0	326	0	1122	0	0	1922	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	331	0	326	0	1122	0	0	1922	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.20	0.00	0.35	0.00	0.00	0.40	0.00
Crit Moves:						****	****				****	

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

Intersection #3 Newport Boulevard/Hospital Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.596
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	2	0 1	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	134	1334	67	33	1513	189	387	114	175	115	177	65
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:	134	1334	67	33	1513	189	387	114	175	115	177	65
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:	134	1334	67	33	1513	189	387	114	175	115	177	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1334	67	33	1513	189	387	114	175	115	177	65
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:	134	1334	67	33	1513	189	387	114	175	115	177	65
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	2.00	1.00	1.00	1.00	1.46	0.54
Final Sat.:	1600	4800	1600	1600	4800	1600	3200	1600	1600	1600	2340	860
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.04	0.02	0.32	0.12	0.12	0.07	0.11	0.07	0.08	0.08
Crit Moves:	****				****		****				****	

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

Intersection #4 Riverside Avenue/West Coast Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.656
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	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			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1!	0 0	0	1 0	0 0 1	1	0 1	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	4	5	5	56	3	347	290	1345	10	29	2067	48
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:	4	5	5	56	3	347	290	1345	10	29	2067	48
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:	4	5	5	56	3	347	290	1345	10	29	2067	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	5	5	56	3	347	290	1345	10	29	2067	48
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:	4	5	5	56	3	347	290	1345	10	29	2067	48
OvlAdjVol:						57						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	0.36	0.36	0.95	0.05	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	457	571	571	1519	81	1600	1600	3176	24	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.04	0.04	0.22	0.18	0.42	0.42	0.02	0.43	0.03
OvlAdjV/S:						0.04						
Crit Moves:	****			****			****				****	

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

Intersection #5 Tustin Avenue/West Coast Highway

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.578
Loss Time (sec): 0 | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 | 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				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1! 0	0	0	0	1! 0	0	1	0	1	1	0	0	2	1	0
Volume Module:																
Base Vol:	2	1	2		62	0	38		104	1279	3		0	2092	64	
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:	2	1	2		62	0	38		104	1279	3		0	2092	64	
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:	2	1	2		62	0	38		104	1279	3		0	2092	64	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	2	1	2		62	0	38		104	1279	3		0	2092	64	
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:	2	1	2		62	0	38		104	1279	3		0	2092	64	
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:	0.40	0.20	0.40		0.62	0.00	0.38		1.00	1.99	0.01		0.00	2.91	0.09	
Final Sat.:	640	320	640		992	0	608		1600	3193	7		0	4658	142	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.04	0.00	0.06		0.07	0.40	0.40		0.00	0.45	0.45	
Crit Moves:	****						****		****					****		

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

Intersection #6 Dover Drive/16th Street

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.489
Loss Time (sec): 0 | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 | 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	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0	1	1	0	2	0	1	0	1	0	0	1	1	0	1	0	1
Volume Module:																
Base Vol:	152	1038	45		55	836	21		34	24	175		37	17	41	
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:	152	1038	45		55	836	21		34	24	175		37	17	41	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	152	1038	45		55	836	21		34	24	175		37	17	41	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	152	1038	45		55	836	21		34	24	175		37	17	41	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	152	1038	45		55	836	21		34	24	175		37	17	41	
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	2.00	1.00		1.00	2.00	1.00		0.59	0.41	1.00		1.00	1.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		938	662	1600		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.32	0.03		0.03	0.26	0.01		0.02	0.04	0.11		0.02	0.01	0.03	
Crit Moves:	****					****					****		****			

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

Intersection #7 Dover Drive/West Coast Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.606
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	3	0 1	0 1	2	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	21	39	29	769	43	164	129	1033	22	42	1846	1334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	39	29	769	43	164	129	1033	22	42	1846	1334
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:	21	39	29	769	43	164	129	1033	22	42	1846	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	39	29	769	43	164	129	1033	22	42	1846	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:	21	39	29	769	43	164	129	1033	22	42	1846	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.15	0.85	3.00	1.00	1.00	2.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1600	1835	1365	4800	1600	1600	3200	4700	100	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.16	0.03	0.10	0.04	0.22	0.22	0.03	0.38	0.00
Crit Moves:			****	****			****				****	

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

Intersection #8 Bayside Drive/East Coast Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.609
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1!	0	1	0 1	0 1	1	0 3	0 1	1	0 3	1 0
Volume Module:												
Base Vol:	349	12	20	38	13	93	79	1453	326	54	2665	35
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:	349	12	20	38	13	93	79	1453	326	54	2665	35
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:	349	12	20	38	13	93	79	1453	326	54	2665	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	349	12	20	38	13	93	79	1453	326	54	2665	35
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:	349	12	20	38	13	93	79	1453	326	54	2665	35
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:	2.75	0.09	0.16	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.95	0.05
Final Sat.:	4397	151	252	1600	1600	1600	1600	4800	1600	1600	6317	83
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.02	0.01	0.06	0.05	0.30	0.20	0.03	0.42	0.42
Crit Moves:	****					****	****				****	

Scenario Report

Scenario:	Future Year 2027 PP AM
Command:	Default Command
Volume:	Future Year plus Project AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Superior Avenue-Balboa Bouleva	A	xxxxx	0.598	A	xxxxx	0.598	+ 0.000 V/C
# 2 Newport Boulevard southbound r	D	xxxxx	0.849	D	xxxxx	0.849	+ 0.000 V/C
# 3 Newport Boulevard/Hospital Roa	A	xxxxx	0.554	A	xxxxx	0.554	+ 0.000 V/C
# 4 Riverside Avenue/West Coast Hi	B	xxxxx	0.663	B	xxxxx	0.663	+ 0.000 V/C
# 5 Tustin Avenue/West Coast Highw	B	xxxxx	0.659	B	xxxxx	0.659	+ 0.000 V/C
# 6 Dover Drive/16th Street	A	xxxxx	0.516	A	xxxxx	0.516	+ 0.000 V/C
# 7 Dover Drive/West Coast Highway	A	xxxxx	0.585	A	xxxxx	0.585	+ 0.000 V/C
# 8 Bayside Drive/East Coast Highw	B	xxxxx	0.608	B	xxxxx	0.608	+ 0.000 V/C

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

Intersection #1 Superior Avenue-Balboa Boulevard/West Coast Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.598
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0 1	0	1	1 0 2	2	0 3	0 1	1	0 3	1 0
Volume Module:												
Base Vol:	208	121	223	168	156	123	525	1689	261	62	600	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:	208	121	223	168	156	123	525	1689	261	62	600	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:	208	121	223	168	156	123	525	1689	261	62	600	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	121	223	168	156	123	525	1689	261	62	600	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:	208	121	223	168	156	123	525	1689	261	62	600	250
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.26	0.74	1.00	1.56	1.44	2.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2023	1177	1600	2489	2311	3200	3200	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.14	0.07	0.07	0.04	0.16	0.35	0.16	0.04	0.13	0.16
OvlAdjV/S:						0.00						
Crit Moves:			****		****			****		****		

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

Intersection #2 Newport Boulevard southbound ramps/West Coast Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.849
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	151	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			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	2	0	0 0 1	0	0 2	0 1	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	448	0	291	0	2134	164	0	939	349
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	448	0	291	0	2134	164	0	939	349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	448	0	291	0	2134	0	0	939	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	448	0	291	0	2134	0	0	939	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	448	0	291	0	2134	0	0	939	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.18	0.00	0.67	0.00	0.00	0.20	0.00
Crit Moves:						****		****		****		

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

Intersection #3 Newport Boulevard/Hospital Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.554
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	2	0 1	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	135	1452	56	58	1214	468	321	181	211	40	206	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:	135	1452	56	58	1214	468	321	181	211	40	206	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:	135	1452	56	58	1214	468	321	181	211	40	206	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	1452	56	58	1214	468	321	181	211	40	206	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:	135	1452	56	58	1214	468	321	181	211	40	206	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	2.00	1.00	1.00	1.00	1.67	0.33
Final Sat.:	1600	4800	1600	1600	4800	1600	3200	1600	1600	1600	2680	520
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.04	0.04	0.25	0.29	0.10	0.11	0.13	0.03	0.08	0.08
Crit Moves:	****					****	****				****	

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

Intersection #4 Riverside Avenue/West Coast Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.663
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	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			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	0 0	0	1 0	0 1	1	0 1	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	1	1	0	85	1	306	304	1930	6	6	1295	58
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:	1	1	0	85	1	306	304	1930	6	6	1295	58
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:	1	1	0	85	1	306	304	1930	6	6	1295	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	0	85	1	306	304	1930	6	6	1295	58
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:	1	1	0	85	1	306	304	1930	6	6	1295	58
OvlAdjVol:						2						
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:	0.50	0.50	0.00	0.99	0.01	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	800	800	0	1581	19	1600	1600	3190	10	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.05	0.19	0.19	0.61	0.60	0.00	0.27	0.04
OvlAdjV/S:						0.00						
Crit Moves:	****			****				****		****		

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

Intersection #5 Tustin Avenue/West Coast Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.659
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	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				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0 1	0	0	1!	0 0	1	0	1	1 0	0	0	2	1 0
Volume Module:																
Base Vol:	0	0	1	39	0	18	43	1991	3	0	1387	80				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	1	39	0	18	43	1991	3	0	1387	80				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	1	39	0	18	43	1991	3	0	1387	80				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	1	39	0	18	43	1991	3	0	1387	80				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	1	39	0	18	43	1991	3	0	1387	80				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	1.00	0.68	0.00	0.32	1.00	1.99	0.01	0.00	2.84	0.16				
Final Sat.:	0	0	1600	1095	0	505	1600	3195	5	0	4538	262				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.04	0.03	0.62	0.62	0.00	0.31	0.31				
Crit Moves:	****					****		****		****						

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

Intersection #6 Dover Drive/16th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.516
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	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	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	2	0 1	0	1	0	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	118	669	49	63	960	28	24	32	190	37	24	67				
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:	118	669	49	63	960	28	24	32	190	37	24	67				
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:	118	669	49	63	960	28	24	32	190	37	24	67				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	118	669	49	63	960	28	24	32	190	37	24	67				
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:	118	669	49	63	960	28	24	32	190	37	24	67				
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	2.00	1.00	1.00	2.00	1.00	0.43	0.57	1.00	1.00	1.00	1.00				
Final Sat.:	1600	3200	1600	1600	3200	1600	686	914	1600	1600	1600	1600				
Capacity Analysis Module:																
Vol/Sat:	0.07	0.21	0.03	0.04	0.30	0.02	0.02	0.04	0.12	0.02	0.02	0.04				
Crit Moves:	****				****				****	****						

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

Intersection #7 Dover Drive/West Coast Highway

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.585
Loss Time (sec): 0 | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 | 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	3	0 1	0 1	2	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	23	46	42	1076	54	147	130	1448	30	40	1187	739
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:	23	46	42	1076	54	147	130	1448	30	40	1187	739
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:	23	46	42	1076	54	147	130	1448	30	40	1187	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	46	42	1076	54	147	130	1448	30	40	1187	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:	23	46	42	1076	54	147	130	1448	30	40	1187	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.05	0.95	3.00	1.00	1.00	2.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1600	1673	1527	4800	1600	1600	3200	4703	97	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.22	0.03	0.09	0.04	0.31	0.31	0.03	0.25	0.00
Crit Moves:		****		****				****		****		

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

Intersection #8 Bayside Drive/East Coast Highway

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.608
Loss Time (sec): 0 | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 | 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1!	0 0	1	0 1	0 1	1	0 3	0 1	1	0 3	1 0
Volume Module:												
Base Vol:	353	10	35	44	13	61	60	2146	413	64	1572	25
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:	353	10	35	44	13	61	60	2146	413	64	1572	25
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:	353	10	35	44	13	61	60	2146	413	64	1572	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	10	35	44	13	61	60	2146	413	64	1572	25
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:	353	10	35	44	13	61	60	2146	413	64	1572	25
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:	2.66	0.08	0.26	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.94	0.06
Final Sat.:	4257	121	422	1600	1600	1600	1600	4800	1600	1600	6300	100
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.03	0.01	0.04	0.04	0.45	0.26	0.04	0.25	0.25
Crit Moves:			****			****		****		****		

Scenario Report

Scenario:	Future Year 2027 PP PM
Command:	Default Command
Volume:	Future Year plus Project PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Superior Avenue-Balboa Bouleva	D	xxxxx	0.854	D	xxxxx	0.854	+ 0.000 V/C
# 2 Newport Boulevard southbound r	B	xxxxx	0.604	B	xxxxx	0.604	+ 0.000 V/C
# 3 Newport Boulevard/Hospital Roa	A	xxxxx	0.596	A	xxxxx	0.596	+ 0.000 V/C
# 4 Riverside Avenue/West Coast Hi	B	xxxxx	0.669	B	xxxxx	0.669	+ 0.000 V/C
# 5 Tustin Avenue/West Coast Highw	A	xxxxx	0.582	A	xxxxx	0.582	+ 0.000 V/C
# 6 Dover Drive/16th Street	A	xxxxx	0.490	A	xxxxx	0.490	+ 0.000 V/C
# 7 Dover Drive/West Coast Highway	B	xxxxx	0.609	B	xxxxx	0.609	+ 0.000 V/C
# 8 Bayside Drive/East Coast Highw	B	xxxxx	0.611	B	xxxxx	0.611	+ 0.000 V/C

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

Intersection #1 Superior Avenue-Balboa Boulevard/West Coast Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.854
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	156	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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0 1	0	1	1 0 2	2	0 3	0 1	1	0 3	1 0
Volume Module:												
Base Vol:	175	129	605	225	96	89	160	641	169	78	2138	138
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:	175	129	605	225	96	89	160	641	169	78	2138	138
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:	175	129	605	225	96	89	160	641	169	78	2138	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	129	605	225	96	89	160	641	169	78	2138	138
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:	175	129	605	225	96	89	160	641	169	78	2138	138
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.15	0.85	1.00	2.00	1.00	2.00	2.00	3.00	1.00	1.00	3.76	0.24
Final Sat.:	1842	1358	1600	3200	1600	3200	3200	4800	1600	1600	6012	388
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.38	0.07	0.06	0.03	0.05	0.13	0.11	0.05	0.36	0.36
OvlAdjV/S:						0.00						
Crit Moves:			****	****			****				****	

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

Intersection #2 Newport Boulevard southbound ramps/West Coast Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.604
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	2	0	0 0 1	0	0 2	0 1	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	334	0	326	0	1127	133	0	1923	587
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	334	0	326	0	1127	133	0	1923	587
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	334	0	326	0	1127	0	0	1923	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	334	0	326	0	1127	0	0	1923	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	334	0	326	0	1127	0	0	1923	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.20	0.00	0.35	0.00	0.00	0.40	0.00
Crit Moves:						****	****				****	

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

Intersection #3 Newport Boulevard/Hospital Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.596
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	2	0 1	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	134	1335	67	33	1516	189	387	114	175	115	177	65
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:	134	1335	67	33	1516	189	387	114	175	115	177	65
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:	134	1335	67	33	1516	189	387	114	175	115	177	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1335	67	33	1516	189	387	114	175	115	177	65
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:	134	1335	67	33	1516	189	387	114	175	115	177	65
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	2.00	1.00	1.00	1.00	1.46	0.54
Final Sat.:	1600	4800	1600	1600	4800	1600	3200	1600	1600	1600	2340	860
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.04	0.02	0.32	0.12	0.12	0.07	0.11	0.07	0.08	0.08
Crit Moves:	****				****		****				****	

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

Intersection #4 Riverside Avenue/West Coast Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.669
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	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			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1!	0	0	1	0 0 1	1	0 1	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	4	5	5	60	3	349	302	1345	10	29	2082	51
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:	4	5	5	60	3	349	302	1345	10	29	2082	51
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:	4	5	5	60	3	349	302	1345	10	29	2082	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	5	5	60	3	349	302	1345	10	29	2082	51
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:	4	5	5	60	3	349	302	1345	10	29	2082	51
OvlAdjVol:						47						
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:	0.28	0.36	0.36	0.95	0.05	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	457	571	571	1524	76	1600	1600	3176	24	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.04	0.04	0.22	0.19	0.42	0.42	0.02	0.43	0.03
OvlAdjV/S:						0.03						
Crit Moves:	****			****			****				****	

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

Intersection #5 Tustin Avenue/West Coast Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.582
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	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			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1 1 0	0	0	2 1 0
Volume Module:												
Base Vol:	2	1	2	62	0	38	104	1283	3	0	2110	64
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:	2	1	2	62	0	38	104	1283	3	0	2110	64
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:	2	1	2	62	0	38	104	1283	3	0	2110	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1	2	62	0	38	104	1283	3	0	2110	64
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:	2	1	2	62	0	38	104	1283	3	0	2110	64
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:	0.40	0.20	0.40	0.62	0.00	0.38	1.00	1.99	0.01	0.00	2.91	0.09
Final Sat.:	640	320	640	992	0	608	1600	3193	7	0	4659	141
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.06	0.07	0.40	0.40	0.00	0.45	0.45
Crit Moves:	****					****	****				****	

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

Intersection #6 Dover Drive/16th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.490
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0 1	1	0	2 0 1	0	1	0 0 1	1	0	1 0 1
Volume Module:												
Base Vol:	152	1039	45	55	841	21	34	24	175	37	17	41
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:	152	1039	45	55	841	21	34	24	175	37	17	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	1039	45	55	841	21	34	24	175	37	17	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1039	45	55	841	21	34	24	175	37	17	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	1039	45	55	841	21	34	24	175	37	17	41
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	2.00	1.00	1.00	2.00	1.00	0.59	0.41	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	938	662	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.32	0.03	0.03	0.26	0.01	0.02	0.04	0.11	0.02	0.01	0.03
Crit Moves:	****				****				****	****		

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

Intersection #7 Dover Drive/West Coast Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.609
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	3	0 1	0 1	2	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	21	39	29	769	43	169	130	1036	22	42	1859	1334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	39	29	769	43	169	130	1036	22	42	1859	1334
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:	21	39	29	769	43	169	130	1036	22	42	1859	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	39	29	769	43	169	130	1036	22	42	1859	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:	21	39	29	769	43	169	130	1036	22	42	1859	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.15	0.85	3.00	1.00	1.00	2.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1600	1835	1365	4800	1600	1600	3200	4700	100	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.16	0.03	0.11	0.04	0.22	0.22	0.03	0.39	0.00
Crit Moves:			****	****			****				****	

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

Intersection #8 Bayside Drive/East Coast Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.611
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	B

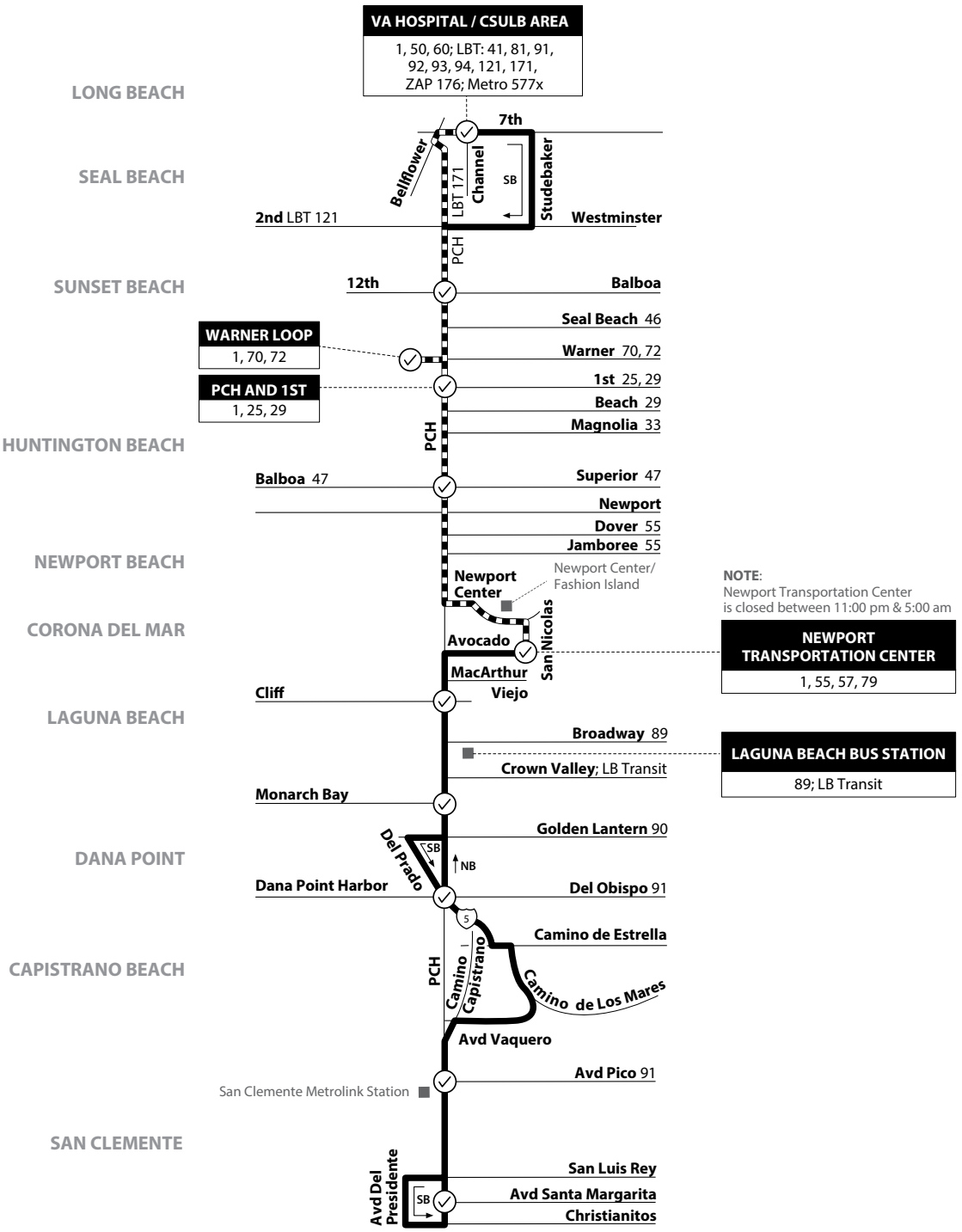
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1!	0	1	0 1	0 1	1	0 3	0 1	1	0 3	1 0
Volume Module:												
Base Vol:	351	12	20	38	13	93	79	1455	327	54	2676	35
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:	351	12	20	38	13	93	79	1455	327	54	2676	35
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:	351	12	20	38	13	93	79	1455	327	54	2676	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	351	12	20	38	13	93	79	1455	327	54	2676	35
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:	351	12	20	38	13	93	79	1455	327	54	2676	35
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:	2.75	0.09	0.16	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.95	0.05
Final Sat.:	4399	150	251	1600	1600	1600	1600	4800	1600	1600	6317	83
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.02	0.01	0.06	0.05	0.30	0.20	0.03	0.42	0.42
Crit Moves:	****					****	****				****	

APPENDIX C

OCTA ROUTE 1 MAP

1 Long Beach to San Clemente

via Pacific Coast Hwy



LEGEND *LEYENDA*

Scheduled Departure | Regular Routing | No Service On Some Trips

Metro = Los Angeles Metro | LBT = Long Beach Transit | LB Transit = Laguna Beach Transit

N

MAP NOT TO SCALE

Numbers on streets indicate transfers. *Números en la calle indican transbordos.*

Route 001/102124

Monday-Friday
NORTHBOUND To: Long Beach

El Camino & Santa Margarita	El Camino Real & Avd Pico	Pacific Coast Hwy & Del Obispo	Pacific Coast Hwy & Crown Valley	Pacific Coast Hwy & Viejo	Newport Transportation Center	Pacific Coast Hwy & Superior	Coast Highway & Huntington	Warner & Pacific Coast Hwy	Pacific Coast Hwy & Balboa	7th & Channel
4:37	4:49	5:03	5:12	5:28	5:46	5:59	6:10	6:22	6:30	6:44
					6:16	6:29	6:40	6:52	7:00	7:14
5:37	5:49	6:03	6:12	6:28	6:46	6:59	7:10	7:22	7:30	7:44
					7:13	7:26	7:37	7:49	7:57	8:11
6:30	6:42	6:56	7:07	7:28	7:48	8:03	8:14	8:26	8:34	8:48
					8:18	8:33	8:45	8:59	9:08	9:22
7:25	7:40	7:55	8:06	8:28	8:49	9:04	9:16	9:30	9:39	9:53
8:25	8:40	8:55	9:06	9:28	9:49	10:04	10:16	10:30	10:39	10:53
9:23	9:38	9:53	10:04	10:26	10:47	11:02	11:14	11:28	11:37	11:51
10:20	10:35	10:50	11:01	11:23	11:44	11:59	**12:11**	**12:25**	**12:34**	**12:48**
11:03	11:18	11:34	11:46	**12:12**	**12:38**	**12:56**	**1:08**	**1:22**	**1:33**	**1:47**
12:03	**12:18**	**12:34**	**12:46**	**1:12**	**1:38**	**1:56**	**2:08**	**2:22**	**2:33**	**2:47**
1:05	**1:20**	**1:36**	**1:48**	**2:14**	**2:40**	**2:58**	**3:10**	**3:24**	**3:35**	**3:49**
					3:10	**3:28**	**3:40**	**3:54**	**4:05**	**4:19**
2:05	**2:20**	**2:36**	**2:48**	**3:14**	**3:40**	**3:58**	**4:10**	**4:24**	**4:35**	**4:49**
					4:10	**4:28**	**4:40**	**4:54**	**5:05**	**5:19**
3:03	**3:17**	**3:34**	**3:47**	**4:14**	**4:40**	**5:00**	**5:12**	**5:26**	**5:37**	**5:51**
					5:10	**5:28**	**5:40**	**5:53**	**6:04**	**6:18**
4:11	**4:26**	**4:42**	**4:53**	**5:17**	**5:40**	**5:57**	**6:09**	**6:22**	**6:33**	**6:47**
5:11	**5:26**	**5:42**	**5:53**	**6:17**	**6:40**	**6:57**	**7:09**	**7:22**	**7:33**	**7:47**
6:11	**6:26**	**6:42**	**6:53**	**7:17**	**7:40**	**7:57**	**8:09**	**8:22**	**8:33**	**8:47**
7:31	**7:44**	**7:59**	**8:09**	**8:27**	**8:45**	**9:00**	**9:11**	**9:24**	**9:35**	**9:49**
8:40	**8:53**	**9:08**	**9:18**	**9:36**	**9:54**	**10:09**	**10:20**	**10:33**	**10:44**	**10:58**

SERVICE TO / SERVICIO A

Long Beach
- VA Hospital
- Cal State Long Beach

Seal Beach
- Seal Beach City Hall

Sunset Beach

Huntington Beach
- Ethel Dwyer Middle School
- Huntington Beach Pier

Newport Beach
- Horace Ensign Intermediate School
- Newport Harbor High School
- Newport Center/Fashion Island
- Newport Transportation Center
- Newport Civic Center and Park
- Hoag Hospital

Corona del Mar
- Emerald Bay

Laguna Beach
- Laguna Beach High School
- Laguna Beach Civic Center
- Monarch Bay
- Mission Hospital

Dana Point
- Salt Creek Beach
- Dana Point Harbor

Capistrano Beach

San Clemente
- Shorecliffs Middle School
- San Clemente High School
- San Clemente (Metrolink Station)

1 Long Beach to San Clemente

via Pacific Coast Hwy

Monday-Friday
SOUTHBOUND To: San Clemente

7th & Channel	Pacific Coast Hwy & 12th	Warner & Pacific Coast Hwy	Pacific Coast Hwy & 1st	Pacific Coast Hwy & Balboa-Nwpt Bch	Newport Transportation Center	Pacific Coast Hwy & Cliff	Pacific Coast Hwy & Monarch Bay	Pacific Coast Hwy & Dana Point Harbor	El Camino Real & Avd Pico	El Camino & Santa Margarita
4:56	5:07	5:17	5:28	5:38	5:56	6:13	6:31	6:41	6:55	7:10
					6:40	7:01	7:21	7:32	7:46	8:01
6:16	6:27	6:37	6:48	7:00	7:18	7:39	7:59	8:10	8:24	8:39
					7:47	8:08	8:28	8:39	8:53	9:08
7:13	7:24	7:36	7:48	8:00	8:18	8:39	8:59	9:10	9:24	9:39
					8:58	9:19	9:39	9:50	10:05	10:24
8:19	8:30	8:42	8:56	9:08	9:26	9:47	10:07	10:18	10:33	10:52
9:17	9:28	9:39	9:53	10:05	10:23	10:42	11:02	11:14	11:29	11:48
10:17	10:28	10:39	10:53	11:05	11:23	11:42	**12:02**	**12:14**	**12:29**	**12:48**
11:14	11:25	11:35	11:50	**12:02**	**12:20**	**12:39**	**1:00**	**1:14**	**1:30**	**1:50**
12:12	**12:23**	**12:33**	**12:48**	**1:00**	**1:18**	**1:37**	**1:58**	**2:12**	**2:28**	**2:48**
1:12	**1:23**	**1:33**	**1:48**	**2:00**	**2:18**	**2:37**	**2:58**	**3:12**	**3:28**	**3:48**
2:07	**2:19**	**2:30**	**2:44**	**2:57**	**3:18**	**3:41**	**4:03**	**4:17**	**4:32**	**4:51**
					3:48	**4:11**	**4:33**	**4:47**	**5:02**	**5:21**
3:07	**3:19**	**3:30**	**3:44**	**3:57**	**4:18**	**4:41**	**5:03**	**5:17**	**5:32**	**5:51**
					4:48	**5:11**	**5:33**	**5:47**	**6:02**	**6:21**
4:09	**4:21**	**4:32**	**4:46**	**4:59**	**5:20**	**5:43**	**6:05**	**6:19**	**6:34**	**6:53**
					5:48	**6:11**	**6:33**	**6:47**	**7:02**	**7:21**
5:16	**5:28**	**5:39**	**5:52**	**6:03**	**6:20**	**6:37**	**6:56**	**7:07**	**7:21**	**7:36**
6:16	**6:28**	**6:39**	**6:52**	**7:03**	**7:20**	**7:37**	**7:56**	**8:07**	**8:21**	**8:36**
7:18	**7:29**	**7:39**	**7:52**	**8:03**	**8:20**	**8:37**	**8:54**	**9:04**	**9:17**	**9:32**
8:18	**8:29**	**8:39**	**8:52**	**9:03**	**9:20**	**9:37**	**9:54**	**10:04**	**10:17**	**10:32**

Saturday, Sunday & Holiday
NORTHBOUND To: Long Beach

El Camino & Santa Margarita	El Camino Real & Avd Pico	Pacific Coast Hwy & Del Obispo	Pacific Coast Hwy & Crown Valley	Pacific Coast Hwy & Viejo	Newport Transportation Center	Pacific Coast Hwy & Superior	Coast Highway & Huntington	Warner & Pacific Coast Hwy	Pacific Coast Hwy & Balboa	7th & Channel
5:38	5:50	6:04	6:13	6:26	6:43	6:56	7:08	7:21	7:29	7:43
6:30	6:42	6:56	7:06	7:26	7:43	7:56	8:08	8:21	8:29	8:43
7:30	7:42	7:56	8:06	8:26	8:43	8:56	9:09	9:24	9:32	9:46
8:21	8:36	8:51	9:03	9:23	9:41	9:57	10:10	10:25	10:34	10:48
9:21	9:36	9:51	10:03	10:23	10:41	10:57	11:10	11:25	11:34	11:48
10:21	10:36	10:51	11:03	11:23	11:41	11:57	**12:10**	**12:25**	**12:34**	**12:48**
11:11	11:26	11:42	11:55	**12:19**	**12:39**	**12:55**	**1:08**	**1:23**	**1:34**	**1:48**
12:11	**12:26**	**12:42**	**12:55**	**1:19**	**1:39**	**1:55**	**2:08**	**2:23**	**2:34**	**2:48**
1:10	**1:25**	**1:41**	**1:54**	**2:20**	**2:40**	**2:56**	**3:09**	**3:24**	**3:35**	**3:49**
2:13	**2:28**	**2:44**	**2:57**	**3:23**	**3:43**	**3:59**	**4:12**	**4:27**	**4:38**	**4:52**
3:15	**3:30**	**3:46**	**3:58**	**4:22**	**4:43**	**4:59**	**5:11**	**5:26**	**5:37**	**5:51**
4:17	**4:32**	**4:48**	**5:00**	**5:22**	**5:43**	**5:59**	**6:11**	**6:25**	**6:36**	**6:50**
5:17	**5:32**	**5:48**	**6:00**	**6:22**	**6:43**	**6:59**	**7:11**	**7:24**	**7:35**	**7:49**
6:17	**6:32**	**6:48**	**7:00**	**7:22**	**7:43**	**7:59**	**8:11**	**8:24**	**8:35**	**8:49**
7:27	**7:40**	**7:55**	**8:07**	**8:25**	**8:44**					

Saturday, Sunday & Holiday
SOUTHBOUND To: San Clemente

7th & Channel	Pacific Coast Hwy & 12th	Warner & Pacific Coast Hwy	Pacific Coast Hwy & 1st	Pacific Coast Hwy & Balboa-Nwpt Bch	Newport Transportation Center	Pacific Coast Hwy & Cliff	Pacific Coast Hwy & Monarch Bay	Pacific Coast Hwy & Dana Point Harbor	El Camino Real & Avd Pico	El Camino & Santa Margarita
5:20	5:30	5:39	5:50	6:00	6:15	6:31	6:49	7:01	7:15	7:33
6:20	6:30	6:39	6:50	7:00	7:15	7:31	7:49	8:01	8:15	8:33
7:20	7:30	7:39	7:50	8:00	8:15	8:31	8:49	9:01	9:15	9:33
8:14	8:25	8:34	8:48	9:00	9:15	9:34	9:52	10:04	10:19	10:40
9:14	9:25	9:34	9:48	10:00	10:15	10:34	10:52	11:04	11:19	11:40
10:14	10:25	10:34	10:48	11:00	11:15	11:34	11:52	**12:04**	**12:19**	**12:40**
11:08	11:21	11:30	11:46	11:58	**12:15**	**12:34**	**12:56**	**1:10**	**1:25**	**1:45**
12:08	**12:21**	**12:30**	**12:46**	**12:58**	**1:15**	**1:34**	**1:56**	**2:10**	**2:25**	**2:45**
1:08	**1:21**	**1:30**	**1:46**	**1:58**	**2:15**	**2:34**	**2:56**	**3:10**	**3:25**	**3:45**
2:08	**2:21**	**2:31**	**2:47**	**3:00**	**3:18**	**3:40**	**4:03**	**4:16**	**4:30**	**4:49**
3:08	**3:21**	**3:31**	**3:47**	**4:00**	**4:18**	**4:40**	**5:03**	**5:16**	**5:30**	**5:49**
4:09	**4:21**	**4:31**	**4:47**	**5:00**	**5:18**	**5:40**	**6:03**	**6:16**	**6:30**	**6:49**
5:14	**5:26**	**5:35**	**5:50**	**6:00**	**6:15**	**6:33**	**6:48**	**6:58**	**7:12**	**7:29**
6:14	**6:26**	**6:35**	**6:50**	**7:00**	**7:15**	**7:33**	**7:48**	**7:58**	**8:11**	**8:28**
7:13	**7:25**	**7:34**	**7:49**	**7:59**	**8:15**	**8:33**	**8:48**	**8:58**	**9:11**	**9:28**

APPENDIX D

CITY OF NEWPORT BEACH REGIONAL TRAFFIC ANNUAL GROWTH RATE TABLE

CITY OF NEWPORT BEACH

REGIONAL TRAFFIC ANNUAL GROWTH RATE

COAST HIGHWAY	
East city limit to MacArthur Boulevard	1%
MacArthur Boulevard to Jamboree Road	1%
Jamboree Road to Newport Boulevard	1%
Newport Boulevard to west city limit	1%
IRVINE AVENUE	
All	1%
JAMBOREE ROAD	
Coast Highway to San Joaquin Hills Road	1%
San Joaquin Hills Road to Bison Avenue	1%
Bison Ave to Bristol Street	1%
Bristol Street to Campus Drive	1%
MACARTHUR BOULEVARD	
Coast Highway to San Joaquin Hills Road	1%
San Joaquin Hills Road to north city limit	1%
NEWPORT BOULEVARD	
Coast Highway to north city limit	1%

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

APPENDIX E

APPROVED PROJECTS INFORMATION

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
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
986	2510 WCH Residential and Mother's Market	0
987	Pacifica Christian HS	0
988	1400 Bristol St N Residences	0
989	Sage Hill Middle School Expansion	0
990	1600 Dove St Residences	0
991	TTC Newporter Pickleball	0
992	3300 Irvine Ave - Newport Irvine Medical Office	0

Approved Projects 80% Volume Summary Intersection Report

Intersection (1855 ::: COAST HWY W / SUPERIOR AVE BALBOA BLVD)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	5	23	47	50	1	4	0	11	2	10	16	31	0	0	34	16
PM	3	18	35	56	0	2	1	5	3	10	6	26	3	1	52	3

Intersection (2480 ::: BEACON ST / HOSPITAL RD NEWPORT BLVD)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	37	73	34	4	7	30	0	0	37	36	30	3	1	0	4	0
PM	47	41	34	1	5	42	0	0	31	10	28	1	5	0	1	0

Intersection (2620 ::: NEWPORT BLVD / COAST HWY W)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	0	53	35	68	0	0	0	17	0	36	0	31	4	0	64	4
PM	0	41	102	52	0	0	0	21	0	20	0	95	7	0	42	10

Intersection (2630 ::: RIVERSIDE AVE / COAST HWY W)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	0	0	74	82	0	0	0	0	0	0	0	74	0	0	82	0
PM	0	0	95	93	0	0	0	0	0	0	0	95	0	0	93	0

Approved Projects 80% Volume Summary Intersection Report

Intersection (2635 ::: COAST HWY W / TUSTIN AVE)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	0	8	75	82	0	0	0	8	0	0	4	71	0	0	82	0
PM	0	11	96	93	0	0	0	11	0	0	9	87	0	0	93	0

Intersection (3060 ::: COAST HWY W / DOVER DR BAYSHORE DR)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	0	39	77	94	0	0	0	30	0	9	8	69	0	0	76	18
PM	0	44	100	135	0	0	0	36	0	8	12	88	0	0	93	42

Intersection (3260 ::: 16TH ST / DOVER DR)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	13	17	4	0	2	11	0	0	17	0	0	0	4	0	0	0
PM	30	28	5	0	4	26	0	0	28	0	0	0	5	0	0	0

Intersection (5440 ::: COAST HWY E / BAYSIDE DR)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	8	46	103	79	2	6	0	18	4	24	39	63	1	3	60	16
PM	12	87	117	113	6	6	0	27	8	52	55	60	2	11	71	31