

WARRANT INFORMATION

Payment Ref.	Date	Remittance to:	Remittance ID:	Payment Amount	Explanation of payment
0197055	06/10/16	A & A Wiping Cloth Inc. – White Turkish Wiping Cloths	0000018633	\$1,406.16	What is this for? <i>These towels are purchased in bulk by the warehouse for cleaning needs of Fleet, Fire, Police, and various other departments. The unit price of \$32.55 is actually for a case of towels.</i>
0197150	06/10/16	Pickleball Central –Picklenet Portable Net, PBC255 Rally Meister Bundle	0000024348	\$599.95	Where are we going to play pickle ball? <i>Pickle ball will be played at the Downtown Recreation Center, in the gymnasium.</i>

**CC-8 ADDITIONAL DOCUMENTS
HARBOR BLVD. & GISLER AVE.
INTERSECTION IMPROVEMENT
PROJECT 16-02**

Subject:

FW: Consent Calendar Item 8

ADDITIONAL DOCUMENTS – CC-8

From: SETHURAMAN, RAJA

Sent: Monday, June 20, 2016 2:52 PM

To: CITY COUNCIL <CITYCOUNCIL@ci.costa-mesa.ca.us>; garymonahan@att.net

Cc: HATCH, THOMAS <THOMAS.HATCH@costamesaca.gov>; ROSS, JIM <JIM.ROSS@costamesaca.gov>; GREEN, BRENDA <brenda.green@costamesaca.gov>; SHELTON, KELLY <KELLY.SHELTON@costamesaca.gov>

Subject: Consent Calendar Item 8

Mayor and City Council,

This e-mail is regarding Consent Calendar Item – 8, “Harbor Boulevard and Gisler Avenue Intersection Improvement Project, City Project No. 16-02.” A Councilmember expressed concerns regarding potential weaving movements that might happen with three left-turn lanes being proposed at this location.

Staff has designed the subject improvements based on several prior resident complaints that we received and also our observations. The current situation actually results in significant weaving movements as two left-turn lanes lead to three destinations – I-405 southbound onramp, I-405 northbound onramp and northbound Harbor Boulevard. Existing signs and pavement legends direct motorists heading to southbound I-405 onramp to be in the #2 left-turn lane, with the #1 left-turn lane accommodating I-405 northbound and northbound Harbor Boulevard traffic. However, due to varying demands of traffic and visibility of existing signage, this is not followed and results in dangerous movements within the intersection as well as near the I-405 ramps.

The subject project will provide one additional left-turn lane and adds an overhead guide sign on Gisler Avenue. This provides the needed capacity to accommodate the traffic while providing appropriate guidance on lanes. With the improvements, the #1 left-turn lane will be guided to northbound Harbor Boulevard, #2 left-turn lane to northbound I-405 onramp and the #3 left-turn lane to southbound I-405 onramp and eastbound Gisler. This will minimize confusion at this intersection and result in better operations. If you have any questions, please contact me. Thank you.

Raja Sethuraman
Transportation Services Manager
City of Costa Mesa
714-754-5032

- | | |
|--|------------------------------|
| < Base course | < Landscaping and irrigation |
| < Traffic signal, striping and signing | < Lighting |
| < Drainage Improvements | < Overhead directional sign |

Intersection Capacity Utilization Methodology with Un-equal Lane Distribution

ICU calculations were performed taking into account the observed intersection operation and un-equal lane distribution. This methodology is explained in detail in the following discussion.

Peak hour intersection turning movement counts were collected (left, through and right turn movements for each approach) at the intersection of Harbor Blvd/Gisler Ave (attached). This count information was used to calculate the a.m. and p.m. peak hour ICU for the 'existing conditions' for the Harbor Blvd/Gisler Ave intersection (attached). A typical ICU calculation assumes an equal distribution of traffic volume between approach lanes. This approach of calculating ICU provided a resulting v/c ratio of 0.64 (LOS B) during the a.m. peak hour and 0.76 (LOS C) during the p.m. peak hour. The results of the ICU calculation for both peak hours are not consistent with the actual field observations.

Field observations indicated that approach lanes destined for the I-405 freeway carried much higher volumes of traffic than adjacent lanes, especially during the peak periods. In order to identify the distribution of traffic between adjacent lanes on eastbound Gisler Avenue and northbound Harbor Boulevard, additional data was collected. The additional data included queuing counts and destination counts from eastbound Gisler Avenue and from northbound Harbor Boulevard to the destinations of I-405 northbound on-ramp, I-405 southbound on-ramp and northbound Harbor Boulevard. The destination counts provided the number of vehicles while the queuing information was used to calculate the percent split between approach lanes and identify any issues with the pocket lengths. There are two eastbound left turn lanes on Gisler Avenue, the #2 lane being signed for southbound I-405 only, and the majority of the traffic turning left is headed for one of the I-405 freeway on-ramps. Similarly, there are five through approach lanes in the northbound direction on Harbor Boulevard and majority of the traffic traveling north is also headed for the I-405 freeway, and directed to either lane #4 or lane #5 (a very short through/right pocket) via overhead signage.

From the intersection turning count the total number of vehicles turning left from the eastbound Gisler Avenue approach is 608 (a.m.) and 385 (p.m.) and from the northbound Harbor Boulevard approach is 1,873 (a.m.) and 2,464 (p.m.). Typically, in a standard ICU the eastbound Gisler left turn volumes would be divided by the two left turn lanes (assumed 304/193 vehicles per lane, am/pm) and the northbound Harbor through volume would be divided by the five (actually 4.5 with .5 for the right turn) northbound approach lanes (375 a.m./493 p.m. per lane). Based on the additional destination information collected the number of vehicles turning left from eastbound Gisler Avenue and going to the I-405 northbound on-ramp plus to Harbor Blvd northerly is **237 / 231 (a.m./p.m.)** and there are **372 / 170 (a.m./p.m.)** vehicles going to the I-405 southbound on-ramp (see count for eastbound Gisler Ave). Since the eastbound #2 left turn lane is signed for the I-405 southbound only those vehicles going to the southbound on-ramp were designated to the second left turn lane and the combined Harbor Blvd northerly and I-405 northbound were assigned to the #1 left turn lane. As shown in attached count for northbound Harbor Blvd., the

total number of northbound Harbor Boulevard vehicles (from lanes #4 and #5) headed to the I-405 freeway is 1,018 (a.m.) and 793 (p.m.). Given the very short length of lane #5 the percent split between the two lanes that carry the traffic bound for the freeway was observed (based on queuing counts) to be 77% (a.m.) and 64% (p.m.) for lane # 4 and the remaining on lane #5. Hence, the traffic volume on lane # 4 was **782 (a.m.)** and **507 (p.m.)**.

The ICU for the intersection of Harbor Blvd/Gisler Ave was re-calculated using the modified volumes (discussed above) and modified lanes for the eastbound left turn and northbound through movements (attached). The remaining volumes and number of lanes were not modified. The ICU was calculated using the highest of these measured individual lane volumes in one approach lane rather than dividing the total counted approach volume by the total number of approach lanes as is 'typical.' Hence, for the number of lanes, eastbound left turn is shown as 1 lane (rather than 2) and northbound through is shown as 1 (rather than 4.5 with .5 right) in the 'modified' ICU. Since the intersection operation and the ICU calculation critical move is governed by the highest v/c from each approach and the highest v/c from eastbound Gisler Avenue and from northbound Harbor Boulevard were identified as being from the #2 eastbound left turn lane in the morning, the #1 left turn lane in the evening and the #4 northbound through lane in the a.m. and the p.m., these inputs to the ICU calculation will provide a more accurate estimate of actual intersection operations than a 'typical' ICU calculation. This approach of calculating the ICU provided a resulting v/c ratio of 0.87 (LOS D) during the a.m. peak hour and 0.80 (LOS C) during the p.m. peak hour which more closely matches conditions as observed in the field.

ITM Peak Hour Summary

Figure: HarCOUNT

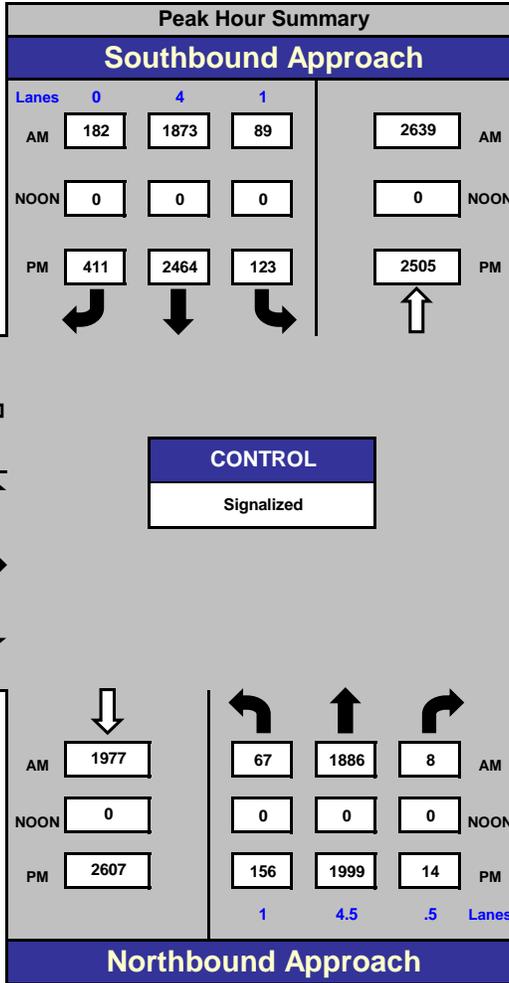


National Data & Surveying Services

Harbor Blvd and Gisler Ave, Costa Mesa

Date: 09/03/2014
Day: Wednesday

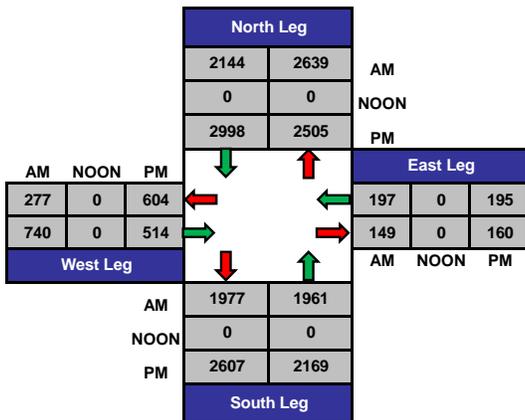
Project #: 14-1214-001
City: Costa Mesa



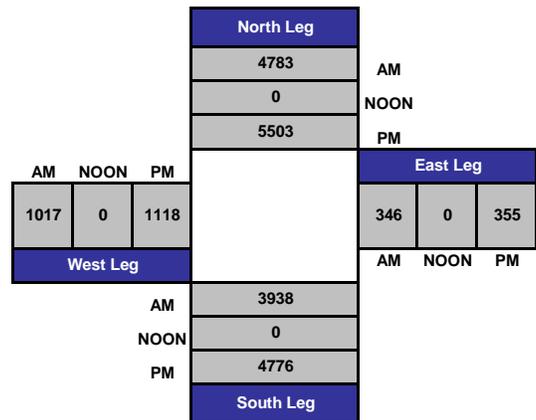
AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:30 PM	6:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

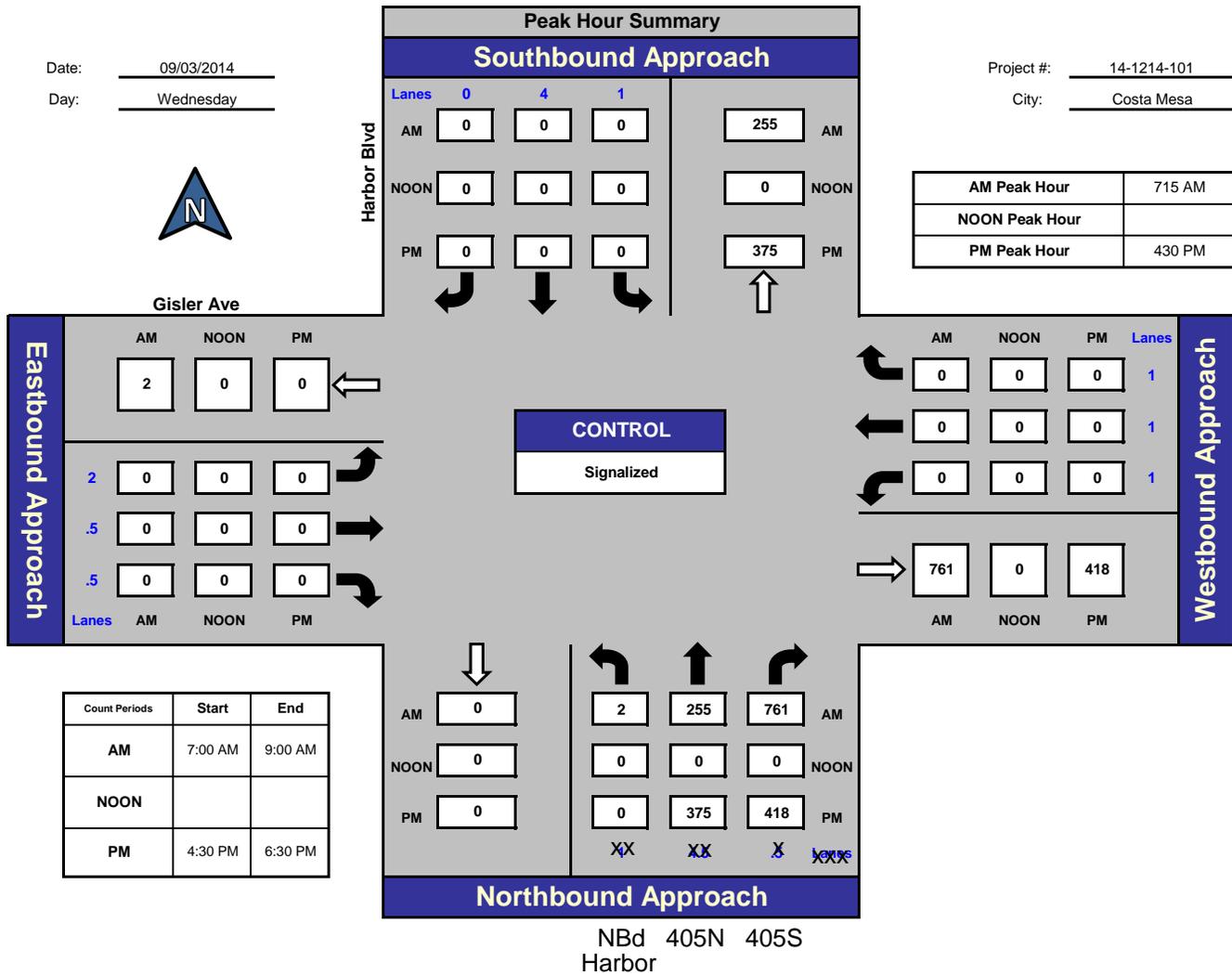
#4 & #5 NBd Through Lanes Movement Harbor Blvd and Gisler Ave, Costa Mesa

Date: 09/03/2014

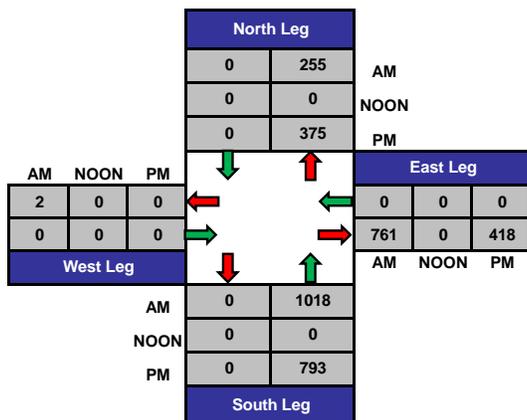
Day: Wednesday

Project #: 14-1214-101

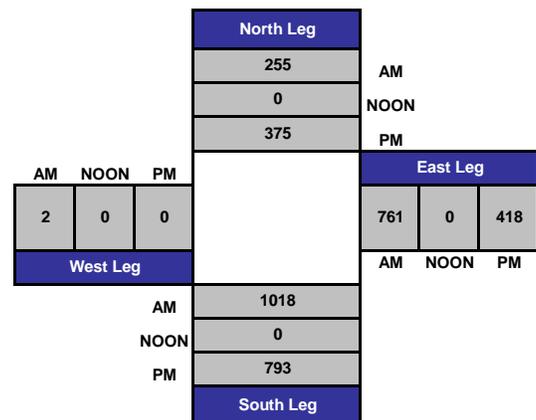
City: Costa Mesa



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

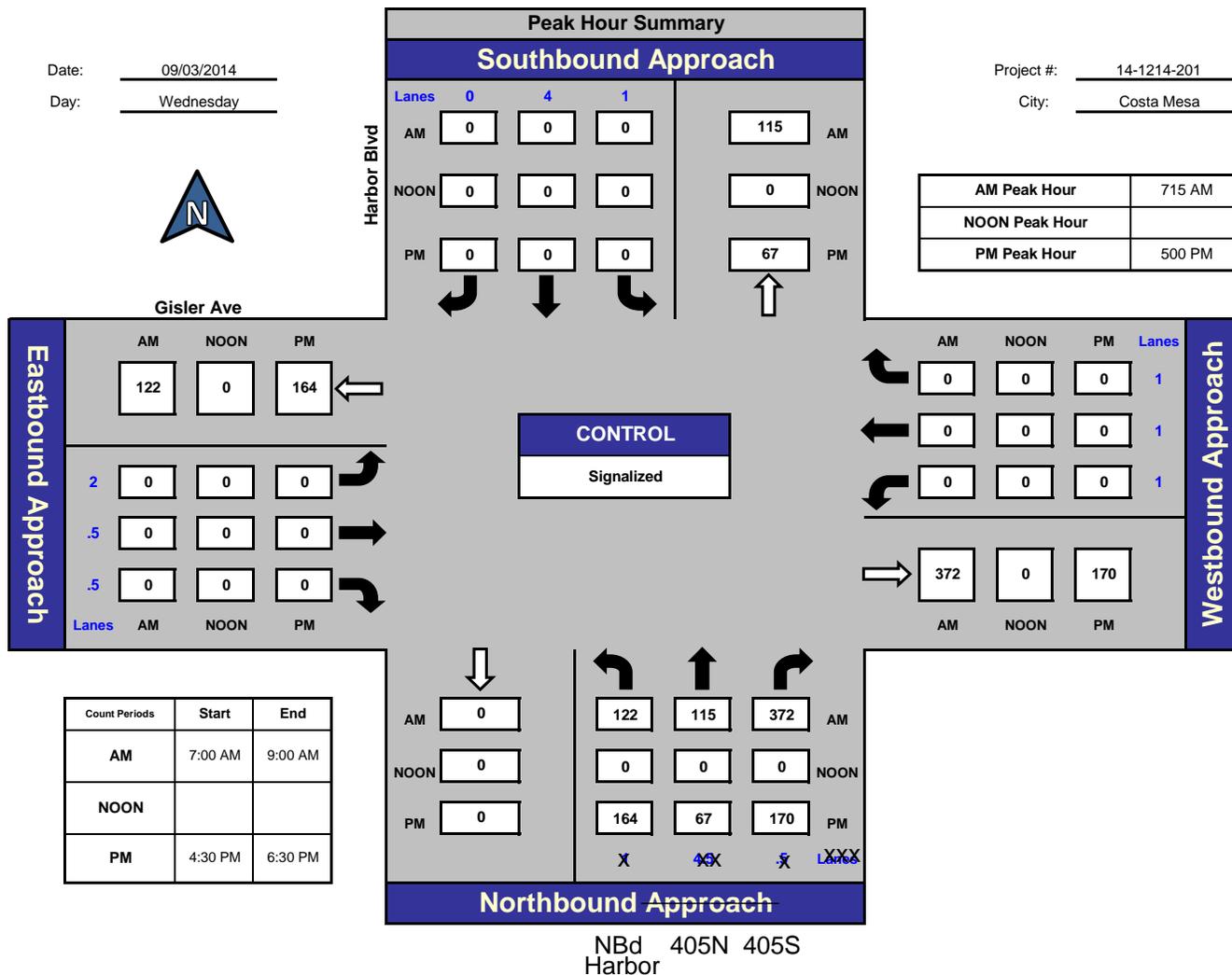


National Data & Surveying Services

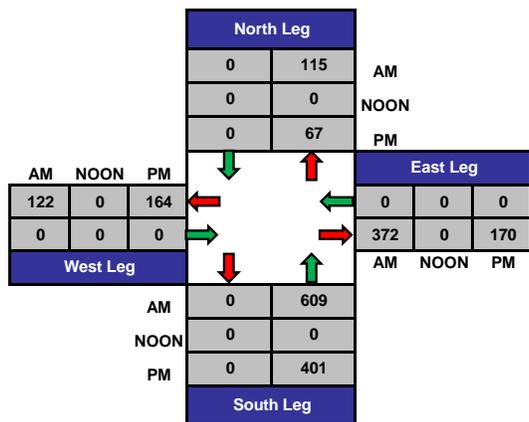
Eastbound to Northbound Left Turn Movements *Harbor Blvd and Gisler Ave, Costa Mesa*

Date: 09/03/2014
Day: Wednesday

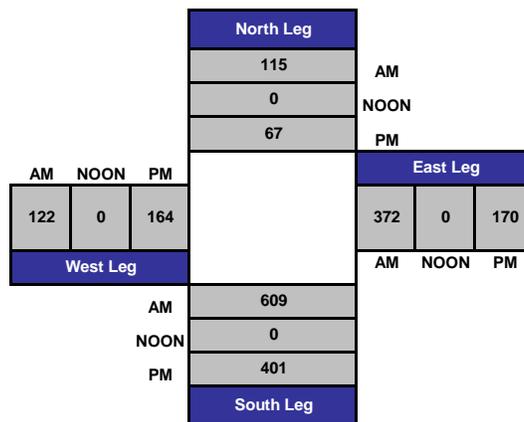
Project #: 14-1214-201
City: Costa Mesa



Total Ins & Outs



Total Volume Per Leg



Adjusted Budget-in-Brief per Addendum

Table 4

<u>GOVERNMENTAL FUNDS ADOPTED BUDGET</u>					
<u>Fund Types</u>	Adopted	Adopted	<u>Increase/(Decrease)</u>		<u>FY 16-17 % of total</u>
	<u>FY 15-16</u>	<u>FY 16-17</u>	<u>Amount</u>	<u>Percent</u>	
General Fund *	\$ 106,586,760	\$ 109,640,655	\$ 3,053,895	2.9%	75.8%
Special Revenue Funds	14,156,416	9,966,172	(4,190,244)	-29.6%	6.9%
Capital Project Funds	24,757,280	17,379,608	(7,377,672)	-29.8%	12.0%
Internal Service Funds	8,689,413	7,649,582	(1,039,831)	-12.0%	5.3%
Total	<u>\$ 154,189,869</u>	<u>\$ 144,636,017</u>	<u>\$ (9,553,852)</u>	<u>-6.2%</u>	<u>100.0%</u>

* Excludes Transfers Out

Table 5

<u>ESTIMATED FUND BALANCES TO BE USED</u>					
<u>Fund Name</u>	Projected Bal.	Projected Bal.	<u>Amount</u>		<u>Percent</u>
	<u>07/01/2016</u>	<u>06/30/2017</u>	<u>To Be Used</u>		
Gas Tax Fund	\$ 597,265	\$ 49,707	\$ 547,558		91.7%
Prop. 172 Fund	33,152	13,136	20,016		60.4%
AQMD Fund	89,773	(102,717)	192,490		214.4%
Park Dev. Fees Fund	(1,486,009)	(2,306,057)	820,048		-55.2%
Suppl. Law Enf. Svcs. Fund	16,996	-	16,996		100.0%
Traffic Impact Fees Fund	3,415,491	2,860,491	555,000		16.2%
Equipment Replacement Fund	7,747,911	5,565,494	2,182,417		28.2%
Total	<u>\$ 10,414,579</u>	<u>\$ 6,080,054</u>	<u>\$ 4,334,525</u>		<u>41.6%</u>

**PH-3 ADDITIONAL DOCUMENTS
2015-2035 GENERAL PLAN**

Subject:

FW: Opposed to General Plan

ADDITIONAL DOCUMENTS – PH-3

From: kim cartwright [mailto:kim.cart@sbcglobal.net]

Sent: Sunday, June 19, 2016 7:11 AM

To: PLANNING COMMISSION <PLANNINGCOMMISSION@ci.costamesa.ca.us>

Subject: Opposed to General Plan

Dear Sirs,

I have been a resident of Eastside Costa Mesa for 22 years. I must tell you that this is by far the most ridiculous plan I have ever seen. Also, many of the city would agree. Adding to pollution, traffic, noise and overall quality of our fine city. I also feel it is very poor planned as far as long term impact. Overlay is highly beneficial to developers. Has the city council lost their minds? Do not ever forget that the people of the city voted them in office not developers. Please, I urge you to reject this overlay plan.

Warm regards,

Robert Cartwright
2101 Colina Vista Way
Costa Mesa, Ca. 92627

949-722-1899 home



Joint Use Soccer
Fields

PROJECT
LIMITS

**FAIRVIEW PARCEL
COSTA MESA**

<http://www.wakingtimes.com/2016/05/31/7-ways-to-save-the-world/>

*"The range of what we think and do is limited by what we fail to notice. And because we fail to notice **that** we fail to notice, there is little we can do to change until we notice how failing to notice shapes our thoughts and deeds." ~Daniel Goleman, *Emotional Intelligence**

*"Behind every problem, there's a question trying to ask itself. Behind every question, there's an answer trying to reveal itself. Behind every answer, there's an action trying to take place. And behind every action, there's a way of life trying to be born." ~ Michael Beckwith, *Agape International Spiritual Center**

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*We did not ask for this room or this music. We were invited in. Therefore, because the dark surrounds us, let us turn our faces to the light. Let us endure hardship to be grateful for plenty. We have been given pain to be astounded by joy. We have been given life to deny death. We did not ask for this room or this music. But because we are here, let us dance. - Stephen King.*

To Members of the City Council, the Planning Commission and Staff of the City of Costa Mesa, Neighbors and other interested parties:

By Linda Witt-King

June 21, 2016

In a recent letter to **Will Barney, President of Humanus Group (humanus.ca)**, I wrote the following:

"I want to build a model for managing the homeless through a process starting with a hostel, then to barracks-like temporary housing and case management, then on to more permanent sustainable housing in a community that thrives on building and nurturing relationships - much like the Mobile Loaves and Fishes project going on in Austin, Texas.

[ <http://mlf.org/community-first/> ]

Costa Mesa and Orange County are ideal locations for building this model, and there are some intriguing properties becoming available as the State of California is closing down all their Developmental Centers, including Fairview Developmental Center right here in Costa Mesa.

[ <http://www.dds.ca.gov/fairviewNews/> ]

So I will turn my attention to actually writing all this down and re-submitting my Dragonfly Coalition project with some numbers to start with.

I would also like to submit a grant request for Mercy House and for Unity of Tustin. Both organizations are well-positioned to help uplift humanity in major ways with their consciousness and their service."

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I propose to apply to the Humanus Foundation [Humanus.ca] for the funds needed to implement and sustain the Dragonfly Coalition Project in the City of Costa Mesa.

I propose to lease the ten acre property that constitutes Lions Park, and offer a grant for the renovation of the Fire Station. We will renovate the Community Center and the Library to serve both the clients of this endeavor and the greater community of Costa Mesa at large. We will make needed improvements to the existing structures and the grounds facilities to accommodate services to the homeless and provide a supportive process for them to return to a suitable and sustainable living situation.

The lease and the grants to the City of Costa Mesa will help to eliminate the current debts of some \$25Million remaining from past fund raising measures and relieve the necessity of having to go into another \$30Million of more debt to fund needed development projects.

Once the Dragonfly Coalition/Community Wellspring has been implemented and is fully operational, the benefits provided will bring added revenue and more jobs into the community by putting to good use those properties - Lion's Park and the Fairview Developmental Center - that are currently lying fallow, inviting us to raise them to their highest and best use through compassionate and benevolent action.

We will acquire the Fairview Developmental Center, whether purchase or lease from the State, and make whatever renovations are necessary for it to be suitable and sustainable for these purposes.

We will lease the Grant Boys property to become the flagship hostel, renovate it, equip it and staff it for the long term – approximately \$450,000 a year for the lease, plus renovations, operations and staff.

We will create a system whereby those who have access to the benefits provided through this endeavor will identify themselves and become participants in the operations of whatever aspects of the project fits with their capacities to do so. Indeed, the registering and tracking of each resident in each of the sober living facilities - whether government-sponsored or privately-owned - will become a requirement in the contracts that govern these arrangements, holding the SLH operator accountable for the disposition of each of their clients and subject to penalties when any of their clients disappear anonymously into the neighborhoods.

No more will people enroll in a sober living facility without identifying themselves to their host city and without a defined exit strategy for them to pick up and carry on once their “recovery” experience is concluded with that facility.

Between the various facilities and operations involved in the carrying out of these endeavors, there will be plenty of jobs provided for those who want to work.

Needed remedies:

1. 1. Create a hostel where transients and travelers can land with basic accommodations provided while waiting for more suitable and sustainable shelter to be arranged.
 - 1.1. Acquire and transform into a facility for this purpose the 12,000 sq. ft. property on Newport and Rochester vacated in January by the Grant Boys who went out of business.
 - 1.2. This is the entry point into the Dragonfly Coalition/Community Wellspring program:
 - a) Intake to determine needs, capacities and aspirations
 - b) Stabilize – Nourishment, Self-care, Rest
 - Be assigned a sleeping room with access to hygiene facilities, a place to stow their stuff
 - Be assigned a Counselor who will serve as Advocate and Case Manager
 - Be added to the Duty Roster as capacities permit.
 - Provide each client with a package of basic self care items and a clean bedroll
 - Provide nutrition designed for healing - a nourishing breakfast and supper: Simple, organic juices, teas, tonics, grass fed bone broths, soups
 - Morning and evening group exercise
2. Re-purpose Lions Park into an All Adult park;
 - a) Build out the public lavatories so that they are clean, well-lit 24 hours a day, and in full view of security cameras
 - b) Install a community garden and host periodic community garden/farmer's market events in the park.
 - Specialize in growing potent inflammation reducing roots and sprouts and vegetables such as Turmeric Root, Ginger Root, real Watercress – all essential nutrients to healing and wellness, and all are expensive and in relative short supply.

- There is the opportunity to position ourselves ahead of the curve of a growing demand while monetizing the endeavor, providing opportunities for productive, wage earning work where it's needed the most, and providing a valuable service to the community in incalculable ways.
 - c) Dedicate the sports field in Lions Park to become a secure location for dozens of Yurts to be erected that will serve as the first level of suitable and sustainable shelter –
 - d) Add electrical and plumbing hook ups to hold a quantity of temporary huts for transitional living while more permanent housing can be arranged.
 - e) Yurts have the added advantage of being easily collapsed and moved to other locations that will be developed into communities ...or even sent along with the recipient as they move on to somewhere else out of Costa Mesa, bringing their own interim shelter with them.
 - Authenticyurts.com
 - Yurts.com
 - Campingyurts.com
 - Yurtsofamerica.com
3. Develop the community center building/s in Lions Park into a resource center; by utilizing some form of key card technology given in exchange for identification of the individuals needing these basic accommodations, each of the services and resources become revenue producing:
- a) **Establishing and cultivating a relationship with these individuals is key to helping them lift out of the state of homelessness – and to reducing the risks to our community that are posed by the absence of these resources:**
 - Cafeteria
 - Computer lab
 - Overnight parking meters around the park
 - Restroom facilities
 - The Yurt Yard
 - Fort Grant – the hostel
 - Water Brewery
 - Credit Union
 - Advocacy in applying for benefits that are otherwise unavailable to them without assistance from others
 - b) Nearly everyone who is currently homeless or bereft of any way to sustain themselves – has some form of income, or at least would qualify for some kind of income but has no capacity to claim that support without an advocate working through the system on their behalf.
4. Arrange for those served in this endeavor to have a membership in the 24 Hour Fitness, not limited to the facility at Park and 19th, but - just as we seniors enjoy through the Silver Sneakers program paid for by Medicare - to all of the 24 Hour Fitness facilities so that those served are not tied to just this location but can move on out of the area as they begin to put their lives back together with the assistance of our community's compassionate and benevolent practical assistance.
5. Identify properties where semi-permanent pod communities can be located as an interim housing solution for as long as these economic conditions make them necessary.
- 5.1. Fairview Developmental Center is an excellent site for this purpose. We will acquire the property in full as it is, enfold the current residents into the remedies brought forth through the Dragonfly Coalition, update the existing structures for long term residences for the homeless and needy, utilize some of the open spaces for a community of tiny houses, yurts, etc. where its residents can achieve a measure of stability in a compassionate and nurturing environment.
6. Develop and implement a suitable and sustainable set of oversight controls for these sober living facilities, including required accountability for the people who are currently arriving without restriction into our community.

- 6.1. The Sober Living Homes and their transient residents are not the enemy. The City is vulnerable to the chaos that is created by their activities because no preparations have been made to accommodate them so as to capture the potential benefits they bring to Costa Mesa.
- 6.2. We can embrace the opportunities these transient occupants represent by inviting them to enroll in Community Wellspring, the Dragonfly Coalition's concession umbrella, thereby becoming a member of the credit union and partaking in the many benefits offered to whoever needs them, no matter how they came to be in the state of need for these fundamental life-supporting services and resources.
- 6.3. Community Wellspring will become a new and lucrative revenue source for the City of Costa Mesa much like residential investors have enjoyed, only these revenue streams will be much more consistent and in greater amounts, bringing new jobs and greater prosperity into our community.
- 6.4. Implementing these compassionate and benevolent measures will relieve the neighborhoods of the squatting and crime that is currently a severe problem because the homeless have no place to go, no wherewithal to provide for themselves, and so they turn to crime.

My request is that we work together to draw up the grant requests to Humanus to establish this needed endeavor, and to take steps to begin immediately to implement the spirit of the Dragonfly Coalition project, at least, and the actual doing of the project where feasible.

I am so very grateful for the opportunity to serve our community in this way. Together we will create a model that can be replicated in other communities so that the scourge of homelessness and all that implies will soon become a distant memory.

Many blessings and radiant light upon us all,
Linda Witt-King
562-713-4486 cell or text
linda.wittking@gmail.com

Archived calls

<http://landachinaglobal.com/conferences.php>

Conference Number: 641-715-3580

Access Code: 484-959#

Wednesdays at 2:00 pm our time

April 27, 2016 call where the “Dragonfly Coalition Lady” asks for and receives clarification on how to submit projects on behalf of existing nonprofit entities:

[http://landachinaglobal.com/resources/68%20Landa%20Humanus%20Update%204-27-2016%20\(43\).mp3](http://landachinaglobal.com/resources/68%20Landa%20Humanus%20Update%204-27-2016%20(43).mp3)

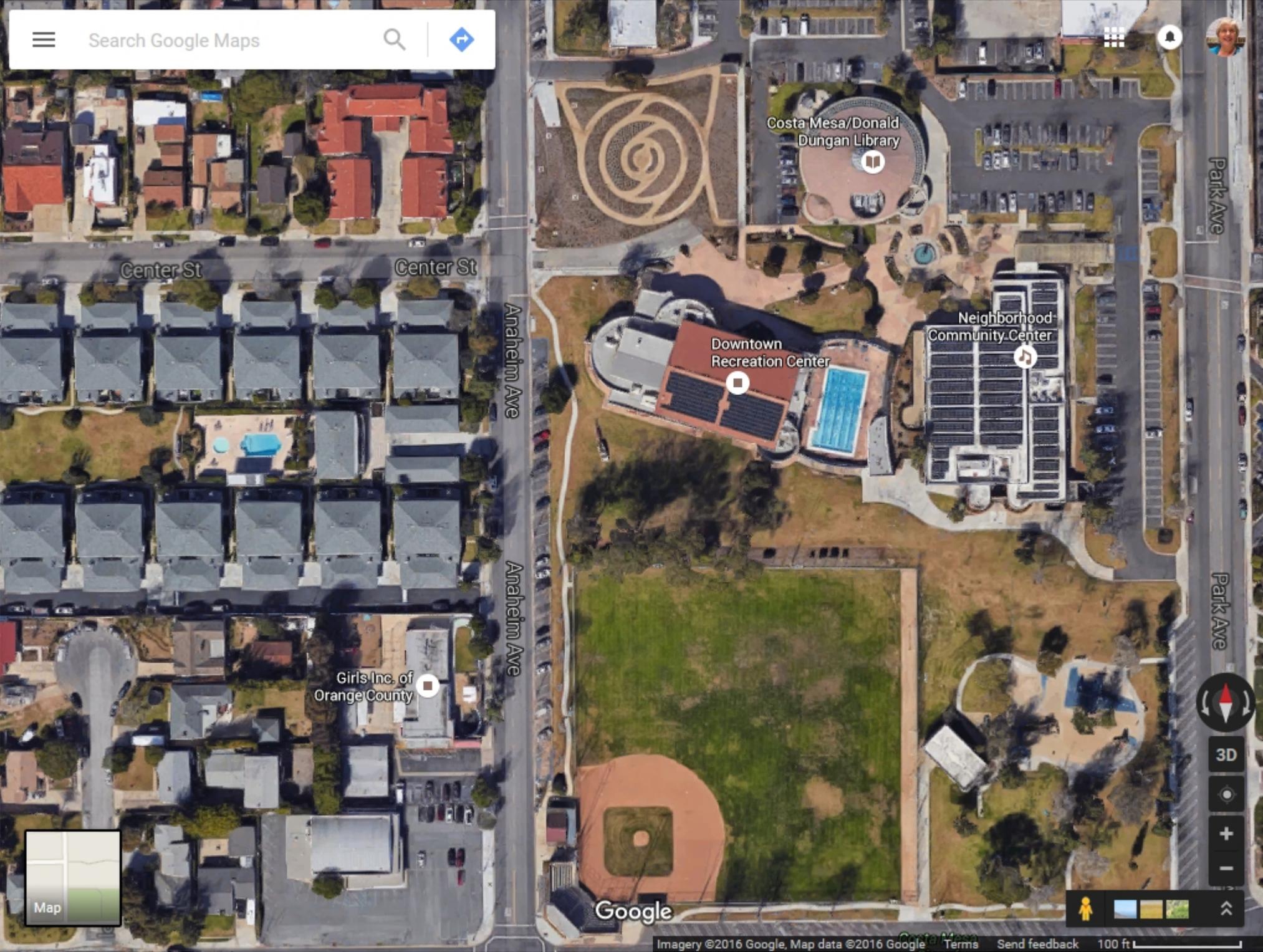
May 25, 2016 conference call - Dragonfly Coalition Lady comments on the sound technology being discussed and how it fits into the Dragonfly Coalition business model.

Dragonfly Coalition
Community Wellspring-Costa Mesa

	Acquisition cost	First year lease amount	Renovations, furnishings, equipment	Operations, marketing	Staffing	acres	Total	Lease Revenue to City (annual)	Number of New Jobs in Costa Mesa	New Transient Occupancy Tax revenue to the City of Costa Mesa
Project Totals	\$227,000,000	\$104,900,000	\$67,500,000	\$29,000,000	\$79,500,000	148.00	\$507,900,000	\$102,400,000	795	\$4,683,726
Fort Grant – 50 per day	\$500,000	\$500,000	\$2,000,000	\$2,000,000	\$5,000,000	0.64	\$10,000,000		50	\$62,651
Water Brewery	\$500,000	\$500,000	\$1,000,000	\$1,000,000	\$2,500,000	0.36	\$5,500,000		25	
Yurt Yard			\$1,000,000	\$1,000,000	\$3,000,000		\$5,000,000		30	
Community Gardens			\$2,000,000	\$1,000,000	\$3,000,000		\$6,000,000		30	
Community Center/ Library			\$26,000,000	\$2,000,000	\$6,000,000		\$34,000,000		60	
Lions Park – 500 per day		\$8,400,000	\$10,000,000	\$5,000,000	\$3,000,000	12.00	\$26,400,000	\$8,400,000	30	\$626,515
Fairview Developmental Center – 2,000 per day		\$80,000,000	\$10,000,000	\$10,000,000	\$20,000,000	115.00	\$120,000,000	\$80,000,000	200	\$2,102,400
300 Sober Living Homes with 6 Transient Residents – 1,800 per day				\$1,000,000	\$6,000,000		\$7,000,000		60	\$1,892,160
Auto Dealership on Harbor near Adams	\$6,000,000	\$500,000	\$10,000,000	\$500,000	\$5,000,000		\$22,000,000		50	
Farmers Market/ Community Garden – Events and Life Skills Education	\$10,000,000	\$7,000,000	\$500,000	\$500,000	\$10,000,000	10.00	\$28,000,000	\$7,000,000	100	
Credit Union	\$100,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$6,000,000		\$109,000,000		60	
Open Space/ Community Gardens and Agriculture	\$100,000,000	\$7,000,000	\$1,000,000	\$1,000,000	\$6,000,000	10.00	\$115,000,000	\$7,000,000	60	
Fire Station Grant	\$10,000,000		\$3,000,000	\$3,000,000	\$4,000,000		\$20,000,000		40	

062016 v.2

Note: These are thumbnail estimates, starting points to be added to and subtracted from, however we all decide.



Center St

Center St

Anaheim Ave

Anaheim Ave

Park Ave

Park Ave

Costa Mesa/Donald Dungan Library

Downtown Recreation Center

Neighborhood Community Center

Girls Inc. of Orange County

Google

Map

Examination of the Transient Occupancy Tax as it applies to the Sober Living Homes in the City of Costa Mesa

[by Linda Witt-King, June 20, 2016]

In a report dated March 25, 2004 and submitted to the City Council in the meeting held on April 5, 2004, Marc R. Puckett, then Director of Finance, entitled, Consideration of Potential New Revenue Sources. Report Summary: - At issue was the recommendation to increase the Transient Occupancy Tax from 6% to 8%, and to increase the Business Improvement Assessment from 2% to 3%. The report described the Transient Occupancy Tax as a general tax imposed on occupants for the privilege of occupying room(s) in a hotel, motel, or inn. [Sober Living Homes had not yet emerged onto the landscape in 2004] Use of the revenues are unrestricted. However, some cities budget a portion of the revenues for tourism and business development purposes.

Overview: Cities may impose the transient occupancy tax on persons staying 30 days or less in a room(s) in a hotel, motel, inn, tourist home, non-membership campground or other lodging facility. Cities may also levy a tax on the privilege of renting a mobile home located outside a mobile home park, unless such occupancy is for more than 30 days or unless the tenant is an employee of the owner.

... Although Costa Mesa has one of the higher concentrations of available hotel rooms in the county, the transient occupancy tax levied is the lowest in the County. [and today has among the highest concentration of Sober Living Homes in any municipality, certainly in Orange County at least.]

Benefits of considering an increase in the Transient Occupancy Tax include placement of a portion of the tax burden to provide city services on transient visitors to the community. Residents benefit from this spreading of the costs of services over a larger tax base including those visiting the community, therefore lowering the cost of services to residents. [End of April, 2004 Report summary]

Coming forward to present day, found in the Preliminary Operating & Capital Improvement Budget for Fiscal Year 2016-2017, p. 45 is this quote:

Transient Occupancy Tax (TOT) is imposed on persons staying 30 days or less in a hotel, inn, motel, tourist home or other lodging facilities. In November 2010 the voters of Costa Mesa approved a measure to increase the City's rate from 6 percent to 8 percent. The Business Improvement Area (BIA), comprised of ten hotels within the City, imposes an additional 3 percent. The amount collected from the additional 3 percent is remitted to the Costa Mesa Conference and Visitor's Bureau to promote travel and tourism throughout the City. Thirty-three hotels/lodging facilities are located within the City.

TOT is the City's fourth largest revenue source. For FY 16-17, estimated revenue from TOT is \$8.5 million, which represents 7.2 percent of the total General Fund revenue. The projected amount reflects an increase of \$44,000, or 0.5 percent from current year projected revenue.

Here is one of the take-aways from last Tuesday night's (06/14/16) City Council meeting:

Net Impact to the General Fund by types of land use:

<i>Land Use Type</i>	<i>Units per Acre</i>	<i>Net Annual Impact per Acre</i>
Low Density Residential	8	\$ 4,000
Medium Density Residential	12	\$ 4,500
High Density Residential	20	\$ 500
Overlay Zone	40	<\$ 3,000>
Retail		\$ 70,000
Office		Neutral
Industrial		\$ 4,500
Hotels	100 rooms	\$270,000

If these numbers are correct, pursuing the high and higher density residential development being proposed in the draft General Plan would seem to be the exact opposite of good stewardship, a total departure from what is needed in these times.

But it does explain why the call for more hotels...a 100 rooms per acre brings in \$270,000 per year.

Total revenue generated from 100 hotel rooms per acre	\$270,000	
Less 42.52% derived from sales tax (p. 76 of Big Budget Book)	\$125,604	Sales Tax
How much TOT revenue per 100 rooms per year?	\$144,396	TOT and BIA
TOT attributed portion	\$105,015	8.00%
BIA attributed portion	\$39,381	3.00%
		Daily TOT
Total TOT divided by 36,500 [persons per year per 100 rooms]=	\$2.88	per person

How many total SLH homes do we have in Costa Mesa housing how many transients?

From the FAQs Regarding Group Homes

found here: <http://www.costamesaca.gov/modules/showdocument.aspx?documentid=19935>

...this question is asked and answered:

What is the difference between a Residential Care Facility and a Sober Living Home?

A Residential Care Facility is licensed by the California Department of Health Care Services (DHCS). Homes are required to be licensed by the DHCS when at least one of the following services is provided: detoxification, group sessions, individual sessions, educational sessions, or alcoholism or drug abuse recovery or treatment planning.

A Sober Living Home is a home used by people recovering from substance abuse, which serve as an interim environment between rehab and their future lives. These homes are not allowed to provide the same services of a Residential Care Facility.

Sober Living Homes are primarily meant to provide housing for people who have just come out of rehab and need a place to live that is structured and supporting for those in recovery.

Are Residential Care Facilities and Group Homes permitted in single-family residential neighborhoods (R1 zone)?

Residential Care Facilities and Group Homes serving six or fewer persons are permitted in the R1 zone. Group homes require a Special Use Permit (CMCC 13-311). Special Use Permit applications may be obtained from the City of Costa Mesa Community Improvement Division.

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Regarding City's Ordinance 14-13 adopted in 2014 subsequent to 14-11 presumably, and found here: <http://www.costamesaca.gov/ftp/council/agenda/2014/2014-10-21/OB-1-Attach-1.pdf>

WHEREAS, sober living homes do not function as a single-family unit nor do they fit the City's zoning definition of a single-family for the following reasons: (1) they house extremely transient populations (programs are generally about 90 days ...; (2) the residents generally have no established ties to each other ... (3) neighbors generally do not know who or who does not reside...; (4) the residents have little to no say about who lives or doesn't live in the home; (5) the residents do not generally share expenses; (6) the residents are often responsible for their own food, laundry and phone;

(7) when residents disobey house rules they are often just kicked out of the house; (8) the residents generally do not share the same acquaintances; and (9) residents often pay significantly above-market rate rents; and

WHEREAS, the size and makeup of the households in sober living homes, even those allowed as a matter of right under the Costa Mesa Municipal Code, is dissimilar and larger than the norm, creating impacts on water, sewer, roads, parking and other City services that are far greater than the average household, in that the average number of persons per California household is 2.90 (2.74 in Costa Mesa's R1 zones according to the City's General Plan), while a sober living facility allowed as a matter of right would house six, which is in the top 5% of households in Orange County according to the most recent U.S. federal census data; and WHEREAS, all of six individuals residing in a sober living facility are generally over the age of 18, while the average household has just 2.2 individuals

**Note:** By the very definition of the SLH and its purpose, the residents coming and going through the facility are classified as Transients and should be subject to the City's 8% Transient Occupancy Tax.

**Note:** According to ...pg 4 of Ordinance No. 14-13, individuals are only deemed "disabled" under ADA as long as they are housed in an SLH and remain clean and sober. If they leave or fall out of the program, they no longer qualify for ADA protections.

[WHEREAS, recovering alcoholics and drug addicts, who are not currently using alcohol or drugs, are considered handicapped under both the FHAA and FEHA; ]

**Note:** There are all kinds of qualifications listed in Ord. 14-13 for the operator of an SLH, even some for the investor/owner of the property being used for this purpose. *But nowhere in this ordinance can be found any requirement that the business operator account for the individuals that are staying temporarily in their SLH facility, or that the individuals themselves be required to identify themselves to their host city ...just like is the requirement for any other transient that is rolling through the town and staying in a hotel or motel temporarily for whatever purpose.*

**City Stewards:** If the Sober Living Homes were assessed the same Transient Occupancy Taxes that are assessed on every other business that provides shelter for Transients as defined in the various ordinances and recommendations, each bed would generate over a thousand dollars a year of new TOT revenue.

**\$2.88 multiplied by 365 = \$1,051**

If there are 300 SLHs with 6 clients each, that is 1,800 x \$2.88 every day = \$5,184  
That daily amount multiplied by 365 = \$1,892,160 per year.

**What if you could capture that?**

**City Stewards:** It would only require modifying the scope of time applied to the definition of transients that come under the TOT.

With just that one change in the City's ordinances, provisions are already in place\* for requiring identification of the persons who are staying at the SLH, and for recordkeeping made of their arrival and departure for reporting these activities to the City.

\*Provided for in the City's Ordinance 14-11 adopted on August 5, 2014 applying to motels who are subject to the TOT

**City Stewards: Question: What is \$626,515?**

**Answer: The potential new TOT assessments on 500 persons per day sheltered in Lion's Park + 96 overnight parking spaces**

|                                                      |           |
|------------------------------------------------------|-----------|
| 2.88 multiplied by 500 per day =                     | \$1,440   |
| 2.88 multiplied by 96 parking spaces with hook-ups = | \$276     |
| Total TOT per day in Lions Park =                    | \$1,716   |
| Total TOT per day annually in Lions Park =           | \$626,515 |

**May we be guided by Wisdom, and grounded in Compassionate Action -**

**Radiant Light,**

**Linda Witt-King**

**562-713-4486 cell or text**

**[linda.wittking@gmail.com](mailto:linda.wittking@gmail.com)**

## Appendix of Authorities

**Kryon, a multi-dimensional voice of Creator Source – February 27, 2016 – “New Systems” - the essence of it**

We're going to discuss two things with you, and I'm going to show you an example of **spiritual evolution in thinking**. We have told you now for decades that human beings are suddenly presented with a beautiful opportunity and you're taking it.

**The shift in energy is upon you; it is the one the ancients have said is coming and the one that you're currently in.**

Spirit is enamored by what is taking place here with that which are pieces of Itself. It is so difficult for you to see the relationship; your souls are forever. Your souls are part of God, and yet when you're in the human body, we're on the other side of the veil and it's almost a test isn't it? A test to see if you can find us, wake up, find yourself, wake up. Discover God inside and wake up, and it's a real test.

But the entire reason we're here is to tell you that you passed the marker of this test and you're beginning to feel results. And it's in every single aspect of humanism. We've talked about the emotions of joy, depression, suffering. We've talked about your health and healing. We've talked about your relationships to others. Now we're going to talk about your society.

**You can't expect to evolve in wisdom and keep the systems you have the same.**

And we have discussed the systems in the past. The ones that are most dysfunctional we have told you will fall first. All of this we see. We see a change in system. When the Big Pharma system falls over, the only part that's going to fall over is the inappropriate part, the part that keeps people sick for money will cease...because the humans on the planet will not tolerate it.

It's an old energy, so **a new system will come in its place, one that works, one that is inclusive of many things that are not included now - ones that would look at a bigger picture, ones that ask human beings what they want, or what they need [instead of asking where they came from and how can we get them to go back there]. - It's smarter and wiser.**

I want these things to make sense - now dear ones, this is not an indictment of any one person, any system. **I'm just going to show you evolution. I'm going to present something to you that you will relate to in this day, this February day in 2016.**

**What you are seeing right now is a change of consciousness; it couldn't be clearer.** And what we have said before is that the consciousness that is being seen as changing is what human beings want today that they did not necessarily see they wanted yesterday. **Because in a new light of gradual increasing wisdom, the Establishment is being seen as old, dysfunctional, not working and needs changing.**

I'll tell you what the system is going to be like potentially because it's in the works. It has to start fresh. You cannot change this, there are too many people involved.

## Appendix of Authorities

Let me tell you about a new Democracy. Human beings will always have different ideas. It is the beauty, the richness of free choice. There will be those who believe an economy should work this way or that way. Through years it has tested its viability; it's tried - what fails is not used, what wins is. It's an old story. There will be those on one side of the fence or the other side of the fence. It's an old story.

There will be the ones who are fighting for the roots of the earth and others are fighting for the industry of the earth; there will always be dissension, always. **But what is new, dear ones, is the way you handle it.**

**A changing consciousness, one that's really changing on this planet, doesn't have the facilities with an old energy system to handle refugees... [or the homeless].**

A few months ago, pictures of dead children on the beach galvanized the planet – and for a moment the leaders got together and collectively wept with the foolishness of it all, and the stupidity of it all. And for a moment they said, “Let them in”.

This is not the first time you've had dead children on the beach **[or homeless souls with no place to sleep or use the bathroom...or even just be]**. In fact, I want to tell you that this is common and has been common for decades. Pictures of children dead on the beach, the boat people trying to escape the tyranny, the awfulness and the evil and the horror. This is not the first time, and yet it's the first time that there was a compassionate reaction. Now that ought to tell you, humanity is changing for no other reason than a change of consciousness, and these pictures made a difference.



*Homeless men with no place to go or be, juxtaposed against the view of children in the playground in Lions Park.*

For a moment you got to see it. And then the floodgate opened. And then the problems began, and you know what they are; I don't have to list them. But the flood was there and there were inappropriatenesses and there were the ones who would ride in with the others who had nothing to do except make trouble. There were the thieves that would come with the children. There were then the needy, ones who really needed to come, and nobody could vet them, nobody knew the difference – and they came. **[Similar circumstances exist here in Costa Mesa. The sober living homes proliferating in our neighborhoods is only one aspect of a very complex set of issues.]**

You know what's missing here? **The Department of Compassion, a department of government that I am telling you is coming.**

What do you spend money on? What do weapons cost? [or sports fields]

**What would it cost to have a Department of Compassion that was set up to take any number of people who are escaping or say they are escaping [or homeless], and to hold them in a way that was comfortable while you checked them out and vetted them with a system that everybody cooperated with so you could weed out the fakes.**

**It would take many people [jobs], it would take a lot of money - and it would be worth it.**

**And there will be governments that say it's time to spend money on this kind of thing – so it will make sense. And so, those we let in make sense. Those we turn back make sense.**

**A system of Compassion so we don't have to simply say it's broken, and shut the door [or deny any responsibility for the misery exacerbated by the enforcement of rules completely devoid of any compassion whatsoever...Have you yet removed the padlocks from the lavatories in Lions Park?]** Or so we don't have to say it's broken and we let them in anyway...

**...A way, a system that is compassionate and wise - and you're gonna have to spend money on it.**

**Who ever's listening – The United States of America, [Costa Mesa] I'll tell you – produce one less submarine [or sports field] and fund this thing. And you can – and you can – and you will.**

**This is the kind of thing that makes sense in a new world, in a new energy - governments changing. The very basics of practicalness changing because wisdom will start to prevail.**

**There is such hope that wisdom is going to change this planet. New systems are afoot. New inventions are coming. Wisdom is coming. Peace in the Middle East is coming. The things that are broken forever in your mind will not be broken forever.**

**This is a new time, a new day. Dear light worker, you are on the cusp of it all. And the few here and the ones listening are the ones [who will] take this kind of a message inside and become part of the wisdom that is growing worldwide, and you're seeing it on your televisions everyday.**

*I'm Kryon in love with Humanity. I've said it before, in a black and white world color is coming. Color is coming.*

*And so it is.*

*Kryon.com*

<http://audio.kryon.com/en/Kelowna-main-16.mp3>

**Hamburg, Germany – Sunday, May 15, 2016 – “The Compassion Factor”**

*Kryon of Magnetic Service: This one we're going to call “The Compassion Factor”.*

**The measurement of enlightenment of any civilization is the Compassion Factor.**

**Is there compassion in what they do and what they plan?**

**Are there actual structures for compassion?**

**This is what makes the difference between a high and low conscious humanity.**

**We've told you in a past channel what would be a good idea, and something that is going to occur, and it may not be called this, but we address the governments of the planet wherever we will channel and we will say:**

**An International Department of Compassion should be built and funded for this planet to be compassionate to the families [and individuals] who are running from the dark side.**

**The issue is a big one, and the reason it's an issue at all is because there's no Department of Compassion. There's no system to handle this compassionate event.**

**What if there was?**

**We have indicated that there are energies that [have not been experienced before on this planet]. These energies are everywhere. They are physical, they don't have a name yet.**

**Let me tell you what they are: They are catalysts when compassion is used. If business could come together in a compassionate way, where the goals were different than simply the products and the profits - there has to be something else. There has to be compassionate action within the business structure; people have to be helped.**

**It is brand new and when you start to see it, there's going to be something you don't expect. As soon as it is implemented in any company [there is] guaranteed success. It's a catalyst for everything a corporation would want, and nobody is doing it but a few. You're going to see more of those few, they're going to publish what they're doing and a new paradigm is starting to be seen in business.**

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**Every time a product is sold, someone is helped. There's internal funding in the corporation for helping others. A Successful corporation will be measured not by its profits, but by its compassion factor, just like you sometimes see an ecological factor measured today.**

**Is it a green company or is it not? Is it a compassionate company or is it not?**

**What if compassion was something you wanted to see...you'd be looking for it everywhere.**

**What if you designed an economic system so that part of the way it worked helped people?**

**We're not talking about give-away programs; we're talking about compassionate action.**

**Wait till you see a beautiful model, an esoteric business model that starts to have more compassion than ever before. You help people without charging them, and those who you do charge are helped as well.**

**It has to start with you. Those who will have a compassionate life are the ones that are going to have the ideas we talked about the last time we channeled, the ones who will invent compassionate economics in business, the one that will show their children what it's like to be compassionate, to light ideas on this planet for new politics, new ways for having integrity in medicine, even politics.**

**The Compassionate Factor is coming.**

**All you have to do is start with you.**

**Have you figured it out yet? You're feeling something perhaps? We're all connected. WE are all connected. I speak to you from the Central Source.**

**We've been called the Creative Energy. We are connected, you and I, because a piece of you is in me, and a piece of me is in you. The spark of the Creative God lives inside all humans. I invite you to feel it, to believe it.**

**You're never<sup>s</sup> alone. The love of God sits on you, ready to be part of you in whatever degree you will allow, and that's the truth of the Shift today.**

And so it is.

[Kryon.com

<http://audio.kryon.com/en/Hamburg-Sunday-PM-16.mp3>]

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§ Kryon – February 27, 2016 - “New Systems” - Here is where Kryon first mentions the “Department of Compassion” - <http://audio.kryon.com/en/Kelowna-main-16.mp3>

## Appendix of Authorities

<http://goldenageofgaia.com/2016/05/31/transcript-archangel-michael-ahwaa-energy-surge-not-seen-since-earths-beginnings/>

Now, leadership: There are always going to be some at the head of the parade. And they are the role models and the showers of the way, and the mentors so that, in the process of entrainment, the human collective knows which way to head. Then there is leadership in the melee of the masses, because not everyone can see the conductor at the head of the parade.

**So there are pathfinders and wayshowers in that general collective – and, might I say to you, that this is one of the most difficult, challenging, rewarding and important jobs that you can have.**

**Because what you are doing is putting yourself, literally at times, in the chaos – whether it is esoterically, etherically, bi-location, inter-dimensional, it does not matter, you are putting yourself in that school of humanity – and saying, “Let’s turn this way, and that way.”**

**And as you are walking and, yes, walking with all of us, you are pointing out subtly, and not so subtly, what needs to be done in terms of building this new world.**

Then, there is leadership at the back of the parade. And, that is the shepherd who goes and finds the lost lamb and makes sure that they bring it back and that all are included.

**...But, what does responsibility mean? It means trust: trust in yourself, trust in each other. When you trust, what you are doing is calling forth the highest, purest part not only of yourself, but those that you are placing trust in and with. And that is the role of stewardship that is entrusted to you and entrusted to others.**

Now, will there be errors and mistakes, mishaps? A few. But you don’t look at these as tragedies. **When a mishap occurs, it is a chance to come closer together, to forge that bond of unity and community. “Gosh! What did we do wrong? How did we misstep? How can we come together more closely in our shared mission to do it right? To do it better?”**

When asked about the troubles in Brazil, Archangel Michael replied:

It is a very strong breakdown of existing systems. So, it is not just the people of Brazil to whom we send great support and compassion. Because, what you are witnessing, and living through, is this split. Now, we have said that many people are leaving, and that they are welcomed home with wide-open arms and great fanfare.

***But also what has come to the forefront, and you are seeing many examples of it upon your planet, is this friction between those who want to cling to the old third (density) regardless of the fact that it no longer exists. They believe, in their arrogance, that they can recreate it and they are not willing to let go!***

Now, it is past choice in that regard. We are not renewing the old third. You have a vague memory of it so that you don’t recreate the old third, but it simply won’t be permitted at this juncture. But see it, and send peace, and calm, and tranquility, faith and trust to these areas where you are seeing such difficult, difficult transition.

**It will be sorted out and it will be a very unexpected solution. So take faith, my friends.**

*~Archangel Michael through Linda Dillon: Channel for the Council of Love*

**Memo from Stantec  
For Public Hearing  
Item #3  
2015-2035  
General Plan and  
Final EIR**

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|       |                                                                 |       |                          |
|-------|-----------------------------------------------------------------|-------|--------------------------|
| To:   | Daniel Inloes, Senior Planner<br>City of Costa Mesa             | From: | Daryl Zerfass<br>Stantec |
| File: | Costa Mesa General Plan Update<br>Traffic Analysis (2073007190) | Date: | June 20, 2016            |

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**Reference: Costa Mesa General Plan Update – Fairview Multi-Use Center Traffic Analysis**

This memorandum summarizes the results of a supplemental traffic analysis conducted by Stantec Consulting Services Inc. (Stantec) to evaluate the Multi-Use Center designation that is being considered for Fairview Developmental Center as part of the City of Costa Mesa General Plan update. The Multi-Use Center development plans evaluated in this supplemental traffic analysis were requested to be studied at the May 31, 2016 and June 14, 2016 Costa Mesa City Council meetings. The plans involve a higher intensification of land use and trip generation compared to the future development plan assumed for the Fairview Developmental Center site in the February 2016 *City of Costa Mesa General Plan Update Traffic Analysis* report prepared by Stantec. Table 1 (attached) summarizes the future land use and trip generation for the Fairview Developmental Center site based on the current General Plan, the proposed General Plan, and the two proposed Multi-Use Center development plans. The trip generation estimates are based on trip rates from the Costa Mesa Traffic Model (CMTM), which is the traffic model that was applied in the General Plan traffic study. As the table indicates, compared to the proposed General Plan scenario the development Multi-Use Center plan proposed at the May 31, 2016 meeting generates 290 more AM peak hour trips, 307 more PM peak hour trips and 2,400 more daily trips and the Multi-Use Center development plan proposed at the June 14, 2016 meeting generates 502 more AM peak hour trips, 450 more PM peak hour trips and 2,984 more daily trips.

The potential traffic impacts of the proposed Multi-Use Center development plans were evaluated based on year 2035 General Plan buildout conditions assuming the constrained highway network scenario described in the General Plan update traffic analysis report. Table 2 (attached) summarizes AM and PM peak hour intersection capacity utilization (ICU) values for intersection locations in the vicinity of the Fairview Developmental Center under year 2035 traffic conditions based on the proposed General Plan and the two proposed Multi-Use Center development plans (ICU worksheets are attached at the end of this memorandum). As the table indicates, all of intersections that were analyzed are forecast to operate at an acceptable level of service (LOS) "D" or better under year 2035 conditions based on either of the two Multi-Use Center development plans (i.e., neither of the two Multi-Use Center development plans proposed for the Fairview Developmental Center site result in any significant traffic impacts).

**STANTEC CONSULTING SERVICES INC.**

Daryl Zerfass, PE, PTP  
Principal, Transportation Planning and Traffic Engineering

Attachments: Table 1 – Land Use and Trip Generation Summary (Fairview Developmental Center Site)  
Table 2 – Long-Range (2035) Intersection LOS Summary  
Peak Hour Intersection Capacity Utilization (ICU) Worksheets

**Table 1 Land Use and Trip Generation Summary (Fairview Developmental Center Site)**

| Land Use                                                                                     | Units       | AM Peak Hour |     |       | PM Peak Hour |     |       | ADT   |
|----------------------------------------------------------------------------------------------|-------------|--------------|-----|-------|--------------|-----|-------|-------|
|                                                                                              |             | In           | Out | Total | In           | Out | Total |       |
| <b>CURRENT GENERAL PLAN</b>                                                                  |             |              |     |       |              |     |       |       |
| Hospital                                                                                     | 350 Beds    | 333          | 130 | 463   | 165          | 333 | 498   | 4,529 |
| Total Trip Generation                                                                        |             | 333          | 130 | 463   | 165          | 333 | 498   | 4,529 |
| <b>PROPOSED GENERAL PLAN</b>                                                                 |             |              |     |       |              |     |       |       |
| Medium Density Residential                                                                   | 200 DU      | 30           | 98  | 128   | 104          | 60  | 164   | 1,634 |
| High Density Residential                                                                     | 300 DU      | 30           | 123 | 153   | 120          | 66  | 186   | 1,995 |
| Public Facility                                                                              | 52 Acres    | 2            | 2   | 4     | 4            | 4   | 8     | 98    |
| Passive Park                                                                                 | 26 Acres    | 1            | 1   | 2     | 2            | 2   | 4     | 49    |
| Total Trip Generation                                                                        |             | 63           | 224 | 287   | 230          | 132 | 362   | 3,776 |
| <b>MAY 31, 2016 MIXED-USE CENTER DEVELOPMENT PLAN</b>                                        |             |              |     |       |              |     |       |       |
| Low Density Residential                                                                      | 250 DU      | 48           | 140 | 188   | 158          | 93  | 251   | 2,380 |
| High Density Residential                                                                     | 332 DU      | 33           | 136 | 169   | 133          | 73  | 206   | 2,208 |
| Institutional (Office)                                                                       | 139.66 TSF  | 191          | 27  | 218   | 35           | 173 | 208   | 1,540 |
| Passive Park                                                                                 | 25.65 Acres | 1            | 1   | 2     | 2            | 2   | 4     | 48    |
| Total Trip Generation                                                                        |             | 273          | 304 | 577   | 328          | 341 | 669   | 6,176 |
| <b>Difference (Compared to the Proposed General Plan)</b>                                    |             |              |     |       |              |     |       |       |
| Trip Generation Increase                                                                     |             | 210          | 80  | 290   | 98           | 209 | 307   | 2,400 |
| <b>JUNE 14, 2016 MIXED-USE CENTER DEVELOPMENT PLAN</b>                                       |             |              |     |       |              |     |       |       |
| Low Density Residential                                                                      | 50 DU       | 10           | 28  | 38    | 32           | 19  | 51    | 476   |
| High Density Residential                                                                     | 300 DU      | 30           | 123 | 153   | 120          | 66  | 186   | 1,995 |
| Institutional (Office)                                                                       | 381.15 TSF  | 522          | 72  | 594   | 95           | 473 | 568   | 4,204 |
| Passive Park                                                                                 | 45 Acres    | 2            | 2   | 4     | 4            | 3   | 7     | 85    |
| Total Trip Generation                                                                        |             | 564          | 225 | 789   | 251          | 561 | 812   | 6,760 |
| <b>Difference (Compared to the Proposed General Plan)</b>                                    |             |              |     |       |              |     |       |       |
| Trip Generation Increase                                                                     |             | 501          | 1   | 502   | 21           | 429 | 450   | 2,984 |
| Abbreviations: ADT – average daily trips<br>DU – dwelling unit<br>TSF – thousand square feet |             |              |     |       |              |     |       |       |

**Table 2 Long-Range (2035) Intersection LOS Summary**

| Intersection                       | Proposed General Plan |     |              |     | May 31, 2016 Mixed-Use Center Development Plan |     |              |     | June 14, 2016 Mixed-Use Center Development Plan |     |              |     |
|------------------------------------|-----------------------|-----|--------------|-----|------------------------------------------------|-----|--------------|-----|-------------------------------------------------|-----|--------------|-----|
|                                    | AM Peak Hour          |     | PM Peak Hour |     | AM Peak Hour                                   |     | PM Peak Hour |     | AM Peak Hour                                    |     | PM Peak Hour |     |
|                                    | ICU                   | LOS | ICU          | LOS | ICU                                            | LOS | ICU          | LOS | ICU                                             | LOS | ICU          | LOS |
| 38. Harbor & I-405 NB Ramps        | .81                   | D   | .89          | D   | .81                                            | D   | .90          | D   | .81                                             | D   | .90          | D   |
| 39. Harbor & I-405 SB Ramps        | .62                   | B   | .73          | C   | .63                                            | B   | .73          | C   | .63                                             | B   | .73          | C   |
| 40. Fairview & I-405 NB Ramps      | .68                   | B   | .75          | C   | .68                                            | B   | .75          | C   | .68                                             | B   | .75          | C   |
| 41. Fairview & I-405 SB Ramps      | .65                   | B   | .70          | B   | .65                                            | B   | .70          | B   | .65                                             | B   | .70          | B   |
| 44. Harbor & Gisler                | .58                   | A   | .78          | C   | .59                                            | A   | .78          | C   | .59                                             | A   | .78          | C   |
| 45. Harbor & Date                  | .49                   | A   | .60          | A   | .49                                            | A   | .60          | A   | .49                                             | A   | .61          | B   |
| 46. Harbor & Nutmeg                | .48                   | A   | .67          | B   | .48                                            | A   | .67          | B   | .48                                             | A   | .67          | B   |
| 47. Fairview & Paularino           | .58                   | A   | .57          | A   | .58                                            | A   | .57          | A   | .58                                             | A   | .57          | A   |
| 56. Harbor & Baker                 | .55                   | A   | .79          | C   | .56                                            | A   | .79          | C   | .55                                             | A   | .79          | C   |
| 57. College & Baker                | .43                   | A   | .65          | B   | .43                                            | A   | .65          | B   | .43                                             | A   | .65          | B   |
| 58. Fairview & Baker               | .77                   | C   | .81          | D   | .78                                            | C   | .82          | D   | .77                                             | C   | .82          | D   |
| 80. Shantar & Adams                | .56                   | A   | .69          | B   | .56                                            | A   | .69          | B   | .57                                             | A   | .70          | B   |
| 81. Placentia/Mesa Verde W & Adams | .85                   | D   | .89          | D   | .86                                            | D   | .89          | D   | .86                                             | D   | .90          | D   |
| 82. Mesa Verde E & Adams           | .61                   | B   | .66          | B   | .62                                            | B   | .67          | B   | .62                                             | B   | .67          | B   |
| 83. Royal Palm & Adams             | .57                   | A   | .76          | C   | .57                                            | A   | .76          | C   | .57                                             | A   | .76          | C   |
| 84. Harbor & Adams                 | .86                   | D   | .84          | D   | .86                                            | D   | .85          | D   | .87                                             | D   | .84          | D   |
| 85. Pinecreek & Adams              | .71                   | C   | .73          | C   | .72                                            | C   | .73          | C   | .71                                             | C   | .73          | C   |
| 86. Fairview & Adams               | .78                   | C   | .75          | C   | .79                                            | C   | .76          | C   | .78                                             | C   | .76          | C   |
| 88. Harbor & Mesa Verde            | .51                   | A   | .75          | C   | .53                                            | A   | .78          | C   | .53                                             | A   | .75          | C   |
| 90. Fairview & Arlington           | .36                   | A   | .47          | A   | .37                                            | A   | .47          | A   | .37                                             | A   | .47          | A   |
| 91. Harbor & Merrimac              | .49                   | A   | .67          | B   | .49                                            | A   | .68          | B   | .49                                             | A   | .72          | C   |
| 92. Fairview & Merrimac            | .36                   | A   | .43          | A   | .37                                            | A   | .45          | A   | .36                                             | A   | .44          | A   |
| 93. Newport SB & Mesa              | .32                   | A   | .65          | B   | .32                                            | A   | .65          | B   | .32                                             | A   | .65          | B   |
| 94. Newport NB & Mesa              | .40                   | A   | .52          | A   | .40                                            | A   | .52          | A   | .40                                             | A   | .52          | A   |
| 95. Harbor & Fair                  | .45                   | A   | .63          | B   | .47                                            | A   | .65          | B   | .51                                             | A   | .66          | B   |
| 97. Fairview & Fair                | .57                   | A   | .68          | B   | .58                                            | A   | .69          | B   | .60                                             | A   | .68          | B   |
| 100. Newport SB & Fair             | .35                   | A   | .54          | A   | .35                                            | A   | .55          | A   | .37                                             | A   | .56          | A   |
| 101. Newport NB & Del Mar          | .79                   | C   | .54          | A   | .79                                            | C   | .56          | A   | .80                                             | C   | .57          | A   |
| 104. Harbor & Harbor Center        | .52                   | A   | .64          | B   | .53                                            | A   | .64          | B   | .54                                             | A   | .64          | B   |

**Design with community in mind**

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**Table 2 Long-Range (2035) Intersection LOS Summary (continued)**

| Intersection                                                                     | Proposed General Plan |     |              |     | May 31, 2016 Mixed-Use Center Development Plan |     |              |     | June 14, 2016 Mixed-Use Center Development Plan |     |              |     |
|----------------------------------------------------------------------------------|-----------------------|-----|--------------|-----|------------------------------------------------|-----|--------------|-----|-------------------------------------------------|-----|--------------|-----|
|                                                                                  | AM Peak Hour          |     | PM Peak Hour |     | AM Peak Hour                                   |     | PM Peak Hour |     | AM Peak Hour                                    |     | PM Peak Hour |     |
|                                                                                  | ICU                   | LOS | ICU          | LOS | ICU                                            | LOS | ICU          | LOS | ICU                                             | LOS | ICU          | LOS |
| 116. Harbor & Wilson                                                             | .57                   | A   | .69          | B   | .58                                            | A   | .70          | B   | .58                                             | A   | .69          | B   |
| 117. Fairview & Wilson                                                           | .62                   | B   | .86          | D   | .62                                            | B   | .86          | D   | .62                                             | B   | .86          | D   |
| 127. Harbor & Victoria                                                           | .76                   | C   | .87          | D   | .76                                            | C   | .88          | D   | .77                                             | C   | .87          | D   |
| Abbreviations: ICU – intersection capacity utilization<br>LOS – level of service |                       |     |              |     |                                                |     |              |     |                                                 |     |              |     |

Design with community in mind

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**ATTACHMENTS**  
**- PEAK HOUR INTERSECTION CAPACITY**  
**UTILIZATION (ICU) WORKSHEETS**

38. Harbor & I-405 NB Ramps

| 2035 Proposed General Plan (Constrained Network) |       |          |            |      |            |        |
|--------------------------------------------------|-------|----------|------------|------|------------|--------|
|                                                  | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |        |
|                                                  |       |          | VOL        | V/C  | VOL        | V/C    |
| NBL                                              | 0     | 0        | 0          |      | 0          |        |
| NBT                                              | 4     | 6800     | 2300       | .45* | 1670       | .33    |
| NBR                                              | 0     | 0        | 1170       | .69  | 1270       | .75    |
| SBL                                              | 0     | 0        | 0          |      | 0          |        |
| SBT                                              | 4     | 6800     | 2300       | .34  | 3070       | .45*   |
| SBR                                              | 0     | 0        | 0          |      | 0          |        |
| EBL                                              | 0     | 0        | 0          |      | 0          |        |
| EBT                                              | 0     | 0        | 0          |      | 0          |        |
| EBR                                              | 0     | 0        | 0          |      | 0          |        |
| WBL                                              | 1.5   |          | 370        | .22* | 940        |        |
| WBT                                              | 0     | 5100     | 0          |      | 0          | {.35}* |
| WBR                                              | 1.5   |          | 820        | .24  | 980        |        |
| Right Turn Adjustment                            |       | Multi    |            | .09* | NBR        | .04*   |
| Clearance Interval                               |       |          |            | .05* |            | .05*   |

TOTAL CAPACITY UTILIZATION .81 .89

| 2035 May 31 Multi-Use Center Alt. (Const. Network) |       |          |            |      |            |        |
|----------------------------------------------------|-------|----------|------------|------|------------|--------|
|                                                    | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |        |
|                                                    |       |          | VOL        | V/C  | VOL        | V/C    |
| NBL                                                | 0     | 0        | 0          |      | 0          |        |
| NBT                                                | 4     | 6800     | 2300       | .45* | 1670       | .33    |
| NBR                                                | 0     | 0        | 1180       | .69  | 1290       | .76    |
| SBL                                                | 0     | 0        | 0          |      | 0          |        |
| SBT                                                | 4     | 6800     | 2320       | .34  | 3080       | .45*   |
| SBR                                                | 0     | 0        | 0          |      | 0          |        |
| EBL                                                | 0     | 0        | 0          |      | 0          |        |
| EBT                                                | 0     | 0        | 0          |      | 0          |        |
| EBR                                                | 0     | 0        | 0          |      | 0          |        |
| WBL                                                | 1.5   |          | 370        | .22* | 940        |        |
| WBT                                                | 0     | 5100     | 0          |      | 0          | {.35}* |
| WBR                                                | 1.5   |          | 820        | .24  | 980        |        |
| Right Turn Adjustment                              |       | Multi    |            | .09* | NBR        | .05*   |
| Clearance Interval                                 |       |          |            | .05* |            | .05*   |

TOTAL CAPACITY UTILIZATION .81 .90

| 2035 June 14 Multi-Use Center Alt. (Const. Network) |       |          |            |      |            |        |
|-----------------------------------------------------|-------|----------|------------|------|------------|--------|
|                                                     | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |        |
|                                                     |       |          | VOL        | V/C  | VOL        | V/C    |
| NBL                                                 | 0     | 0        | 0          |      | 0          |        |
| NBT                                                 | 4     | 6800     | 2300       | .45* | 1710       | .34    |
| NBR                                                 | 0     | 0        | 1170       | .69  | 1300       | .76    |
| SBL                                                 | 0     | 0        | 0          |      | 0          |        |
| SBT                                                 | 4     | 6800     | 2330       | .34  | 3080       | .45*   |
| SBR                                                 | 0     | 0        | 0          |      | 0          |        |
| EBL                                                 | 0     | 0        | 0          |      | 0          |        |
| EBT                                                 | 0     | 0        | 0          |      | 0          |        |
| EBR                                                 | 0     | 0        | 0          |      | 0          |        |
| WBL                                                 | 1.5   |          | 370        | .22* | 940        |        |
| WBT                                                 | 0     | 5100     | 0          |      | 0          | {.35}* |
| WBR                                                 | 1.5   |          | 820        | .24  | 980        |        |
| Right Turn Adjustment                               |       | Multi    |            | .09* | NBR        | .05*   |
| Clearance Interval                                  |       |          |            | .05* |            | .05*   |

TOTAL CAPACITY UTILIZATION .81 .90

39. Harbor & I-405 SB

| 2035 Proposed General Plan (Constrained Network) |       |          |            |        |            |      |
|--------------------------------------------------|-------|----------|------------|--------|------------|------|
|                                                  | LANES | CAPACITY | AM PK HOUR |        | PM PK HOUR |      |
|                                                  |       |          | VOL        | V/C    | VOL        | V/C  |
| NBL                                              | 0     | 0        | 0          |        | 0          |      |
| NBT                                              | 3     | 5100     | 1390       | .27*   | 1740       | .34  |
| NBR                                              | f     |          | 270        |        | 490        |      |
| SBL                                              | 0     | 0        | 0          |        | 0          |      |
| SBT                                              | 4     | 6800     | 1510       | .22    | 2760       | .41* |
| SBR                                              | f     |          | 1190       |        | 1240       |      |
| EBL                                              | 1.5   |          | 830        | {.30}* | 220        | .13* |
| EBT                                              | 0     | 5100     | 0          | {.30}  | 0          |      |
| EBR                                              | 1.5   |          | 760        |        | 930        | .27  |
| WBL                                              | 0     | 0        | 0          |        | 0          |      |
| WBT                                              | 0     | 0        | 0          |        | 0          |      |
| WBR                                              | 0     | 0        | 0          |        | 0          |      |
| Right Turn Adjustment                            |       |          |            |        | EBR        | .14* |
| Clearance Interval                               |       |          |            | .05*   |            | .05* |

**TOTAL CAPACITY UTILIZATION** .62 .73

| 2035 May 31 Multi-Use Center Alt. (Const. Network) |       |          |            |        |            |      |
|----------------------------------------------------|-------|----------|------------|--------|------------|------|
|                                                    | LANES | CAPACITY | AM PK HOUR |        | PM PK HOUR |      |
|                                                    |       |          | VOL        | V/C    | VOL        | V/C  |
| NBL                                                | 0     | 0        | 0          |        | 0          |      |
| NBT                                                | 3     | 5100     | 1400       | .27*   | 1760       | .35  |
| NBR                                                | f     |          | 270        |        | 490        |      |
| SBL                                                | 0     | 0        | 0          |        | 0          |      |
| SBT                                                | 4     | 6800     | 1540       | .23    | 2780       | .41* |
| SBR                                                | f     |          | 1190       |        | 1240       |      |
| EBL                                                | 1.5   |          | 830        | {.31}* | 220        | .13* |
| EBT                                                | 0     | 5100     | 0          | {.31}  | 0          |      |
| EBR                                                | 1.5   |          | 790        |        | 930        | .27  |
| WBL                                                | 0     | 0        | 0          |        | 0          |      |
| WBT                                                | 0     | 0        | 0          |        | 0          |      |
| WBR                                                | 0     | 0        | 0          |        | 0          |      |
| Right Turn Adjustment                              |       |          |            |        | EBR        | .14* |
| Clearance Interval                                 |       |          |            | .05*   |            | .05* |

**TOTAL CAPACITY UTILIZATION** .63 .73

| 2035 June 14 Multi-Use Center Alt. (Const. Network) |       |          |            |        |            |      |
|-----------------------------------------------------|-------|----------|------------|--------|------------|------|
|                                                     | LANES | CAPACITY | AM PK HOUR |        | PM PK HOUR |      |
|                                                     |       |          | VOL        | V/C    | VOL        | V/C  |
| NBL                                                 | 0     | 0        | 0          |        | 0          |      |
| NBT                                                 | 3     | 5100     | 1390       | .27*   | 1810       | .35  |
| NBR                                                 | f     |          | 270        |        | 490        |      |
| SBL                                                 | 0     | 0        | 0          |        | 0          |      |
| SBT                                                 | 4     | 6800     | 1550       | .23    | 2770       | .41* |
| SBR                                                 | f     |          | 1190       |        | 1240       |      |
| EBL                                                 | 1.5   |          | 830        | {.31}* | 220        | .13* |
| EBT                                                 | 0     | 5100     | 0          | {.31}  | 0          |      |
| EBR                                                 | 1.5   |          | 810        |        | 930        | .27  |
| WBL                                                 | 0     | 0        | 0          |        | 0          |      |
| WBT                                                 | 0     | 0        | 0          |        | 0          |      |
| WBR                                                 | 0     | 0        | 0          |        | 0          |      |
| Right Turn Adjustment                               |       |          |            |        | EBR        | .14* |
| Clearance Interval                                  |       |          |            | .05*   |            | .05* |

**TOTAL CAPACITY UTILIZATION** .63 .73

40. Fairview & I-405 NB Ramps

| 2035 Proposed General Plan (Constrained Network) |       |          |            |      |            |      |
|--------------------------------------------------|-------|----------|------------|------|------------|------|
|                                                  | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                                  |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                              | 1     | 1700     | 270        | .16* | 320        | .19* |
| NBT                                              | 3     | 5100     | 1160       | .23  | 1580       | .31  |
| NBR                                              | 0     | 0        | 0          |      | 0          |      |
| SBL                                              | 0     | 0        | 0          |      | 0          |      |
| SBT                                              | 6     | 10200    | 1870       | .18* | 2500       | .25* |
| SBR                                              | 1     | 1700     | 300        | .18  | 260        | .15  |
| EBL                                              | 0     | 0        | 0          |      | 0          |      |
| EBT                                              | 0     | 0        | 0          |      | 0          |      |
| EBR                                              | 0     | 0        | 0          |      | 0          |      |
| WBL                                              | 2     | 3400     | 520        | .15* | 900        | .26* |
| WBT                                              | 0     | 0        | 0          |      | 0          |      |
| WBR                                              | 2     | 3400     | 1250       | .37  | 980        | .29  |
| Right Turn Adjustment<br>Clearance Interval      |       |          | WBR        | .14* |            | .05* |

**TOTAL CAPACITY UTILIZATION** .68 .75

| 2035 May 31 Multi-Use Center Alt. (Const. Network) |       |          |            |      |            |      |
|----------------------------------------------------|-------|----------|------------|------|------------|------|
|                                                    | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                                    |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                                | 1     | 1700     | 270        | .16* | 320        | .19* |
| NBT                                                | 3     | 5100     | 1160       | .23  | 1590       | .31  |
| NBR                                                | 0     | 0        | 0          |      | 0          |      |
| SBL                                                | 0     | 0        | 0          |      | 0          |      |
| SBT                                                | 6     | 10200    | 1880       | .18* | 2510       | .25* |
| SBR                                                | 1     | 1700     | 300        | .18  | 260        | .15  |
| EBL                                                | 0     | 0        | 0          |      | 0          |      |
| EBT                                                | 0     | 0        | 0          |      | 0          |      |
| EBR                                                | 0     | 0        | 0          |      | 0          |      |
| WBL                                                | 2     | 3400     | 520        | .15* | 900        | .26* |
| WBT                                                | 0     | 0        | 0          |      | 0          |      |
| WBR                                                | 2     | 3400     | 1250       | .37  | 980        | .29  |
| Right Turn Adjustment<br>Clearance Interval        |       |          | WBR        | .14* |            | .05* |

**TOTAL CAPACITY UTILIZATION** .68 .75

| 2035 June 14 Multi-Use Center Alt. (Const. Network) |       |          |            |      |            |      |
|-----------------------------------------------------|-------|----------|------------|------|------------|------|
|                                                     | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                                     |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                                 | 1     | 1700     | 270        | .16* | 320        | .19* |
| NBT                                                 | 3     | 5100     | 1160       | .23  | 1610       | .32  |
| NBR                                                 | 0     | 0        | 0          |      | 0          |      |
| SBL                                                 | 0     | 0        | 0          |      | 0          |      |
| SBT                                                 | 6     | 10200    | 1900       | .19* | 2500       | .25* |
| SBR                                                 | 1     | 1700     | 300        | .18  | 260        | .15  |
| EBL                                                 | 0     | 0        | 0          |      | 0          |      |
| EBT                                                 | 0     | 0        | 0          |      | 0          |      |
| EBR                                                 | 0     | 0        | 0          |      | 0          |      |
| WBL                                                 | 2     | 3400     | 520        | .15* | 900        | .26* |
| WBT                                                 | 0     | 0        | 0          |      | 0          |      |
| WBR                                                 | 2     | 3400     | 1250       | .37  | 980        | .29  |
| Right Turn Adjustment<br>Clearance Interval         |       |          | WBR        | .13* |            | .05* |

**TOTAL CAPACITY UTILIZATION** .68 .75

41. Fairview & I-405 SB Ramps

| 2035 Proposed General Plan (Constrained Network) |       |          |            |      |            |        |
|--------------------------------------------------|-------|----------|------------|------|------------|--------|
|                                                  | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |        |
|                                                  |       |          | VOL        | V/C  | VOL        | V/C    |
| NBL                                              | 0     | 0        | 0          |      | 0          |        |
| NBT                                              | 3.5   | 8500     | 1150       | .23* | 1400       | {.21}* |
| NBR                                              | 1.5   |          | 1180       | .35  | 510        | {.19}  |
| SBL                                              | 3     | 5100     | 1150       | .23* | 1490       | .29*   |
| SBT                                              | 3     | 5100     | 1210       | .24  | 1900       | .37    |
| SBR                                              | 0     | 0        | 0          |      | 0          |        |
| EBL                                              | 2     | 3400     | 310        | .09* | 510        | .15*   |
| EBT                                              | 0     | 0        | 0          |      | 0          |        |
| EBR                                              | 2     | 3400     | 370        | .11  | 440        | .13    |
| WBL                                              | 0     | 0        | 0          |      | 0          |        |
| WBT                                              | 0     | 0        | 0          |      | 0          |        |
| WBR                                              | 0     | 0        | 0          |      | 0          |        |
| Right Turn Adjustment                            |       |          | NBR        | .05* |            |        |
| Clearance Interval                               |       |          |            | .05* |            | .05*   |

TOTAL CAPACITY UTILIZATION .65 .70

| 2035 May 31 Multi-Use Center Alt. (Const. Network) |       |          |            |      |            |        |
|----------------------------------------------------|-------|----------|------------|------|------------|--------|
|                                                    | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |        |
|                                                    |       |          | VOL        | V/C  | VOL        | V/C    |
| NBL                                                | 0     | 0        | 0          |      | 0          |        |
| NBT                                                | 3.5   | 8500     | 1150       | .23* | 1410       | {.21}* |
| NBR                                                | 1.5   |          | 1180       | .35  | 510        | {.19}  |
| SBL                                                | 3     | 5100     | 1150       | .23* | 1490       | .29*   |
| SBT                                                | 3     | 5100     | 1220       | .24  | 1910       | .37    |
| SBR                                                | 0     | 0        | 0          |      | 0          |        |
| EBL                                                | 2     | 3400     | 310        | .09* | 510        | .15*   |
| EBT                                                | 0     | 0        | 0          |      | 0          |        |
| EBR                                                | 2     | 3400     | 370        | .11  | 440        | .13    |
| WBL                                                | 0     | 0        | 0          |      | 0          |        |
| WBT                                                | 0     | 0        | 0          |      | 0          |        |
| WBR                                                | 0     | 0        | 0          |      | 0          |        |
| Right Turn Adjustment                              |       |          | NBR        | .05* |            |        |
| Clearance Interval                                 |       |          |            | .05* |            | .05*   |

TOTAL CAPACITY UTILIZATION .65 .70

| 2035 June 14 Multi-Use Center Alt. (Const. Network) |       |          |            |      |            |        |
|-----------------------------------------------------|-------|----------|------------|------|------------|--------|
|                                                     | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |        |
|                                                     |       |          | VOL        | V/C  | VOL        | V/C    |
| NBL                                                 | 0     | 0        | 0          |      | 0          |        |
| NBT                                                 | 3.5   | 8500     | 1150       | .23* | 1430       | {.21}* |
| NBR                                                 | 1.5   |          | 1180       | .35  | 510        | {.19}  |
| SBL                                                 | 3     | 5100     | 1150       | .23* | 1490       | .29*   |
| SBT                                                 | 3     | 5100     | 1240       | .24  | 1910       | .37    |
| SBR                                                 | 0     | 0        | 0          |      | 0          |        |
| EBL                                                 | 2     | 3400     | 310        | .09* | 510        | .15*   |
| EBT                                                 | 0     | 0        | 0          |      | 0          |        |
| EBR                                                 | 2     | 3400     | 370        | .11  | 440        | .13    |
| WBL                                                 | 0     | 0        | 0          |      | 0          |        |
| WBT                                                 | 0     | 0        | 0          |      | 0          |        |
| WBR                                                 | 0     | 0        | 0          |      | 0          |        |
| Right Turn Adjustment                               |       |          | NBR        | .05* |            |        |
| Clearance Interval                                  |       |          |            | .05* |            | .05*   |

TOTAL CAPACITY UTILIZATION .65 .70

44. Harbor & Gisler

| 2035 Proposed General Plan (Constrained Network) |       |          |            |      |            |      |
|--------------------------------------------------|-------|----------|------------|------|------------|------|
|                                                  | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                                  |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                              | 1     | 1700     | 110        | .06* | 150        | .09* |
| NBT                                              | 5     | 8500     | 2320       | .27  | 2470       | .29  |
| NBR                                              | 0     | 0        | 10         |      | 30         |      |
| SBL                                              | 1     | 1700     | 100        | .06  | 200        | .12  |
| SBT                                              | 4     | 6800     | 2320       | .34* | 3470       | .51* |
| SBR                                              | 1     | 1700     | 160        | .09  | 460        | .27  |
| EBL                                              | 3     | 5100     | 540        | .11  | 500        | .10* |
| EBT                                              | 1     | 1700     | 60         | .11* | 30         | .08  |
| EBR                                              | 0     | 0        | 130        |      | 110        |      |
| WBL                                              | 1     | 1700     | 30         | .02* | 60         | .04  |
| WBT                                              | 1     | 1700     | 20         | .01  | 50         | .03* |
| WBR                                              | 1     | 1700     | 160        | .09  | 130        | .08  |
| Clearance Interval                               |       |          |            | .05* |            | .05* |

**TOTAL CAPACITY UTILIZATION** .58 .78

| 2035 May 31 Multi-Use Center Alt. (Const. Network) |       |          |            |      |            |      |
|----------------------------------------------------|-------|----------|------------|------|------------|------|
|                                                    | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                                    |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                                | 1     | 1700     | 110        | .06* | 150        | .09* |
| NBT                                                | 5     | 8500     | 2330       | .28  | 2490       | .30  |
| NBR                                                | 0     | 0        | 10         |      | 30         |      |
| SBL                                                | 1     | 1700     | 100        | .06  | 200        | .12  |
| SBT                                                | 4     | 6800     | 2370       | .35* | 3490       | .51* |
| SBR                                                | 1     | 1700     | 160        | .09  | 460        | .27  |
| EBL                                                | 3     | 5100     | 540        | .11  | 500        | .10* |
| EBT                                                | 1     | 1700     | 60         | .11* | 30         | .08  |
| EBR                                                | 0     | 0        | 130        |      | 110        |      |
| WBL                                                | 1     | 1700     | 30         | .02* | 60         | .04  |
| WBT                                                | 1     | 1700     | 20         | .01  | 50         | .03* |
| WBR                                                | 1     | 1700     | 160        | .09  | 130        | .08  |
| Clearance Interval                                 |       |          |            | .05* |            | .05* |

**TOTAL CAPACITY UTILIZATION** .59 .78

| 2035 June 14 Multi-Use Center Alt. (Const. Network) |       |          |            |      |            |      |
|-----------------------------------------------------|-------|----------|------------|------|------------|------|
|                                                     | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                                     |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                                 | 1     | 1700     | 110        | .06* | 150        | .09* |
| NBT                                                 | 5     | 8500     | 2320       | .27  | 2540       | .30  |
| NBR                                                 | 0     | 0        | 10         |      | 30         |      |
| SBL                                                 | 1     | 1700     | 100        | .06  | 200        | .12  |
| SBT                                                 | 4     | 6800     | 2410       | .35* | 3470       | .51* |
| SBR                                                 | 1     | 1700     | 160        | .09  | 460        | .27  |
| EBL                                                 | 3     | 5100     | 540        | .11  | 500        | .10* |
| EBT                                                 | 1     | 1700     | 60         | .11* | 30         | .08  |
| EBR                                                 | 0     | 0        | 130        |      | 110        |      |
| WBL                                                 | 1     | 1700     | 30         | .02* | 60         | .04  |
| WBT                                                 | 1     | 1700     | 20         | .01  | 50         | .03* |
| WBR                                                 | 1     | 1700     | 160        | .09  | 130        | .08  |
| Clearance Interval                                  |       |          |            | .05* |            | .05* |

**TOTAL CAPACITY UTILIZATION** .59 .78

45. Harbor & Date

| 2035 Proposed General Plan (Constrained Network) |       |          |            |      |            |      |
|--------------------------------------------------|-------|----------|------------|------|------------|------|
|                                                  | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                                  |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                              | 1     | 1700     | 30         | .02  | 50         | .03* |
| NBT                                              | 4     | 6800     | 2450       | .36* | 2590       | .38  |
| NBR                                              | 0     | 0        | 0          |      | 0          |      |
| SBL                                              | 1     | 1700     | 50         | .03* | 50         | .03  |
| SBT                                              | 4     | 6800     | 2400       | .36  | 3030       | .46* |
| SBR                                              | 0     | 0        | 30         |      | 70         |      |
| EBL                                              | 0     | 0        | 40         |      | 40         |      |
| EBT                                              | 1     | 1700     | 0          | .05* | 0          | .06* |
| EBR                                              | 0     | 0        | 50         |      | 70         |      |
| WBL                                              | 0     | 0        | 0          |      | 0          |      |
| WBT                                              | 0     | 0        | 0          |      | 0          |      |
| WBR                                              | 0     | 0        | 0          |      | 0          |      |
| Clearance Interval                               |       |          |            | .05* |            | .05* |

**TOTAL CAPACITY UTILIZATION** .49 .60

| 2035 May 31 Multi-Use Center Alt. (Const. Network) |       |          |            |      |            |      |
|----------------------------------------------------|-------|----------|------------|------|------------|------|
|                                                    | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                                    |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                                | 1     | 1700     | 30         | .02  | 50         | .03* |
| NBT                                                | 4     | 6800     | 2460       | .36* | 2620       | .39  |
| NBR                                                | 0     | 0        | 0          |      | 0          |      |
| SBL                                                | 1     | 1700     | 50         | .03* | 50         | .03  |
| SBT                                                | 4     | 6800     | 2450       | .36  | 3050       | .46* |
| SBR                                                | 0     | 0        | 30         |      | 70         |      |
| EBL                                                | 0     | 0        | 40         |      | 40         |      |
| EBT                                                | 1     | 1700     | 0          | .05* | 0          | .06* |
| EBR                                                | 0     | 0        | 50         |      | 70         |      |
| WBL                                                | 0     | 0        | 0          |      | 0          |      |
| WBT                                                | 0     | 0        | 0          |      | 0          |      |
| WBR                                                | 0     | 0        | 0          |      | 0          |      |
| Clearance Interval                                 |       |          |            | .05* |            | .05* |

**TOTAL CAPACITY UTILIZATION** .49 .60

| 2035 June 14 Multi-Use Center Alt. (Const. Network) |       |          |            |      |            |      |
|-----------------------------------------------------|-------|----------|------------|------|------------|------|
|                                                     | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                                     |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                                 | 1     | 1700     | 30         | .02  | 60         | .04* |
| NBT                                                 | 4     | 6800     | 2450       | .36* | 2660       | .39  |
| NBR                                                 | 0     | 0        | 0          |      | 0          |      |
| SBL                                                 | 1     | 1700     | 50         | .03* | 50         | .03  |
| SBT                                                 | 4     | 6800     | 2490       | .37  | 3030       | .46* |
| SBR                                                 | 0     | 0        | 30         |      | 70         |      |
| EBL                                                 | 0     | 0        | 40         |      | 40         |      |
| EBT                                                 | 1     | 1700     | 0          | .05* | 0          | .06* |
| EBR                                                 | 0     | 0        | 50         |      | 70         |      |
| WBL                                                 | 0     | 0        | 0          |      | 0          |      |
| WBT                                                 | 0     | 0        | 0          |      | 0          |      |
| WBR                                                 | 0     | 0        | 0          |      | 0          |      |
| Clearance Interval                                  |       |          |            | .05* |            | .05* |

**TOTAL CAPACITY UTILIZATION** .49 .61

46. Harbor & Nutmeg

| 2035 Proposed General Plan (Constrained Network) |       |          |            |            |            |            |
|--------------------------------------------------|-------|----------|------------|------------|------------|------------|
|                                                  | LANES | CAPACITY | AM PK HOUR |            | PM PK HOUR |            |
|                                                  |       |          | VOL        | V/C        | VOL        | V/C        |
| NBL                                              | 1     | 1700     | 40         | .02        | 80         | .05*       |
| NBT                                              | 4     | 6800     | 2250       | .33*       | 2530       | .37        |
| NBR                                              | 1     | 1700     | 100        | .06        | 160        | .09        |
| SBL                                              | 2     | 3400     | 100        | .03*       | 190        | .06        |
| SBT                                              | 4     | 6800     | 2260       | .34        | 2680       | .41*       |
| SBR                                              | 0     | 0        | 60         |            | 110        |            |
| EBL                                              | 0     | 0        | 70         |            | 110        |            |
| EBT                                              | 1     | 1700     | 10         | .05*       | 20         | .08*       |
| EBR                                              | 1     | 1700     | 50         | .03        | 60         | .04        |
| WBL                                              | 0     | 0        | 20         | {.01}*     | 130        | {.08}*     |
| WBT                                              | 1     | 1700     | 10         | .02        | 10         | .08        |
| WBR                                              | 1     | 1700     | 90         | .05        | 120        | .07        |
| Right Turn Adjustment                            |       |          | WBR        | .01*       |            |            |
| Clearance Interval                               |       |          |            | .05*       |            | .05*       |
| <b>TOTAL CAPACITY UTILIZATION</b>                |       |          |            | <b>.48</b> |            | <b>.67</b> |

| 2035 May 31 Multi-Use Center Alt. (Const. Network) |       |          |            |            |            |            |
|----------------------------------------------------|-------|----------|------------|------------|------------|------------|
|                                                    | LANES | CAPACITY | AM PK HOUR |            | PM PK HOUR |            |
|                                                    |       |          | VOL        | V/C        | VOL        | V/C        |
| NBL                                                | 1     | 1700     | 40         | .02*       | 80         | .05*       |
| NBT                                                | 4     | 6800     | 2260       | .33        | 2560       | .38        |
| NBR                                                | 1     | 1700     | 100        | .06        | 160        | .09        |
| SBL                                                | 2     | 3400     | 100        | .03        | 190        | .06        |
| SBT                                                | 4     | 6800     | 2310       | .35*       | 2700       | .41*       |
| SBR                                                | 0     | 0        | 60         |            | 110        |            |
| EBL                                                | 0     | 0        | 70         |            | 110        |            |
| EBT                                                | 1     | 1700     | 10         | .05*       | 20         | .08*       |
| EBR                                                | 1     | 1700     | 50         | .03        | 60         | .04        |
| WBL                                                | 0     | 0        | 20         | {.01}*     | 130        | {.08}*     |
| WBT                                                | 1     | 1700     | 10         | .02        | 10         | .08        |
| WBR                                                | 1     | 1700     | 90         | .05        | 120        | .07        |
| Clearance Interval                                 |       |          |            | .05*       |            | .05*       |
| <b>TOTAL CAPACITY UTILIZATION</b>                  |       |          |            | <b>.48</b> |            | <b>.67</b> |

| 2035 June 14 Multi-Use Center Alt. (Const. Network) |       |          |            |            |            |            |
|-----------------------------------------------------|-------|----------|------------|------------|------------|------------|
|                                                     | LANES | CAPACITY | AM PK HOUR |            | PM PK HOUR |            |
|                                                     |       |          | VOL        | V/C        | VOL        | V/C        |
| NBL                                                 | 1     | 1700     | 40         | .02*       | 80         | .05*       |
| NBT                                                 | 4     | 6800     | 2250       | .33        | 2610       | .38        |
| NBR                                                 | 1     | 1700     | 100        | .06        | 160        | .09        |
| SBL                                                 | 2     | 3400     | 100        | .03        | 190        | .06        |
| SBT                                                 | 4     | 6800     | 2350       | .35*       | 2680       | .41*       |
| SBR                                                 | 0     | 0        | 60         |            | 110        |            |
| EBL                                                 | 0     | 0        | 70         |            | 110        |            |
| EBT                                                 | 1     | 1700     | 10         | .05*       | 20         | .08*       |
| EBR                                                 | 1     | 1700     | 50         | .03        | 60         | .04        |
| WBL                                                 | 0     | 0        | 20         | {.01}*     | 130        | {.08}*     |
| WBT                                                 | 1     | 1700     | 10         | .02        | 10         | .08        |
| WBR                                                 | 1     | 1700     | 90         | .05        | 120        | .07        |
| Clearance Interval                                  |       |          |            | .05*       |            | .05*       |
| <b>TOTAL CAPACITY UTILIZATION</b>                   |       |          |            | <b>.48</b> |            | <b>.67</b> |

47. Fairview & Paularino

| 2035 Proposed General Plan (Constrained Network) |       |          |            |      |            |      |
|--------------------------------------------------|-------|----------|------------|------|------------|------|
|                                                  | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                                  |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                              | 0     | 0        | 0          |      | 0          |      |
| NBT                                              | 3     | 5100     | 1980       | .41* | 1740       | .37  |
| NBR                                              | 0     | 0        | 110        |      | 150        |      |
| SBL                                              | 1     | 1700     | 110        | .06* | 150        | .09  |
| SBT                                              | 3     | 5100     | 1530       | .30  | 2430       | .48* |
| SBR                                              | 0     | 0        | 0          |      | 0          |      |
| EBL                                              | 0     | 0        | 0          |      | 0          |      |
| EBT                                              | 0     | 0        | 0          |      | 0          |      |
| EBR                                              | 0     | 0        | 0          |      | 0          |      |
| WBL                                              | 1     | 1700     | 80         | .05* | 70         | .04* |
| WBT                                              | 0     | 0        | 0          |      | 0          |      |
| WBR                                              | 1     | 1700     | 190        | .11  | 160        | .09  |
| Right Turn Adjustment                            |       |          | WBR        | .01* |            |      |
| Clearance Interval                               |       |          |            | .05* |            | .05* |

**TOTAL CAPACITY UTILIZATION** .58 .57

| 2035 May 31 Multi-Use Center Alt. (Const. Network) |       |          |            |      |            |      |
|----------------------------------------------------|-------|----------|------------|------|------------|------|
|                                                    | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                                    |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                                | 0     | 0        | 0          |      | 0          |      |
| NBT                                                | 3     | 5100     | 1980       | .41* | 1750       | .37  |
| NBR                                                | 0     | 0        | 110        |      | 150        |      |
| SBL                                                | 1     | 1700     | 110        | .06* | 150        | .09  |
| SBT                                                | 3     | 5100     | 1540       | .30  | 2440       | .48* |
| SBR                                                | 0     | 0        | 0          |      | 0          |      |
| EBL                                                | 0     | 0        | 0          |      | 0          |      |
| EBT                                                | 0     | 0        | 0          |      | 0          |      |
| EBR                                                | 0     | 0        | 0          |      | 0          |      |
| WBL                                                | 1     | 1700     | 80         | .05* | 70         | .04* |
| WBT                                                | 0     | 0        | 0          |      | 0          |      |
| WBR                                                | 1     | 1700     | 190        | .11  | 160        | .09  |
| Right Turn Adjustment                              |       |          | WBR        | .01* |            |      |
| Clearance Interval                                 |       |          |            | .05* |            | .05* |

**TOTAL CAPACITY UTILIZATION** .58 .57

| 2035 June 14 Multi-Use Center Alt. (Const. Network) |       |          |            |      |            |      |
|-----------------------------------------------------|-------|----------|------------|------|------------|------|
|                                                     | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                                     |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                                 | 0     | 0        | 0          |      | 0          |      |
| NBT                                                 | 3     | 5100     | 1980       | .41* | 1770       | .38  |
| NBR                                                 | 0     | 0        | 110        |      | 150        |      |
| SBL                                                 | 1     | 1700     | 110        | .06* | 150        | .09  |
| SBT                                                 | 3     | 5100     | 1560       | .31  | 2440       | .48* |
| SBR                                                 | 0     | 0        | 0          |      | 0          |      |
| EBL                                                 | 0     | 0        | 0          |      | 0          |      |
| EBT                                                 | 0     | 0        | 0          |      | 0          |      |
| EBR                                                 | 0     | 0        | 0          |      | 0          |      |
| WBL                                                 | 1     | 1700     | 80         | .05* | 70         | .04* |
| WBT                                                 | 0     | 0        | 0          |      | 0          |      |
| WBR                                                 | 1     | 1700     | 190        | .11  | 160        | .09  |
| Right Turn Adjustment                               |       |          | WBR        | .01* |            |      |
| Clearance Interval                                  |       |          |            | .05* |            | .05* |

**TOTAL CAPACITY UTILIZATION** .58 .57

56. Harbor & Baker

| 2035 Proposed General Plan (Constrained Network) |       |          |            |      |            |      |
|--------------------------------------------------|-------|----------|------------|------|------------|------|
|                                                  | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                                  |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                              | 2     | 3400     | 50         | .01  | 120        | .04* |
| NBT                                              | 4     | 6800     | 2070       | .30* | 2120       | .31  |
| NBR                                              | 1     | 1700     | 270        | .16  | 210        | .12  |
| SBL                                              | 2     | 3400     | 190        | .06* | 300        | .09  |
| SBT                                              | 4     | 6800     | 1880       | .28  | 2800       | .41* |
| SBR                                              | 1     | 1700     | 170        | .10  | 420        | .25  |
| EBL                                              | 2     | 3400     | 270        | .08* | 280        | .08* |
| EBT                                              | 2     | 3400     | 230        | .07  | 230        | .07  |
| EBR                                              | d     | 1700     | 60         | .04  | 70         | .04  |
| WBL                                              | 2     | 3400     | 180        | .05  | 590        | .17  |
| WBT                                              | 2     | 3400     | 190        | .06* | 710        | .21* |
| WBR                                              | 1     | 1700     | 120        | .07  | 230        | .14  |
| Clearance Interval                               |       |          |            | .05* |            | .05* |

**TOTAL CAPACITY UTILIZATION** .55 .79

| 2035 May 31 Multi-Use Center Alt. (Const. Network) |       |          |            |      |            |      |
|----------------------------------------------------|-------|----------|------------|------|------------|------|
|                                                    | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                                    |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                                | 2     | 3400     | 50         | .01  | 120        | .04* |
| NBT                                                | 4     | 6800     | 2080       | .31* | 2150       | .32  |
| NBR                                                | 1     | 1700     | 270        | .16  | 210        | .12  |
| SBL                                                | 2     | 3400     | 190        | .06* | 300        | .09  |
| SBT                                                | 4     | 6800     | 1930       | .28  | 2820       | .41* |
| SBR                                                | 1     | 1700     | 170        | .10  | 420        | .25  |
| EBL                                                | 2     | 3400     | 270        | .08* | 280        | .08* |
| EBT                                                | 2     | 3400     | 230        | .07  | 230        | .07  |
| EBR                                                | d     | 1700     | 60         | .04  | 70         | .04  |
| WBL                                                | 2     | 3400     | 180        | .05  | 590        | .17  |
| WBT                                                | 2     | 3400     | 190        | .06* | 710        | .21* |
| WBR                                                | 1     | 1700     | 120        | .07  | 230        | .14  |
| Clearance Interval                                 |       |          |            | .05* |            | .05* |

**TOTAL CAPACITY UTILIZATION** .56 .79

| 2035 June 14 Multi-Use Center Alt. (Const. Network) |       |          |            |      |            |      |
|-----------------------------------------------------|-------|----------|------------|------|------------|------|
|                                                     | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                                     |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                                 | 2     | 3400     | 50         | .01  | 120        | .04* |
| NBT                                                 | 4     | 6800     | 2070       | .30* | 2200       | .32  |
| NBR                                                 | 1     | 1700     | 270        | .16  | 220        | .13  |
| SBL                                                 | 2     | 3400     | 190        | .06* | 300        | .09  |
| SBT                                                 | 4     | 6800     | 1970       | .29  | 2800       | .41* |
| SBR                                                 | 1     | 1700     | 170        | .10  | 420        | .25  |
| EBL                                                 | 2     | 3400     | 270        | .08* | 280        | .08* |
| EBT                                                 | 2     | 3400     | 230        | .07  | 230        | .07  |
| EBR                                                 | d     | 1700     | 60         | .04  | 70         | .04  |
| WBL                                                 | 2     | 3400     | 180        | .05  | 590        | .17  |
| WBT                                                 | 2     | 3400     | 190        | .06* | 710        | .21* |
| WBR                                                 | 1     | 1700     | 120        | .07  | 230        | .14  |
| Clearance Interval                                  |       |          |            | .05* |            | .05* |

**TOTAL CAPACITY UTILIZATION** .55 .79

57. College & Baker

| 2035 Proposed General Plan (Constrained Network) |       |          |            |      |            |      |
|--------------------------------------------------|-------|----------|------------|------|------------|------|
|                                                  | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                                  |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                              | 1     | 1700     | 50         | .03  | 200        | .12* |
| NBT                                              | 1     | 1700     | 0          | .11* | 0          | .05  |
| NBR                                              | 0     | 0        | 180        |      | 80         |      |
| SBL                                              | 1     | 1700     | 40         | .02* | 140        | .08  |
| SBT                                              | 1     | 1700     | 0          | .02  | 0          | .02* |
| SBR                                              | 0     | 0        | 30         |      | 40         |      |
| EBL                                              | 1     | 1700     | 20         | .01  | 20         | .01* |
| EBT                                              | 2     | 3400     | 710        | .21* | 590        | .17  |
| EBR                                              | 1     | 1700     | 50         | .03  | 110        | .06  |
| WBL                                              | 1     | 1700     | 70         | .04* | 90         | .05  |
| WBT                                              | 2     | 3400     | 480        | .16  | 1460       | .45* |
| WBR                                              | 0     | 0        | 50         |      | 60         |      |
| Clearance Interval                               |       |          |            | .05* |            | .05* |

TOTAL CAPACITY UTILIZATION .43 .65

| 2035 May 31 Multi-Use Center Alt. (Const. Network) |       |          |            |      |            |      |
|----------------------------------------------------|-------|----------|------------|------|------------|------|
|                                                    | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                                    |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                                | 1     | 1700     | 50         | .03  | 200        | .12* |
| NBT                                                | 1     | 1700     | 0          | .11* | 0          | .05  |
| NBR                                                | 0     | 0        | 180        |      | 80         |      |
| SBL                                                | 1     | 1700     | 40         | .02* | 140        | .08  |
| SBT                                                | 1     | 1700     | 0          | .02  | 0          | .02* |
| SBR                                                | 0     | 0        | 30         |      | 40         |      |
| EBL                                                | 1     | 1700     | 20         | .01  | 20         | .01* |
| EBT                                                | 2     | 3400     | 710        | .21* | 590        | .17  |
| EBR                                                | 1     | 1700     | 50         | .03  | 110        | .06  |
| WBL                                                | 1     | 1700     | 70         | .04* | 90         | .05  |
| WBT                                                | 2     | 3400     | 480        | .16  | 1460       | .45* |
| WBR                                                | 0     | 0        | 50         |      | 60         |      |
| Clearance Interval                                 |       |          |            | .05* |            | .05* |

TOTAL CAPACITY UTILIZATION .43 .65

| 2035 June 14 Multi-Use Center Alt. (Const. Network) |       |          |            |      |            |      |
|-----------------------------------------------------|-------|----------|------------|------|------------|------|
|                                                     | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                                     |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                                 | 1     | 1700     | 50         | .03  | 200        | .12* |
| NBT                                                 | 1     | 1700     | 0          | .11* | 0          | .05  |
| NBR                                                 | 0     | 0        | 180        |      | 80         |      |
| SBL                                                 | 1     | 1700     | 40         | .02* | 140        | .08  |
| SBT                                                 | 1     | 1700     | 0          | .02  | 0          | .02* |
| SBR                                                 | 0     | 0        | 30         |      | 40         |      |
| EBL                                                 | 1     | 1700     | 20         | .01  | 20         | .01* |
| EBT                                                 | 2     | 3400     | 710        | .21* | 590        | .17  |
| EBR                                                 | 1     | 1700     | 50         | .03  | 110        | .06  |
| WBL                                                 | 1     | 1700     | 70         | .04* | 90         | .05  |
| WBT                                                 | 2     | 3400     | 480        | .16  | 1460       | .45* |
| WBR                                                 | 0     | 0        | 50         |      | 60         |      |
| Clearance Interval                                  |       |          |            | .05* |            | .05* |

TOTAL CAPACITY UTILIZATION .43 .65

58. Fairview & Baker

| 2035 Proposed General Plan (Constrained Network) |       |          |            |      |            |      |
|--------------------------------------------------|-------|----------|------------|------|------------|------|
|                                                  | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                                  |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                              | 2     | 3400     | 130        | .04  | 230        | .07  |
| NBT                                              | 3     | 5100     | 1650       | .32* | 1450       | .28* |
| NBR                                              | 1     | 1700     | 790        | .46  | 520        | .31  |
| SBL                                              | 2     | 3400     | 280        | .08* | 300        | .09* |
| SBT                                              | 4     | 6800     | 1150       | .17  | 1730       | .25  |
| SBR                                              | 1     | 1700     | 190        | .11  | 430        | .25  |
| EBL                                              | 2     | 3400     | 330        | .10  | 260        | .08* |
| EBT                                              | 2     | 3400     | 520        | .15* | 620        | .18  |
| EBR                                              | 1     | 1700     | 130        | .08  | 160        | .09  |
| WBL                                              | 2     | 3400     | 390        | .11* | 540        | .16  |
| WBT                                              | 3     | 5100     | 320        | .06  | 1600       | .31* |
| WBR                                              | 1     | 1700     | 90         | .05  | 130        | .08  |
| Right Turn Adjustment                            |       |          | NBR        | .06* |            |      |
| Clearance Interval                               |       |          |            | .05* |            | .05* |

TOTAL CAPACITY UTILIZATION .77 .81

| 2035 May 31 Multi-Use Center Alt. (Const. Network) |       |          |            |      |            |      |
|----------------------------------------------------|-------|----------|------------|------|------------|------|
|                                                    | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                                    |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                                | 2     | 3400     | 130        | .04  | 230        | .07  |
| NBT                                                | 3     | 5100     | 1650       | .32* | 1460       | .29* |
| NBR                                                | 1     | 1700     | 800        | .47  | 530        | .31  |
| SBL                                                | 2     | 3400     | 280        | .08* | 300        | .09* |
| SBT                                                | 4     | 6800     | 1160       | .17  | 1740       | .26  |
| SBR                                                | 1     | 1700     | 190        | .11  | 430        | .25  |
| EBL                                                | 2     | 3400     | 330        | .10  | 260        | .08* |
| EBT                                                | 2     | 3400     | 520        | .15* | 620        | .18  |
| EBR                                                | 1     | 1700     | 130        | .08  | 160        | .09  |
| WBL                                                | 2     | 3400     | 390        | .11* | 540        | .16  |
| WBT                                                | 3     | 5100     | 320        | .06  | 1600       | .31* |
| WBR                                                | 1     | 1700     | 90         | .05  | 130        | .08  |
| Right Turn Adjustment                              |       |          | NBR        | .07* |            |      |
| Clearance Interval                                 |       |          |            | .05* |            | .05* |

TOTAL CAPACITY UTILIZATION .78 .82

| 2035 June 14 Multi-Use Center Alt. (Const. Network) |       |          |            |      |            |      |
|-----------------------------------------------------|-------|----------|------------|------|------------|------|
|                                                     | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                                     |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                                 | 2     | 3400     | 130        | .04  | 230        | .07  |
| NBT                                                 | 3     | 5100     | 1650       | .32* | 1480       | .29* |
| NBR                                                 | 1     | 1700     | 790        | .46  | 540        | .32  |
| SBL                                                 | 2     | 3400     | 280        | .08* | 300        | .09* |
| SBT                                                 | 4     | 6800     | 1180       | .17  | 1730       | .25  |
| SBR                                                 | 1     | 1700     | 190        | .11  | 430        | .25  |
| EBL                                                 | 2     | 3400     | 330        | .10  | 260        | .08* |
| EBT                                                 | 2     | 3400     | 520        | .15* | 620        | .18  |
| EBR                                                 | 1     | 1700     | 130        | .08  | 160        | .09  |
| WBL                                                 | 2     | 3400     | 400        | .12* | 540        | .16  |
| WBT                                                 | 3     | 5100     | 320        | .06  | 1600       | .31* |
| WBR                                                 | 1     | 1700     | 90         | .05  | 130        | .08  |
| Right Turn Adjustment                               |       |          | NBR        | .05* |            |      |
| Clearance Interval                                  |       |          |            | .05* |            | .05* |

TOTAL CAPACITY UTILIZATION .77 .82

80. Shantar & Adams

| 2035 Proposed General Plan (Constrained Network) |       |          |            |      |            |      |
|--------------------------------------------------|-------|----------|------------|------|------------|------|
|                                                  | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                                  |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                              | 1     | 1700     | 30         | .02* | 30         | .02* |
| NBT                                              | 1     | 1700     | 10         | .01  | 10         | .01  |
| NBR                                              | 1     | 1700     | 110        | .06  | 60         | .04  |
| SBL                                              | 1     | 1700     | 20         | .01  | 20         | .01  |
| SBT                                              | 1     | 1700     | 10         | .01* | 10         | .01* |
| SBR                                              | 1     | 1700     | 30         | .02  | 20         | .01  |
| EBL                                              | 1     | 1700     | 30         | .02  | 80         | .05* |
| EBT                                              | 3     | 5100     | 2210       | .44* | 1170       | .24  |
| EBR                                              | 0     | 0        | 10         |      | 40         |      |
| WBL                                              | 1     | 1700     | 20         | .01* | 90         | .05  |
| WBT                                              | 3     | 5100     | 810        | .16  | 2820       | .56* |
| WBR                                              | 0     | 0        | 10         |      | 20         |      |
| Right Turn Adjustment<br>Clearance Interval      |       |          | NBR        | .03* |            | .05* |

TOTAL CAPACITY UTILIZATION .56 .69

| 2035 May 31 Multi-Use Center Alt. (Const. Network) |       |          |            |      |            |      |
|----------------------------------------------------|-------|----------|------------|------|------------|------|
|                                                    | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                                    |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                                | 1     | 1700     | 30         | .02* | 30         | .02* |
| NBT                                                | 1     | 1700     | 10         | .01  | 10         | .01  |
| NBR                                                | 1     | 1700     | 110        | .06  | 60         | .04  |
| SBL                                                | 1     | 1700     | 20         | .01  | 20         | .01  |
| SBT                                                | 1     | 1700     | 10         | .01* | 10         | .01* |
| SBR                                                | 1     | 1700     | 30         | .02  | 20         | .01  |
| EBL                                                | 1     | 1700     | 30         | .02  | 80         | .05* |
| EBT                                                | 3     | 5100     | 2230       | .44* | 1170       | .24  |
| EBR                                                | 0     | 0        | 10         |      | 40         |      |
| WBL                                                | 1     | 1700     | 20         | .01* | 90         | .05  |
| WBT                                                | 3     | 5100     | 810        | .16  | 2840       | .56* |
| WBR                                                | 0     | 0        | 10         |      | 20         |      |
| Right Turn Adjustment<br>Clearance Interval        |       |          | NBR        | .03* |            | .05* |

TOTAL CAPACITY UTILIZATION .56 .69

| 2035 June 14 Multi-Use Center Alt. (Const. Network) |       |          |            |      |            |      |
|-----------------------------------------------------|-------|----------|------------|------|------------|------|
|                                                     | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                                     |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                                 | 1     | 1700     | 30         | .02* | 30         | .02* |
| NBT                                                 | 1     | 1700     | 10         | .01  | 10         | .01  |
| NBR                                                 | 1     | 1700     | 110        | .06  | 60         | .04  |
| SBL                                                 | 1     | 1700     | 20         | .01  | 20         | .01  |
| SBT                                                 | 1     | 1700     | 10         | .01* | 10         | .01* |
| SBR                                                 | 1     | 1700     | 30         | .02  | 20         | .01  |
| EBL                                                 | 1     | 1700     | 30         | .02  | 80         | .05* |
| EBT                                                 | 3     | 5100     | 2270       | .45* | 1170       | .24  |
| EBR                                                 | 0     | 0        | 10         |      | 40         |      |
| WBL                                                 | 1     | 1700     | 20         | .01* | 90         | .05  |
| WBT                                                 | 3     | 5100     | 820        | .16  | 2870       | .57* |
| WBR                                                 | 0     | 0        | 10         |      | 20         |      |
| Right Turn Adjustment<br>Clearance Interval         |       |          | NBR        | .03* |            | .05* |

TOTAL CAPACITY UTILIZATION .57 .70

81. Placentia/Mesa Verde W & Adams

| 2035 Proposed General Plan (Constrained Network) |       |          |            |      |            |              |
|--------------------------------------------------|-------|----------|------------|------|------------|--------------|
|                                                  | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |              |
|                                                  |       |          | VOL        | V/C  | VOL        | V/C          |
| NBL                                              | 2     | 3400     | 230        | .07  | 240        | .07*         |
| NBT                                              | 1     | 1700     | 210        | .12* | 140        | .08          |
| NBR                                              | 1     | 1700     | 250        | .15  | 230        | .14          |
| SBL                                              | 1     | 1700     | 40         | .02* | 50         | .03          |
| SBT                                              | 2     | 3400     | 210        | .06  | 140        | .04*         |
| SBR                                              | 1     | 1700     | 70         | .04  | 330        | .19          |
| EBL                                              | 1     | 1700     | 80         | .05  | 60         | .04*         |
| EBT                                              | 3     | 5100     | 2920       | .57* | 1170       | .23          |
| EBR                                              | 1     | 1700     | 110        | .06  | 350        | .21          |
| WBL                                              | 1     | 1700     | 150        | .09* | 190        | .11          |
| WBT                                              | 3     | 5100     | 610        | .13  | 2860       | .57*         |
| WBR                                              | 0     | 0        | 30         |      | 50         |              |
| Right Turn Adjustment<br>Clearance Interval      |       |          |            | .05* | SBR        | .12*<br>.05* |

TOTAL CAPACITY UTILIZATION .85 .89

| 2035 May 31 Multi-Use Center Alt. (Const. Network) |       |          |            |      |            |              |
|----------------------------------------------------|-------|----------|------------|------|------------|--------------|
|                                                    | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |              |
|                                                    |       |          | VOL        | V/C  | VOL        | V/C          |
| NBL                                                | 2     | 3400     | 230        | .07  | 240        | .07*         |
| NBT                                                | 1     | 1700     | 210        | .12* | 140        | .08          |
| NBR                                                | 1     | 1700     | 250        | .15  | 230        | .14          |
| SBL                                                | 1     | 1700     | 40         | .02* | 50         | .03          |
| SBT                                                | 2     | 3400     | 210        | .06  | 140        | .04*         |
| SBR                                                | 1     | 1700     | 70         | .04  | 330        | .19          |
| EBL                                                | 1     | 1700     | 80         | .05  | 60         | .04*         |
| EBT                                                | 3     | 5100     | 2940       | .58* | 1170       | .23          |
| EBR                                                | 1     | 1700     | 110        | .06  | 350        | .21          |
| WBL                                                | 1     | 1700     | 150        | .09* | 190        | .11          |
| WBT                                                | 3     | 5100     | 610        | .13  | 2880       | .57*         |
| WBR                                                | 0     | 0        | 30         |      | 50         |              |
| Right Turn Adjustment<br>Clearance Interval        |       |          |            | .05* | SBR        | .12*<br>.05* |

TOTAL CAPACITY UTILIZATION .86 .89

| 2035 June 14 Multi-Use Center Alt. (Const. Network) |       |          |            |      |            |              |
|-----------------------------------------------------|-------|----------|------------|------|------------|--------------|
|                                                     | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |              |
|                                                     |       |          | VOL        | V/C  | VOL        | V/C          |
| NBL                                                 | 2     | 3400     | 230        | .07  | 240        | .07*         |
| NBT                                                 | 1     | 1700     | 210        | .12* | 140        | .08          |
| NBR                                                 | 1     | 1700     | 250        | .15  | 230        | .14          |
| SBL                                                 | 1     | 1700     | 40         | .02* | 50         | .03          |
| SBT                                                 | 2     | 3400     | 210        | .06  | 140        | .04*         |
| SBR                                                 | 1     | 1700     | 70         | .04  | 330        | .19          |
| EBL                                                 | 1     | 1700     | 80         | .05  | 60         | .04*         |
| EBT                                                 | 3     | 5100     | 2980       | .58* | 1180       | .23          |
| EBR                                                 | 1     | 1700     | 110        | .06  | 350        | .21          |
| WBL                                                 | 1     | 1700     | 150        | .09* | 190        | .11          |
| WBT                                                 | 3     | 5100     | 620        | .13  | 2910       | .58*         |
| WBR                                                 | 0     | 0        | 30         |      | 50         |              |
| Right Turn Adjustment<br>Clearance Interval         |       |          |            | .05* | SBR        | .12*<br>.05* |

TOTAL CAPACITY UTILIZATION .86 .90

82. Mesa Verde E & Adams

| 2035 Proposed General Plan (Constrained Network) |       |          |            |        |            |      |
|--------------------------------------------------|-------|----------|------------|--------|------------|------|
|                                                  | LANES | CAPACITY | AM PK HOUR |        | PM PK HOUR |      |
|                                                  |       |          | VOL        | V/C    | VOL        | V/C  |
| NBL                                              | 1.5   |          | 80         | {.04}* | 210        |      |
| NBT                                              | 0.5   | 3400     | 70         | .04    | 60         | .08* |
| NBR                                              | 1     | 1700     | 80         | .05    | 110        | .06  |
| SBL                                              | 1     | 1700     | 30         | .02    | 50         | .03* |
| SBT                                              | 2     | 3400     | 100        | .03*   | 80         | .02  |
| SBR                                              | 1     | 1700     | 60         | .04    | 160        | .09  |
| EBL                                              | 1     | 1700     | 60         | .04    | 50         | .03* |
| EBT                                              | 3     | 5100     | 2280       | .45*   | 1620       | .32  |
| EBR                                              | 1     | 1700     | 270        | .16    | 140        | .08  |
| WBL                                              | 1     | 1700     | 60         | .04*   | 10         | .01  |
| WBT                                              | 3     | 5100     | 590        | .13    | 2110       | .43* |
| WBR                                              | 0     | 0        | 80         |        | 80         |      |
| Right Turn Adjustment                            |       |          |            |        | SBR        | .04* |
| Clearance Interval                               |       |          |            | .05*   |            | .05* |

TOTAL CAPACITY UTILIZATION .61 .66

| 2035 May 31 Multi-Use Center Alt. (Const. Network) |       |          |            |        |            |      |
|----------------------------------------------------|-------|----------|------------|--------|------------|------|
|                                                    | LANES | CAPACITY | AM PK HOUR |        | PM PK HOUR |      |
|                                                    |       |          | VOL        | V/C    | VOL        | V/C  |
| NBL                                                | 1.5   |          | 90         | {.05}* | 230        |      |
| NBT                                                | 0.5   | 3400     | 70         | .05    | 60         | .09* |
| NBR                                                | 1     | 1700     | 80         | .05    | 110        | .06  |
| SBL                                                | 1     | 1700     | 30         | .02    | 50         | .03* |
| SBT                                                | 2     | 3400     | 100        | .03*   | 80         | .02  |
| SBR                                                | 1     | 1700     | 60         | .04    | 160        | .09  |
| EBL                                                | 1     | 1700     | 60         | .04    | 50         | .03* |
| EBT                                                | 3     | 5100     | 2280       | .45*   | 1620       | .32  |
| EBR                                                | 1     | 1700     | 290        | .17    | 140        | .08  |
| WBL                                                | 1     | 1700     | 60         | .04*   | 10         | .01  |
| WBT                                                | 3     | 5100     | 590        | .13    | 2110       | .43* |
| WBR                                                | 0     | 0        | 80         |        | 80         |      |
| Right Turn Adjustment                              |       |          |            |        | SBR        | .04* |
| Clearance Interval                                 |       |          |            | .05*   |            | .05* |

TOTAL CAPACITY UTILIZATION .62 .67

| 2035 June 14 Multi-Use Center Alt. (Const. Network) |       |          |            |        |            |      |
|-----------------------------------------------------|-------|----------|------------|--------|------------|------|
|                                                     | LANES | CAPACITY | AM PK HOUR |        | PM PK HOUR |      |
|                                                     |       |          | VOL        | V/C    | VOL        | V/C  |
| NBL                                                 | 1.5   |          | 90         | {.05}* | 260        |      |
| NBT                                                 | 0.5   | 3400     | 70         | .05    | 60         | .09* |
| NBR                                                 | 1     | 1700     | 80         | .05    | 110        | .06  |
| SBL                                                 | 1     | 1700     | 30         | .02    | 50         | .03* |
| SBT                                                 | 2     | 3400     | 100        | .03*   | 80         | .02  |
| SBR                                                 | 1     | 1700     | 60         | .04    | 160        | .09  |
| EBL                                                 | 1     | 1700     | 60         | .04    | 50         | .03* |
| EBT                                                 | 3     | 5100     | 2280       | .45*   | 1620       | .32  |
| EBR                                                 | 1     | 1700     | 330        | .19    | 140        | .08  |
| WBL                                                 | 1     | 1700     | 60         | .04*   | 10         | .01  |
| WBT                                                 | 3     | 5100     | 590        | .13    | 2110       | .43* |
| WBR                                                 | 0     | 0        | 80         |        | 80         |      |
| Right Turn Adjustment                               |       |          |            |        | SBR        | .04* |
| Clearance Interval                                  |       |          |            | .05*   |            | .05* |

TOTAL CAPACITY UTILIZATION .62 .67

83. Royal Palm & Adams

| 2035 Proposed General Plan (Constrained Network) |       |          |            |            |            |            |
|--------------------------------------------------|-------|----------|------------|------------|------------|------------|
|                                                  | LANES | CAPACITY | AM PK HOUR |            | PM PK HOUR |            |
|                                                  |       |          | VOL        | V/C        | VOL        | V/C        |
| NBL                                              | 1     | 1700     | 20         | .01*       | 120        | .07*       |
| NBT                                              | 1     | 1700     | 10         | .02        | 50         | .05        |
| NBR                                              | 0     | 0        | 20         |            | 30         |            |
| SBL                                              | 1     | 1700     | 20         | .01        | 60         | .04        |
| SBT                                              | 1     | 1700     | 10         | .05*       | 30         | .14*       |
| SBR                                              | 0     | 0        | 70         |            | 210        |            |
| EBL                                              | 1     | 1700     | 40         | .02        | 80         | .05*       |
| EBT                                              | 3     | 5100     | 2270       | .45*       | 1030       | .22        |
| EBR                                              | 0     | 0        | 30         |            | 80         |            |
| WBL                                              | 1     | 1700     | 10         | .01*       | 40         | .02        |
| WBT                                              | 3     | 5100     | 750        | .15        | 2300       | .45*       |
| WBR                                              | 1     | 1700     | 30         | .02        | 60         | .04        |
| Clearance Interval                               |       |          |            | .05*       |            | .05*       |
| <b>TOTAL CAPACITY UTILIZATION</b>                |       |          |            | <b>.57</b> |            | <b>.76</b> |

| 2035 May 31 Multi-Use Center Alt. (Const. Network) |       |          |            |            |            |            |
|----------------------------------------------------|-------|----------|------------|------------|------------|------------|
|                                                    | LANES | CAPACITY | AM PK HOUR |            | PM PK HOUR |            |
|                                                    |       |          | VOL        | V/C        | VOL        | V/C        |
| NBL                                                | 1     | 1700     | 20         | .01*       | 120        | .07*       |
| NBT                                                | 1     | 1700     | 10         | .02        | 50         | .05        |
| NBR                                                | 0     | 0        | 20         |            | 30         |            |
| SBL                                                | 1     | 1700     | 20         | .01        | 60         | .04        |
| SBT                                                | 1     | 1700     | 10         | .05*       | 30         | .14*       |
| SBR                                                | 0     | 0        | 70         |            | 210        |            |
| EBL                                                | 1     | 1700     | 40         | .02        | 80         | .05*       |
| EBT                                                | 3     | 5100     | 2270       | .45*       | 1030       | .22        |
| EBR                                                | 0     | 0        | 30         |            | 80         |            |
| WBL                                                | 1     | 1700     | 10         | .01*       | 40         | .02        |
| WBT                                                | 3     | 5100     | 750        | .15        | 2300       | .45*       |
| WBR                                                | 1     | 1700     | 30         | .02        | 60         | .04        |
| Clearance Interval                                 |       |          |            | .05*       |            | .05*       |
| <b>TOTAL CAPACITY UTILIZATION</b>                  |       |          |            | <b>.57</b> |            | <b>.76</b> |

| 2035 June 14 Multi-Use Center Alt. (Const. Network) |       |          |            |            |            |            |
|-----------------------------------------------------|-------|----------|------------|------------|------------|------------|
|                                                     | LANES | CAPACITY | AM PK HOUR |            | PM PK HOUR |            |
|                                                     |       |          | VOL        | V/C        | VOL        | V/C        |
| NBL                                                 | 1     | 1700     | 20         | .01*       | 120        | .07*       |
| NBT                                                 | 1     | 1700     | 10         | .02        | 50         | .05        |
| NBR                                                 | 0     | 0        | 20         |            | 30         |            |
| SBL                                                 | 1     | 1700     | 20         | .01        | 60         | .04        |
| SBT                                                 | 1     | 1700     | 10         | .05*       | 30         | .14*       |
| SBR                                                 | 0     | 0        | 70         |            | 210        |            |
| EBL                                                 | 1     | 1700     | 40         | .02        | 80         | .05*       |
| EBT                                                 | 3     | 5100     | 2270       | .45*       | 1030       | .22        |
| EBR                                                 | 0     | 0        | 30         |            | 80         |            |
| WBL                                                 | 1     | 1700     | 10         | .01*       | 40         | .02        |
| WBT                                                 | 3     | 5100     | 750        | .15        | 2300       | .45*       |
| WBR                                                 | 1     | 1700     | 30         | .02        | 60         | .04        |
| Clearance Interval                                  |       |          |            | .05*       |            | .05*       |
| <b>TOTAL CAPACITY UTILIZATION</b>                   |       |          |            | <b>.57</b> |            | <b>.76</b> |

84. Harbor & Adams

| 2035 Proposed General Plan (Constrained Network) |       |          |            |      |            |      |
|--------------------------------------------------|-------|----------|------------|------|------------|------|
|                                                  | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                                  |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                              | 3     | 5100     | 180        | .04  | 600        | .12* |
| NBT                                              | 3     | 5100     | 1540       | .30* | 1740       | .34  |
| NBR                                              | 1     | 1700     | 80         | .05  | 190        | .11  |
| SBL                                              | 2     | 3400     | 380        | .11* | 330        | .10  |
| SBT                                              | 4     | 6800     | 1400       | .21  | 2340       | .34* |
| SBR                                              | 2     | 3400     | 200        | .06  | 770        | .23  |
| EBL                                              | 3     | 5100     | 860        | .17  | 370        | .07* |
| EBT                                              | 3     | 5100     | 1840       | .36* | 760        | .15  |
| EBR                                              | 1     | 1700     | 150        | .09  | 140        | .08  |
| WBL                                              | 2     | 3400     | 120        | .04* | 180        | .05  |
| WBT                                              | 3     | 5100     | 390        | .08  | 1340       | .26* |
| WBR                                              | 1     | 1700     | 60         | .04  | 290        | .17  |
| Clearance Interval                               |       |          |            | .05* |            | .05* |

TOTAL CAPACITY UTILIZATION .86 .84

| 2035 May 31 Multi-Use Center Alt. (Const. Network) |       |          |            |      |            |      |
|----------------------------------------------------|-------|----------|------------|------|------------|------|
|                                                    | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                                    |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                                | 3     | 5100     | 180        | .04  | 600        | .12* |
| NBT                                                | 3     | 5100     | 1550       | .30* | 1770       | .35  |
| NBR                                                | 1     | 1700     | 80         | .05  | 190        | .11  |
| SBL                                                | 2     | 3400     | 380        | .11* | 330        | .10  |
| SBT                                                | 4     | 6800     | 1460       | .21  | 2360       | .35* |
| SBR                                                | 2     | 3400     | 200        | .06  | 770        | .23  |
| EBL                                                | 3     | 5100     | 860        | .17  | 370        | .07* |
| EBT                                                | 3     | 5100     | 1840       | .36* | 760        | .15  |
| EBR                                                | 1     | 1700     | 150        | .09  | 140        | .08  |
| WBL                                                | 2     | 3400     | 130        | .04* | 180        | .05  |
| WBT                                                | 3     | 5100     | 390        | .08  | 1340       | .26* |
| WBR                                                | 1     | 1700     | 60         | .04  | 290        | .17  |
| Clearance Interval                                 |       |          |            | .05* |            | .05* |

TOTAL CAPACITY UTILIZATION .86 .85

| 2035 June 14 Multi-Use Center Alt. (Const. Network) |       |          |            |      |            |      |
|-----------------------------------------------------|-------|----------|------------|------|------------|------|
|                                                     | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                                     |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                                 | 3     | 5100     | 180        | .04  | 600        | .12  |
| NBT                                                 | 3     | 5100     | 1540       | .30* | 1820       | .36* |
| NBR                                                 | 1     | 1700     | 80         | .05  | 190        | .11  |
| SBL                                                 | 2     | 3400     | 380        | .11* | 330        | .10* |
| SBT                                                 | 4     | 6800     | 1500       | .22  | 2340       | .34  |
| SBR                                                 | 2     | 3400     | 200        | .06  | 770        | .23  |
| EBL                                                 | 3     | 5100     | 860        | .17  | 370        | .07* |
| EBT                                                 | 3     | 5100     | 1840       | .36* | 760        | .15  |
| EBR                                                 | 1     | 1700     | 150        | .09  | 140        | .08  |
| WBL                                                 | 2     | 3400     | 160        | .05* | 180        | .05  |
| WBT                                                 | 3     | 5100     | 390        | .08  | 1340       | .26* |
| WBR                                                 | 1     | 1700     | 60         | .04  | 290        | .17  |
| Clearance Interval                                  |       |          |            | .05* |            | .05* |

TOTAL CAPACITY UTILIZATION .87 .84

85. Pinecreek & Adams

| 2035 Proposed General Plan (Constrained Network) |       |          |            |        |            |        |
|--------------------------------------------------|-------|----------|------------|--------|------------|--------|
|                                                  | LANES | CAPACITY | AM PK HOUR |        | PM PK HOUR |        |
|                                                  |       |          | VOL        | V/C    | VOL        | V/C    |
| NBL                                              | 1.5   |          | 40         | {.01}* | 450        | {.14}* |
| NBT                                              | 0.5   | 3400     | 10         | .01    | 40         | .14    |
| NBR                                              | 1     | 1700     | 40         | .02    | 190        | .11    |
| SBL                                              | 0     | 0        | 80         |        | 50         |        |
| SBT                                              | 1     | 1700     | 60         | .08*   | 50         | .06*   |
| SBR                                              | 1     | 1700     | 60         | .04    | 80         | .05    |
| EBL                                              | 1     | 1700     | 40         | .02    | 50         | .03*   |
| EBT                                              | 3     | 5100     | 1680       | .47*   | 810        | .24    |
| EBR                                              | 0     | 0        | 740        |        | 430        | .25    |
| WBL                                              | 2     | 3400     | 350        | .10*   | 270        | .08    |
| WBT                                              | 2     | 3400     | 530        | .17    | 1350       | .45*   |
| WBR                                              | 0     | 0        | 60         |        | 170        |        |
| Clearance Interval                               |       |          |            | .05*   |            | .05*   |

TOTAL CAPACITY UTILIZATION .71 .73

| 2035 May 31 Multi-Use Center Alt. (Const. Network) |       |          |            |        |            |        |
|----------------------------------------------------|-------|----------|------------|--------|------------|--------|
|                                                    | LANES | CAPACITY | AM PK HOUR |        | PM PK HOUR |        |
|                                                    |       |          | VOL        | V/C    | VOL        | V/C    |
| NBL                                                | 1.5   |          | 40         | {.01}* | 450        | {.14}* |
| NBT                                                | 0.5   | 3400     | 10         | .01    | 40         | .14    |
| NBR                                                | 1     | 1700     | 40         | .02    | 190        | .11    |
| SBL                                                | 0     | 0        | 80         |        | 50         |        |
| SBT                                                | 1     | 1700     | 60         | .08*   | 50         | .06*   |
| SBR                                                | 1     | 1700     | 60         | .04    | 80         | .05    |
| EBL                                                | 1     | 1700     | 40         | .02    | 50         | .03*   |
| EBT                                                | 3     | 5100     | 1690       | .48*   | 830        | .24    |
| EBR                                                | 0     | 0        | 740        |        | 430        | .25    |
| WBL                                                | 2     | 3400     | 350        | .10*   | 270        | .08    |
| WBT                                                | 2     | 3400     | 540        | .18    | 1350       | .45*   |
| WBR                                                | 0     | 0        | 60         |        | 170        |        |
| Clearance Interval                                 |       |          |            | .05*   |            | .05*   |

TOTAL CAPACITY UTILIZATION .72 .73

| 2035 June 14 Multi-Use Center Alt. (Const. Network) |       |          |            |        |            |        |
|-----------------------------------------------------|-------|----------|------------|--------|------------|--------|
|                                                     | LANES | CAPACITY | AM PK HOUR |        | PM PK HOUR |        |
|                                                     |       |          | VOL        | V/C    | VOL        | V/C    |
| NBL                                                 | 1.5   |          | 40         | {.01}* | 450        | {.14}* |
| NBT                                                 | 0.5   | 3400     | 10         | .01    | 40         | .14    |
| NBR                                                 | 1     | 1700     | 40         | .02    | 190        | .11    |
| SBL                                                 | 0     | 0        | 80         |        | 50         |        |
| SBT                                                 | 1     | 1700     | 60         | .08*   | 50         | .06*   |
| SBR                                                 | 1     | 1700     | 60         | .04    | 80         | .05    |
| EBL                                                 | 1     | 1700     | 40         | .02    | 50         | .03*   |
| EBT                                                 | 3     | 5100     | 1680       | .47*   | 850        | .25    |
| EBR                                                 | 0     | 0        | 740        |        | 430        | .25    |
| WBL                                                 | 2     | 3400     | 350        | .10*   | 270        | .08    |
| WBT                                                 | 2     | 3400     | 570        | .19    | 1350       | .45*   |
| WBR                                                 | 0     | 0        | 60         |        | 170        |        |
| Clearance Interval                                  |       |          |            | .05*   |            | .05*   |

TOTAL CAPACITY UTILIZATION .71 .73

86. Fairview & Adams

| 2035 Proposed General Plan (Constrained Network) |       |          |            |      |            |      |
|--------------------------------------------------|-------|----------|------------|------|------------|------|
|                                                  | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                                  |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                              | 2     | 3400     | 70         | .02  | 440        | .13* |
| NBT                                              | 3     | 5100     | 900        | .19* | 1250       | .25  |
| NBR                                              | 0     | 0        | 90         |      | 40         |      |
| SBL                                              | 1     | 1700     | 60         | .04* | 50         | .03  |
| SBT                                              | 3     | 5100     | 880        | .17  | 1210       | .24* |
| SBR                                              | f     |          | 640        |      | 1130       |      |
| EBL                                              | 2     | 3400     | 1510       | .44* | 820        | .24* |
| EBT                                              | 1     | 1700     | 100        | .06  | 120        | .07  |
| EBR                                              | 1     | 1700     | 200        | .12  | 200        | .12  |
| WBL                                              | 0.5   |          | 80         |      | 50         |      |
| WBT                                              | 1.5   | 3400     | 130        | .06* | 260        | .09* |
| WBR                                              | 1     | 1700     | 50         | .03  | 60         | .04  |
| Clearance Interval                               |       |          |            | .05* |            | .05* |

TOTAL CAPACITY UTILIZATION .78 .75

| 2035 May 31 Multi-Use Center Alt. (Const. Network) |       |          |            |      |            |      |
|----------------------------------------------------|-------|----------|------------|------|------------|------|
|                                                    | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                                    |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                                | 2     | 3400     | 70         | .02  | 440        | .13* |
| NBT                                                | 3     | 5100     | 900        | .19* | 1250       | .25  |
| NBR                                                | 0     | 0        | 90         |      | 40         |      |
| SBL                                                | 1     | 1700     | 60         | .04* | 50         | .03  |
| SBT                                                | 3     | 5100     | 880        | .17  | 1210       | .24* |
| SBR                                                | f     |          | 650        |      | 1130       |      |
| EBL                                                | 2     | 3400     | 1520       | .45* | 840        | .25* |
| EBT                                                | 1     | 1700     | 100        | .06  | 120        | .07  |
| EBR                                                | 1     | 1700     | 200        | .12  | 200        | .12  |
| WBL                                                | 0.5   |          | 80         |      | 50         |      |
| WBT                                                | 1.5   | 3400     | 130        | .06* | 260        | .09* |
| WBR                                                | 1     | 1700     | 50         | .03  | 60         | .04  |
| Clearance Interval                                 |       |          |            | .05* |            | .05* |

TOTAL CAPACITY UTILIZATION .79 .76

| 2035 June 14 Multi-Use Center Alt. (Const. Network) |       |          |            |      |            |      |
|-----------------------------------------------------|-------|----------|------------|------|------------|------|
|                                                     | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                                     |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                                 | 2     | 3400     | 70         | .02  | 440        | .13* |
| NBT                                                 | 3     | 5100     | 900        | .19* | 1250       | .25  |
| NBR                                                 | 0     | 0        | 90         |      | 40         |      |
| SBL                                                 | 1     | 1700     | 60         | .04* | 50         | .03  |
| SBT                                                 | 3     | 5100     | 880        | .17  | 1210       | .24* |
| SBR                                                 | f     |          | 680        |      | 1130       |      |
| EBL                                                 | 2     | 3400     | 1510       | .44* | 860        | .25* |
| EBT                                                 | 1     | 1700     | 100        | .06  | 120        | .07  |
| EBR                                                 | 1     | 1700     | 200        | .12  | 200        | .12  |
| WBL                                                 | 0.5   |          | 80         |      | 50         |      |
| WBT                                                 | 1.5   | 3400     | 130        | .06* | 260        | .09* |
| WBR                                                 | 1     | 1700     | 50         | .03  | 60         | .04  |
| Clearance Interval                                  |       |          |            | .05* |            | .05* |

TOTAL CAPACITY UTILIZATION .78 .76

88. Harbor & Mesa Verde

| 2035 Proposed General Plan (Constrained Network) |       |          |            |        |            |       |
|--------------------------------------------------|-------|----------|------------|--------|------------|-------|
|                                                  | LANES | CAPACITY | AM PK HOUR |        | PM PK HOUR |       |
|                                                  |       |          | VOL        | V/C    | VOL        | V/C   |
| NBL                                              | 2     | 3400     | 110        | .03    | 530        | .16*  |
| NBT                                              | 3     | 5100     | 1520       | .30*   | 2260       | .45   |
| NBR                                              | 0     | 0        | 20         |        | 60         |       |
| SBL                                              | 1     | 1700     | 20         | .01*   | 40         | .02   |
| SBT                                              | 3     | 5100     | 1330       | .27    | 1870       | .42*  |
| SBR                                              | 0     | 0        | 60         |        | 280        |       |
| EBL                                              | 1     | 1700     | 130        | .08    | 100        | .06*  |
| EBT                                              | 0.5   | 3400     | 60         | {.13}* | 30         | {.03} |
| EBR                                              | 1.5   |          | 430        |        | 270        |       |
| WBL                                              | 1     | 1700     | 40         | .02*   | 120        | .07   |
| WBT                                              | 1     | 1700     | 20         | .02    | 70         | .06*  |
| WBR                                              | 0     | 0        | 10         |        | 30         |       |
| Clearance Interval                               |       |          |            | .05*   |            | .05*  |

TOTAL CAPACITY UTILIZATION .51 .75

| 2035 May 31 Multi-Use Center Alt. (Const. Network) |       |          |            |        |            |       |
|----------------------------------------------------|-------|----------|------------|--------|------------|-------|
|                                                    | LANES | CAPACITY | AM PK HOUR |        | PM PK HOUR |       |
|                                                    |       |          | VOL        | V/C    | VOL        | V/C   |
| NBL                                                | 2     | 3400     | 110        | .03*   | 530        | .16*  |
| NBT                                                | 3     | 5100     | 1530       | .30    | 2270       | .46   |
| NBR                                                | 0     | 0        | 20         |        | 60         |       |
| SBL                                                | 1     | 1700     | 20         | .01    | 40         | .02   |
| SBT                                                | 3     | 5100     | 1400       | .29*   | 1870       | .43*  |
| SBR                                                | 0     | 0        | 60         |        | 300        |       |
| EBL                                                | 1     | 1700     | 130        | .08    | 130        | .08*  |
| EBT                                                | 0.5   | 3400     | 70         | {.14}* | 50         | {.03} |
| EBR                                                | 1.5   |          | 430        |        | 270        |       |
| WBL                                                | 1     | 1700     | 40         | .02*   | 120        | .07   |
| WBT                                                | 1     | 1700     | 20         | .02    | 70         | .06*  |
| WBR                                                | 0     | 0        | 10         |        | 30         |       |
| Clearance Interval                                 |       |          |            | .05*   |            | .05*  |

TOTAL CAPACITY UTILIZATION .53 .78

| 2035 June 14 Multi-Use Center Alt. (Const. Network) |       |          |            |        |            |       |
|-----------------------------------------------------|-------|----------|------------|--------|------------|-------|
|                                                     | LANES | CAPACITY | AM PK HOUR |        | PM PK HOUR |       |
|                                                     |       |          | VOL        | V/C    | VOL        | V/C   |
| NBL                                                 | 2     | 3400     | 110        | .03*   | 530        | .16*  |
| NBT                                                 | 3     | 5100     | 1520       | .30    | 2340       | .47   |
| NBR                                                 | 0     | 0        | 20         |        | 60         |       |
| SBL                                                 | 1     | 1700     | 20         | .01    | 40         | .02   |
| SBT                                                 | 3     | 5100     | 1460       | .30*   | 1870       | .42*  |
| SBR                                                 | 0     | 0        | 60         |        | 280        |       |
| EBL                                                 | 1     | 1700     | 130        | .08    | 110        | .06*  |
| EBT                                                 | 0.5   | 3400     | 60         | {.13}* | 70         | {.04} |
| EBR                                                 | 1.5   |          | 430        |        | 270        | {.04} |
| WBL                                                 | 1     | 1700     | 40         | .02*   | 120        | .07   |
| WBT                                                 | 1     | 1700     | 20         | .02    | 70         | .06*  |
| WBR                                                 | 0     | 0        | 10         |        | 30         |       |
| Clearance Interval                                  |       |          |            | .05*   |            | .05*  |

TOTAL CAPACITY UTILIZATION .53 .75

90. Fairview & Arlington

| 2035 Proposed General Plan (Constrained Network) |       |          |            |      |            |        |
|--------------------------------------------------|-------|----------|------------|------|------------|--------|
|                                                  | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |        |
|                                                  |       |          | VOL        | V/C  | VOL        | V/C    |
| NBL                                              | 2     | 3400     | 80         | .02  | 70         | .02*   |
| NBT                                              | 3     | 5100     | 930        | .18* | 1230       | .24    |
| NBR                                              | 1     | 1700     | 260        | .15  | 40         | .02    |
| SBL                                              | 2     | 3400     | 190        | .06* | 20         | .01    |
| SBT                                              | 3     | 5100     | 870        | .17  | 1390       | .27*   |
| SBR                                              | 1     | 1700     | 50         | .03  | 60         | .04    |
| EBL                                              | 1     | 1700     | 10         | .01* | 60         | .04    |
| EBT                                              | 1     | 1700     | 20         | .01  | 80         | .05*   |
| EBR                                              | 1     | 1700     | 10         | .01  | 120        | .07    |
| WBL                                              | 1.5   |          | 180        |      | 240        | {.08}* |
| WBT                                              | 0.5   | 3400     | 40         | .06* | 20         | .08    |
| WBR                                              | 1     | 1700     | 130        | .08  | 170        | .10    |
| Clearance Interval                               |       |          |            | .05* |            | .05*   |

**TOTAL CAPACITY UTILIZATION** .36 .47

| 2035 May 31 Multi-Use Center Alt. (Const. Network) |       |          |            |      |            |        |
|----------------------------------------------------|-------|----------|------------|------|------------|--------|
|                                                    | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |        |
|                                                    |       |          | VOL        | V/C  | VOL        | V/C    |
| NBL                                                | 2     | 3400     | 80         | .02  | 70         | .02*   |
| NBT                                                | 3     | 5100     | 930        | .18* | 1230       | .24    |
| NBR                                                | 1     | 1700     | 260        | .15  | 50         | .03    |
| SBL                                                | 2     | 3400     | 190        | .06* | 20         | .01    |
| SBT                                                | 3     | 5100     | 870        | .17  | 1390       | .27*   |
| SBR                                                | 1     | 1700     | 50         | .03  | 60         | .04    |
| EBL                                                | 1     | 1700     | 10         | .01* | 60         | .04    |
| EBT                                                | 1     | 1700     | 20         | .01  | 80         | .05*   |
| EBR                                                | 1     | 1700     | 10         | .01  | 120        | .07    |
| WBL                                                | 1.5   |          | 190        |      | 250        | {.08}* |
| WBT                                                | 0.5   | 3400     | 40         | .07* | 20         | .08    |
| WBR                                                | 1     | 1700     | 130        | .08  | 170        | .10    |
| Clearance Interval                                 |       |          |            | .05* |            | .05*   |

**TOTAL CAPACITY UTILIZATION** .37 .47

| 2035 June 14 Multi-Use Center Alt. (Const. Network) |       |          |            |      |            |        |
|-----------------------------------------------------|-------|----------|------------|------|------------|--------|
|                                                     | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |        |
|                                                     |       |          | VOL        | V/C  | VOL        | V/C    |
| NBL                                                 | 2     | 3400     | 80         | .02  | 70         | .02*   |
| NBT                                                 | 3     | 5100     | 930        | .18* | 1230       | .24    |
| NBR                                                 | 1     | 1700     | 260        | .15  | 60         | .04    |
| SBL                                                 | 2     | 3400     | 190        | .06* | 20         | .01    |
| SBT                                                 | 3     | 5100     | 870        | .17  | 1390       | .27*   |
| SBR                                                 | 1     | 1700     | 50         | .03  | 60         | .04    |
| EBL                                                 | 1     | 1700     | 10         | .01* | 60         | .04    |
| EBT                                                 | 1     | 1700     | 20         | .01  | 80         | .05*   |
| EBR                                                 | 1     | 1700     | 10         | .01  | 120        | .07    |
| WBL                                                 | 1.5   |          | 190        |      | 240        | {.08}* |
| WBT                                                 | 0.5   | 3400     | 40         | .07* | 20         | .08    |
| WBR                                                 | 1     | 1700     | 130        | .08  | 170        | .10    |
| Clearance Interval                                  |       |          |            | .05* |            | .05*   |

**TOTAL CAPACITY UTILIZATION** .37 .47

91. Harbor & Merrimac

| 2035 Proposed General Plan (Constrained Network) |       |          |            |       |            |        |
|--------------------------------------------------|-------|----------|------------|-------|------------|--------|
|                                                  | LANES | CAPACITY | AM PK HOUR |       | PM PK HOUR |        |
|                                                  |       |          | VOL        | V/C   | VOL        | V/C    |
| NBL                                              | 1     | 1700     | 20         | .01   | 30         | .02    |
| NBT                                              | 3     | 5100     | 1490       | .31*  | 2340       | .48*   |
| NBR                                              | 0     | 0        | 90         |       | 110        |        |
| SBL                                              | 2     | 3400     | 240        | .07*  | 150        | .04*   |
| SBT                                              | 3     | 5100     | 1450       | .30   | 2350       | .47    |
| SBR                                              | 0     | 0        | 60         |       | 70         |        |
| EBL                                              | 1     | 1700     | 60         | .04   | 40         | .02*   |
| EBT                                              | 1     | 1700     | 40         | .05*  | 10         | .02    |
| EBR                                              | 0     | 0        | 40         |       | 30         |        |
| WBL                                              | 1     | 1700     | 20         | .01*  | 50         | .03    |
| WBT                                              | 0.5   | 3400     | 10         | {.01} | 30         | {.08}* |
| WBR                                              | 1.5   |          | 70         |       | 280        |        |
| Clearance Interval                               |       |          |            | .05*  |            | .05*   |

TOTAL CAPACITY UTILIZATION .49 .67

| 2035 May 31 Multi-Use Center Alt. (Const. Network) |       |          |            |       |            |        |
|----------------------------------------------------|-------|----------|------------|-------|------------|--------|
|                                                    | LANES | CAPACITY | AM PK HOUR |       | PM PK HOUR |        |
|                                                    |       |          | VOL        | V/C   | VOL        | V/C    |
| NBL                                                | 1     | 1700     | 20         | .01   | 30         | .02    |
| NBT                                                | 3     | 5100     | 1490       | .31*  | 2340       | .48*   |
| NBR                                                | 0     | 0        | 90         |       | 110        |        |
| SBL                                                | 2     | 3400     | 240        | .07*  | 150        | .04*   |
| SBT                                                | 3     | 5100     | 1450       | .31   | 2350       | .47    |
| SBR                                                | 0     | 0        | 130        |       | 70         |        |
| EBL                                                | 1     | 1700     | 70         | .04   | 50         | .03*   |
| EBT                                                | 1     | 1700     | 40         | .05*  | 20         | .03    |
| EBR                                                | 0     | 0        | 40         |       | 30         |        |
| WBL                                                | 1     | 1700     | 20         | .01*  | 50         | .03    |
| WBT                                                | 0.5   | 3400     | 10         | {.01} | 50         | {.08}* |
| WBR                                                | 1.5   |          | 70         |       | 280        |        |
| Clearance Interval                                 |       |          |            | .05*  |            | .05*   |

TOTAL CAPACITY UTILIZATION .49 .68

| 2035 June 14 Multi-Use Center Alt. (Const. Network) |       |          |            |       |            |        |
|-----------------------------------------------------|-------|----------|------------|-------|------------|--------|
|                                                     | LANES | CAPACITY | AM PK HOUR |       | PM PK HOUR |        |
|                                                     |       |          | VOL        | V/C   | VOL        | V/C    |
| NBL                                                 | 1     | 1700     | 20         | .01   | 30         | .02    |
| NBT                                                 | 3     | 5100     | 1490       | .31*  | 2340       | .48*   |
| NBR                                                 | 0     | 0        | 90         |       | 110        |        |
| SBL                                                 | 2     | 3400     | 240        | .07*  | 150        | .04*   |
| SBT                                                 | 3     | 5100     | 1450       | .32   | 2350       | .47    |
| SBR                                                 | 0     | 0        | 190        |       | 70         |        |
| EBL                                                 | 1     | 1700     | 60         | .04   | 120        | .07*   |
| EBT                                                 | 1     | 1700     | 40         | .05*  | 30         | .04    |
| EBR                                                 | 0     | 0        | 40         |       | 30         |        |
| WBL                                                 | 1     | 1700     | 20         | .01*  | 50         | .03    |
| WBT                                                 | 0.5   | 3400     | 20         | {.01} | 30         | {.08}* |
| WBR                                                 | 1.5   |          | 70         |       | 280        |        |
| Clearance Interval                                  |       |          |            | .05*  |            | .05*   |

TOTAL CAPACITY UTILIZATION .49 .72

92. Fairview & Merrimac

| 2035 Proposed General Plan (Constrained Network) |       |          |            |        |            |        |
|--------------------------------------------------|-------|----------|------------|--------|------------|--------|
|                                                  | LANES | CAPACITY | AM PK HOUR |        | PM PK HOUR |        |
|                                                  |       |          | VOL        | V/C    | VOL        | V/C    |
| NBL                                              | 2     | 3400     | 40         | .01    | 180        | .05*   |
| NBT                                              | 3     | 5100     | 1270       | .25*   | 1330       | .26    |
| NBR                                              | 1     | 1700     | 0          | .00    | 10         | .01    |
| SBL                                              | 2     | 3400     | 0          | .00    | 0          | .00    |
| SBT                                              | 3     | 5100     | 1030       | .20    | 1640       | .32*   |
| SBR                                              | 1     | 1700     | 50         | .03    | 90         | .05    |
| EBL                                              | 1.5   |          | 70         | {.02}* | 50         | {.01}* |
| EBT                                              | 0.5   | 3400     | 0          | .02    | 0          | .01    |
| EBR                                              | 1     | 1700     | 170        | .10    | 90         | .05    |
| WBL                                              | 0     | 0        | 0          |        | 0          |        |
| WBT                                              | 2     | 3400     | 0          | .00*   | 0          | .00*   |
| WBR                                              | 0     | 0        | 0          |        | 10         |        |
| Right Turn Adjustment                            |       |          | EBR        | .04*   |            |        |
| Clearance Interval                               |       |          |            | .05*   |            | .05*   |

TOTAL CAPACITY UTILIZATION .36 .43

| 2035 May 31 Multi-Use Center Alt. (Const. Network) |       |          |            |        |            |        |
|----------------------------------------------------|-------|----------|------------|--------|------------|--------|
|                                                    | LANES | CAPACITY | AM PK HOUR |        | PM PK HOUR |        |
|                                                    |       |          | VOL        | V/C    | VOL        | V/C    |
| NBL                                                | 2     | 3400     | 40         | .01    | 190        | .06*   |
| NBT                                                | 3     | 5100     | 1270       | .25*   | 1330       | .26    |
| NBR                                                | 1     | 1700     | 0          | .00    | 10         | .01    |
| SBL                                                | 2     | 3400     | 0          | .00    | 0          | .00    |
| SBT                                                | 3     | 5100     | 1030       | .20    | 1640       | .32*   |
| SBR                                                | 1     | 1700     | 60         | .04    | 100        | .06    |
| EBL                                                | 1.5   |          | 70         | {.02}* | 60         | {.02}* |
| EBT                                                | 0.5   | 3400     | 0          | .02    | 0          | .02    |
| EBR                                                | 1     | 1700     | 180        | .11    | 90         | .05    |
| WBL                                                | 0     | 0        | 0          |        | 0          |        |
| WBT                                                | 2     | 3400     | 0          | .00*   | 0          | .00*   |
| WBR                                                | 0     | 0        | 0          |        | 10         |        |
| Right Turn Adjustment                              |       |          | EBR        | .05*   |            |        |
| Clearance Interval                                 |       |          |            | .05*   |            | .05*   |

TOTAL CAPACITY UTILIZATION .37 .45

| 2035 June 14 Multi-Use Center Alt. (Const. Network) |       |          |            |        |            |        |
|-----------------------------------------------------|-------|----------|------------|--------|------------|--------|
|                                                     | LANES | CAPACITY | AM PK HOUR |        | PM PK HOUR |        |
|                                                     |       |          | VOL        | V/C    | VOL        | V/C    |
| NBL                                                 | 2     | 3400     | 40         | .01    | 180        | .05*   |
| NBT                                                 | 3     | 5100     | 1270       | .25*   | 1330       | .26    |
| NBR                                                 | 1     | 1700     | 0          | .00    | 10         | .01    |
| SBL                                                 | 2     | 3400     | 0          | .00    | 0          | .00    |
| SBT                                                 | 3     | 5100     | 1030       | .20    | 1640       | .32*   |
| SBR                                                 | 1     | 1700     | 60         | .04    | 90         | .05    |
| EBL                                                 | 1.5   |          | 70         | {.02}* | 60         | {.02}* |
| EBT                                                 | 0.5   | 3400     | 0          | .02    | 0          | .02    |
| EBR                                                 | 1     | 1700     | 170        | .10    | 90         | .05    |
| WBL                                                 | 0     | 0        | 0          |        | 0          |        |
| WBT                                                 | 2     | 3400     | 0          | .00*   | 0          | .00*   |
| WBR                                                 | 0     | 0        | 0          |        | 10         |        |
| Right Turn Adjustment                               |       |          | EBR        | .04*   |            |        |
| Clearance Interval                                  |       |          |            | .05*   |            | .05*   |

TOTAL CAPACITY UTILIZATION .36 .44

93. Newport SB & Mesa

| 2035 Proposed General Plan (Constrained Network) |       |          |            |      |            |      |
|--------------------------------------------------|-------|----------|------------|------|------------|------|
|                                                  | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                                  |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                              | 0     | 0        | 0          |      | 0          |      |
| NBT                                              | 0     | 0        | 0          |      | 0          |      |
| NBR                                              | 0     | 0        | 0          |      | 0          |      |
| SBL                                              | 1     | 1700     | 350        | .21* | 450        | .26  |
| SBT                                              | 4     | 6800     | 1120       | .16  | 2760       | .41* |
| SBR                                              | 1     | 1700     | 10         | .01  | 10         | .01  |
| EBL                                              | 0     | 0        | 0          |      | 0          |      |
| EBT                                              | 1     | 1700     | 10         | .01* | 20         | .01* |
| EBR                                              | 1     | 1700     | 10         | .01  | 10         | .01  |
| WBL                                              | 1     | 1700     | 90         | .05* | 310        | .18* |
| WBT                                              | 1     | 1700     | 10         | .01  | 10         | .01  |
| WBR                                              | 0     | 0        | 0          |      | 0          |      |
| Clearance Interval                               |       |          |            | .05* |            | .05* |

TOTAL CAPACITY UTILIZATION .32 .65

| 2035 May 31 Multi-Use Center Alt. (Const. Network) |       |          |            |      |            |      |
|----------------------------------------------------|-------|----------|------------|------|------------|------|
|                                                    | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                                    |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                                | 0     | 0        | 0          |      | 0          |      |
| NBT                                                | 0     | 0        | 0          |      | 0          |      |
| NBR                                                | 0     | 0        | 0          |      | 0          |      |
| SBL                                                | 1     | 1700     | 350        | .21* | 460        | .27  |
| SBT                                                | 4     | 6800     | 1170       | .17  | 2780       | .41* |
| SBR                                                | 1     | 1700     | 10         | .01  | 10         | .01  |
| EBL                                                | 0     | 0        | 0          |      | 0          |      |
| EBT                                                | 1     | 1700     | 10         | .01* | 20         | .01* |
| EBR                                                | 1     | 1700     | 10         | .01  | 10         | .01  |
| WBL                                                | 1     | 1700     | 90         | .05* | 310        | .18* |
| WBT                                                | 1     | 1700     | 10         | .01  | 10         | .01  |
| WBR                                                | 0     | 0        | 0          |      | 0          |      |
| Clearance Interval                                 |       |          |            | .05* |            | .05* |

TOTAL CAPACITY UTILIZATION .32 .65

| 2035 June 14 Multi-Use Center Alt. (Const. Network) |       |          |            |      |            |      |
|-----------------------------------------------------|-------|----------|------------|------|------------|------|
|                                                     | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                                     |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                                 | 0     | 0        | 0          |      | 0          |      |
| NBT                                                 | 0     | 0        | 0          |      | 0          |      |
| NBR                                                 | 0     | 0        | 0          |      | 0          |      |
| SBL                                                 | 1     | 1700     | 350        | .21* | 460        | .27  |
| SBT                                                 | 4     | 6800     | 1230       | .18  | 2760       | .41* |
| SBR                                                 | 1     | 1700     | 10         | .01  | 10         | .01  |
| EBL                                                 | 0     | 0        | 0          |      | 0          |      |
| EBT                                                 | 1     | 1700     | 10         | .01* | 20         | .01* |
| EBR                                                 | 1     | 1700     | 10         | .01  | 10         | .01  |
| WBL                                                 | 1     | 1700     | 90         | .05* | 310        | .18* |
| WBT                                                 | 1     | 1700     | 10         | .01  | 10         | .01  |
| WBR                                                 | 0     | 0        | 0          |      | 0          |      |
| Clearance Interval                                  |       |          |            | .05* |            | .05* |

TOTAL CAPACITY UTILIZATION .32 .65

94. Newport NB & Mesa

| 2035 Proposed General Plan (Constrained Network) |       |          |            |            |            |            |
|--------------------------------------------------|-------|----------|------------|------------|------------|------------|
|                                                  | LANES | CAPACITY | AM PK HOUR |            | PM PK HOUR |            |
|                                                  |       |          | VOL        | V/C        | VOL        | V/C        |
| NBL                                              | 1     | 1700     | 20         | .01        | 30         | .02        |
| NBT                                              | 2     | 3400     | 730        | .25*       | 580        | .20*       |
| NBR                                              | 0     | 0        | 110        |            | 100        |            |
| SBL                                              | 0     | 0        | 0          |            | 0          |            |
| SBT                                              | 0     | 0        | 0          |            | 0          |            |
| SBR                                              | 0     | 0        | 0          |            | 0          |            |
| EBL                                              | 2     | 3400     | 70         | .02*       | 270        | .08*       |
| EBT                                              | 1     | 1700     | 120        | .07        | 260        | .15        |
| EBR                                              | 0     | 0        | 0          |            | 0          |            |
| WBL                                              | 0     | 0        | 0          |            | 0          |            |
| WBT                                              | 1     | 1700     | 70         | .08*       | 270        | .19*       |
| WBR                                              | 0     | 0        | 70         |            | 50         |            |
| Clearance Interval                               |       |          |            | .05*       |            | .05*       |
| <b>TOTAL CAPACITY UTILIZATION</b>                |       |          |            | <b>.40</b> |            | <b>.52</b> |

| 2035 May 31 Multi-Use Center Alt. (Const. Network) |       |          |            |            |            |            |
|----------------------------------------------------|-------|----------|------------|------------|------------|------------|
|                                                    | LANES | CAPACITY | AM PK HOUR |            | PM PK HOUR |            |
|                                                    |       |          | VOL        | V/C        | VOL        | V/C        |
| NBL                                                | 1     | 1700     | 20         | .01        | 30         | .02        |
| NBT                                                | 2     | 3400     | 730        | .25*       | 580        | .20*       |
| NBR                                                | 0     | 0        | 110        |            | 100        |            |
| SBL                                                | 0     | 0        | 0          |            | 0          |            |
| SBT                                                | 0     | 0        | 0          |            | 0          |            |
| SBR                                                | 0     | 0        | 0          |            | 0          |            |
| EBL                                                | 2     | 3400     | 70         | .02*       | 270        | .08*       |
| EBT                                                | 1     | 1700     | 120        | .07        | 260        | .15        |
| EBR                                                | 0     | 0        | 0          |            | 0          |            |
| WBL                                                | 0     | 0        | 0          |            | 0          |            |
| WBT                                                | 1     | 1700     | 70         | .08*       | 270        | .19*       |
| WBR                                                | 0     | 0        | 70         |            | 50         |            |
| Clearance Interval                                 |       |          |            | .05*       |            | .05*       |
| <b>TOTAL CAPACITY UTILIZATION</b>                  |       |          |            | <b>.40</b> |            | <b>.52</b> |

| 2035 June 14 Multi-Use Center Alt. (Const. Network) |       |          |            |            |            |            |
|-----------------------------------------------------|-------|----------|------------|------------|------------|------------|
|                                                     | LANES | CAPACITY | AM PK HOUR |            | PM PK HOUR |            |
|                                                     |       |          | VOL        | V/C        | VOL        | V/C        |
| NBL                                                 | 1     | 1700     | 20         | .01        | 30         | .02        |
| NBT                                                 | 2     | 3400     | 730        | .25*       | 580        | .20*       |
| NBR                                                 | 0     | 0        | 110        |            | 100        |            |
| SBL                                                 | 0     | 0        | 0          |            | 0          |            |
| SBT                                                 | 0     | 0        | 0          |            | 0          |            |
| SBR                                                 | 0     | 0        | 0          |            | 0          |            |
| EBL                                                 | 2     | 3400     | 70         | .02*       | 280        | .08*       |
| EBT                                                 | 1     | 1700     | 120        | .07        | 270        | .16        |
| EBR                                                 | 0     | 0        | 0          |            | 0          |            |
| WBL                                                 | 0     | 0        | 0          |            | 0          |            |
| WBT                                                 | 1     | 1700     | 70         | .08*       | 270        | .19*       |
| WBR                                                 | 0     | 0        | 70         |            | 50         |            |
| Clearance Interval                                  |       |          |            | .05*       |            | .05*       |
| <b>TOTAL CAPACITY UTILIZATION</b>                   |       |          |            | <b>.40</b> |            | <b>.52</b> |

95. Harbor & Fair

| 2035 Proposed General Plan (Constrained Network) |       |          |            |        |            |       |
|--------------------------------------------------|-------|----------|------------|--------|------------|-------|
|                                                  | LANES | CAPACITY | AM PK HOUR |        | PM PK HOUR |       |
|                                                  |       |          | VOL        | V/C    | VOL        | V/C   |
| NBL                                              | 1     | 1700     | 40         | .02    | 20         | .01   |
| NBT                                              | 3     | 5100     | 1330       | .26*   | 1870       | .37*  |
| NBR                                              | 1     | 1700     | 300        | .18    | 130        | .08   |
| SBL                                              | 2     | 3400     | 230        | .07*   | 270        | .08*  |
| SBT                                              | 3     | 5100     | 1160       | .24    | 1920       | .38   |
| SBR                                              | 0     | 0        | 60         |        | 20         |       |
| EBL                                              | 1     | 1700     | 40         | .02*   | 20         | .01   |
| EBT                                              | 1     | 1700     | 40         | .02    | 40         | .02*  |
| EBR                                              | 1     | 1700     | 40         | .02    | 30         | .02   |
| WBL                                              | 2     | 3400     | 130        | .04    | 390        | .11*  |
| WBT                                              | 0.5   | 3400     | 70         | {.05}* | 40         | {.10} |
| WBR                                              | 1.5   |          | 180        |        | 390        |       |
| Clearance Interval                               |       |          |            | .05*   |            | .05*  |

TOTAL CAPACITY UTILIZATION .45 .63

| 2035 May 31 Multi-Use Center Alt. (Const. Network) |       |          |            |        |            |       |
|----------------------------------------------------|-------|----------|------------|--------|------------|-------|
|                                                    | LANES | CAPACITY | AM PK HOUR |        | PM PK HOUR |       |
|                                                    |       |          | VOL        | V/C    | VOL        | V/C   |
| NBL                                                | 1     | 1700     | 40         | .02    | 20         | .01   |
| NBT                                                | 3     | 5100     | 1350       | .26*   | 1880       | .37*  |
| NBR                                                | 1     | 1700     | 300        | .18    | 130        | .08   |
| SBL                                                | 2     | 3400     | 250        | .07*   | 330        | .10*  |
| SBT                                                | 3     | 5100     | 1170       | .24    | 1940       | .38   |
| SBR                                                | 0     | 0        | 60         |        | 20         |       |
| EBL                                                | 1     | 1700     | 40         | .02*   | 20         | .01   |
| EBT                                                | 1     | 1700     | 40         | .02    | 40         | .02*  |
| EBR                                                | 1     | 1700     | 40         | .02    | 30         | .02   |
| WBL                                                | 2     | 3400     | 130        | .04    | 390        | .11*  |
| WBT                                                | 0.5   | 3400     | 70         | {.07}* | 40         | {.10} |
| WBR                                                | 1.5   |          | 240        |        | 420        |       |
| Clearance Interval                                 |       |          |            | .05*   |            | .05*  |

TOTAL CAPACITY UTILIZATION .47 .65

| 2035 June 14 Multi-Use Center Alt. (Const. Network) |       |          |            |        |            |       |
|-----------------------------------------------------|-------|----------|------------|--------|------------|-------|
|                                                     | LANES | CAPACITY | AM PK HOUR |        | PM PK HOUR |       |
|                                                     |       |          | VOL        | V/C    | VOL        | V/C   |
| NBL                                                 | 1     | 1700     | 40         | .02    | 20         | .01   |
| NBT                                                 | 3     | 5100     | 1390       | .27*   | 1870       | .37*  |
| NBR                                                 | 1     | 1700     | 300        | .18    | 130        | .08   |
| SBL                                                 | 2     | 3400     | 230        | .07*   | 370        | .11*  |
| SBT                                                 | 3     | 5100     | 1160       | .24    | 1970       | .39   |
| SBR                                                 | 0     | 0        | 60         |        | 20         |       |
| EBL                                                 | 1     | 1700     | 40         | .02*   | 20         | .01   |
| EBT                                                 | 1     | 1700     | 40         | .02    | 40         | .02*  |
| EBR                                                 | 1     | 1700     | 40         | .02    | 30         | .02   |
| WBL                                                 | 2     | 3400     | 130        | .04    | 390        | .11*  |
| WBT                                                 | 0.5   | 3400     | 70         | {.10}* | 40         | {.09} |
| WBR                                                 | 1.5   |          | 350        |        | 390        |       |
| Clearance Interval                                  |       |          |            | .05*   |            | .05*  |

TOTAL CAPACITY UTILIZATION .51 .66

97. Fairview & Fair

| 2035 Proposed General Plan (Constrained Network) |       |          |            |        |            |        |
|--------------------------------------------------|-------|----------|------------|--------|------------|--------|
|                                                  | LANES | CAPACITY | AM PK HOUR |        | PM PK HOUR |        |
|                                                  |       |          | VOL        | V/C    | VOL        | V/C    |
| NBL                                              | 1     | 1700     | 60         | .04    | 90         | .05    |
| NBT                                              | 3     | 5100     | 550        | .11*   | 690        | .14*   |
| NBR                                              | 1     | 1700     | 150        | .09    | 50         | .03    |
| SBL                                              | 2     | 3400     | 410        | .12*   | 510        | .15*   |
| SBT                                              | 3     | 5100     | 550        | .11    | 800        | .16    |
| SBR                                              | 1     | 1700     | 140        | .08    | 130        | .08    |
| EBL                                              | 1     | 1700     | 250        | .15*   | 100        | .06*   |
| EBT                                              | 2     | 3400     | 670        | .20    | 300        | .09    |
| EBR                                              | 1     | 1700     | 20         | .01    | 30         | .02    |
| WBL                                              | 1     | 1700     | 20         | .01    | 40         | .02    |
| WBT                                              | 1.5   | 5100     | 260        | {.14}* | 940        | {.28}* |
| WBR                                              | 1.5   |          | 620        |        | 680        |        |
| Clearance Interval                               |       |          |            | .05*   |            | .05*   |

**TOTAL CAPACITY UTILIZATION** .57 .68

| 2035 May 31 Multi-Use Center Alt. (Const. Network) |       |          |            |        |            |        |
|----------------------------------------------------|-------|----------|------------|--------|------------|--------|
|                                                    | LANES | CAPACITY | AM PK HOUR |        | PM PK HOUR |        |
|                                                    |       |          | VOL        | V/C    | VOL        | V/C    |
| NBL                                                | 1     | 1700     | 60         | .04    | 90         | .05    |
| NBT                                                | 3     | 5100     | 550        | .11*   | 690        | .14*   |
| NBR                                                | 1     | 1700     | 150        | .09    | 50         | .03    |
| SBL                                                | 2     | 3400     | 420        | .12*   | 510        | .15*   |
| SBT                                                | 3     | 5100     | 550        | .11    | 800        | .16    |
| SBR                                                | 1     | 1700     | 140        | .08    | 130        | .08    |
| EBL                                                | 1     | 1700     | 250        | .15*   | 100        | .06*   |
| EBT                                                | 2     | 3400     | 690        | .20    | 350        | .10    |
| EBR                                                | 1     | 1700     | 30         | .02    | 30         | .02    |
| WBL                                                | 1     | 1700     | 20         | .01    | 40         | .02    |
| WBT                                                | 1.5   | 5100     | 310        | {.15}* | 970        | {.29}* |
| WBR                                                | 1.5   |          | 620        |        | 690        |        |
| Clearance Interval                                 |       |          |            | .05*   |            | .05*   |

**TOTAL CAPACITY UTILIZATION** .58 .69

| 2035 June 14 Multi-Use Center Alt. (Const. Network) |       |          |            |        |            |        |
|-----------------------------------------------------|-------|----------|------------|--------|------------|--------|
|                                                     | LANES | CAPACITY | AM PK HOUR |        | PM PK HOUR |        |
|                                                     |       |          | VOL        | V/C    | VOL        | V/C    |
| NBL                                                 | 1     | 1700     | 70         | .04    | 90         | .05    |
| NBT                                                 | 3     | 5100     | 550        | .11*   | 690        | .14*   |
| NBR                                                 | 1     | 1700     | 150        | .09    | 50         | .03    |
| SBL                                                 | 2     | 3400     | 410        | .12*   | 510        | .15*   |
| SBT                                                 | 3     | 5100     | 550        | .11    | 800        | .16    |
| SBR                                                 | 1     | 1700     | 140        | .08    | 130        | .08    |
| EBL                                                 | 1     | 1700     | 250        | .15*   | 100        | .06*   |
| EBT                                                 | 2     | 3400     | 670        | .20    | 390        | .11    |
| EBR                                                 | 1     | 1700     | 20         | .01    | 30         | .02    |
| WBL                                                 | 1     | 1700     | 20         | .01    | 40         | .02    |
| WBT                                                 | 1.5   | 5100     | 410        | {.17}* | 940        | {.28}* |
| WBR                                                 | 1.5   |          | 620        |        | 680        |        |
| Clearance Interval                                  |       |          |            | .05*   |            | .05*   |

**TOTAL CAPACITY UTILIZATION** .60 .68

100. Newport SB & Fair

| 2035 Proposed General Plan (Constrained Network) |       |          |            |            |            |            |
|--------------------------------------------------|-------|----------|------------|------------|------------|------------|
|                                                  | LANES | CAPACITY | AM PK HOUR |            | PM PK HOUR |            |
|                                                  |       |          | VOL        | V/C        | VOL        | V/C        |
| NBL                                              | 0     | 0        | 0          |            | 0          |            |
| NBT                                              | 0     | 0        | 0          |            | 0          |            |
| NBR                                              | 0     | 0        | 0          |            | 0          |            |
| SBL                                              | 1     | 1700     | 130        | .08        | 270        | .16        |
| SBT                                              | 3     | 5100     | 440        | .09*       | 1770       | .35*       |
| SBR                                              | 2     | 3400     | 630        | .19        | 1050       | .31        |
| EBL                                              | 0     | 0        | 0          |            | 0          |            |
| EBT                                              | 4     | 6800     | 990        | .15*       | 620        | .09*       |
| EBR                                              | 0     | 0        | 40         |            | 10         |            |
| WBL                                              | 1     | 1700     | 100        | .06*       | 90         | .05*       |
| WBT                                              | 2     | 3400     | 150        | .04        | 410        | .12        |
| WBR                                              | 0     | 0        | 0          |            | 0          |            |
| Clearance Interval                               |       |          |            | .05*       |            | .05*       |
| <b>TOTAL CAPACITY UTILIZATION</b>                |       |          |            | <b>.35</b> |            | <b>.54</b> |

| 2035 May 31 Multi-Use Center Alt. (Const. Network) |       |          |            |            |            |            |
|----------------------------------------------------|-------|----------|------------|------------|------------|------------|
|                                                    | LANES | CAPACITY | AM PK HOUR |            | PM PK HOUR |            |
|                                                    |       |          | VOL        | V/C        | VOL        | V/C        |
| NBL                                                | 0     | 0        | 0          |            | 0          |            |
| NBT                                                | 0     | 0        | 0          |            | 0          |            |
| NBR                                                | 0     | 0        | 0          |            | 0          |            |
| SBL                                                | 1     | 1700     | 130        | .08        | 270        | .16        |
| SBT                                                | 3     | 5100     | 440        | .09*       | 1770       | .35*       |
| SBR                                                | 2     | 3400     | 680        | .20        | 1070       | .31        |
| EBL                                                | 0     | 0        | 0          |            | 0          |            |
| EBT                                                | 4     | 6800     | 1010       | .15*       | 670        | .10*       |
| EBR                                                | 0     | 0        | 40         |            | 10         |            |
| WBL                                                | 1     | 1700     | 100        | .06*       | 90         | .05*       |
| WBT                                                | 2     | 3400     | 160        | .05        | 420        | .12        |
| WBR                                                | 0     | 0        | 0          |            | 0          |            |
| Clearance Interval                                 |       |          |            | .05*       |            | .05*       |
| <b>TOTAL CAPACITY UTILIZATION</b>                  |       |          |            | <b>.35</b> |            | <b>.55</b> |

| 2035 June 14 Multi-Use Center Alt. (Const. Network) |       |          |            |            |            |            |
|-----------------------------------------------------|-------|----------|------------|------------|------------|------------|
|                                                     | LANES | CAPACITY | AM PK HOUR |            | PM PK HOUR |            |
|                                                     |       |          | VOL        | V/C        | VOL        | V/C        |
| NBL                                                 | 0     | 0        | 0          |            | 0          |            |
| NBT                                                 | 0     | 0        | 0          |            | 0          |            |
| NBR                                                 | 0     | 0        | 0          |            | 0          |            |
| SBL                                                 | 1     | 1700     | 130        | .08        | 270        | .16        |
| SBT                                                 | 3     | 5100     | 440        | .09*       | 1770       | .35*       |
| SBR                                                 | 2     | 3400     | 740        | .22        | 1050       | .31        |
| EBL                                                 | 0     | 0        | 0          |            | 0          |            |
| EBT                                                 | 4     | 6800     | 990        | .15*       | 710        | .11*       |
| EBR                                                 | 0     | 0        | 40         |            | 10         |            |
| WBL                                                 | 1     | 1700     | 100        | .06*       | 90         | .05*       |
| WBT                                                 | 2     | 3400     | 190        | .06        | 410        | .12        |
| WBR                                                 | 0     | 0        | 0          |            | 0          |            |
| Right Turn Adjustment                               |       |          | SBR        | .02*       |            |            |
| Clearance Interval                                  |       |          |            | .05*       |            | .05*       |
| <b>TOTAL CAPACITY UTILIZATION</b>                   |       |          |            | <b>.37</b> |            | <b>.56</b> |

101. Newport NB & Del Mar

| 2035 Proposed General Plan (Constrained Network) |       |          |            |            |            |            |
|--------------------------------------------------|-------|----------|------------|------------|------------|------------|
|                                                  | LANES | CAPACITY | AM PK HOUR |            | PM PK HOUR |            |
|                                                  |       |          | VOL        | V/C        | VOL        | V/C        |
| NBL                                              | 0.5   |          | 40         |            | 160        |            |
| NBT                                              | 2.5   | 5100     | 1570       | .34*       | 880        | .23*       |
| NBR                                              | 0     |          | 100        |            | 130        |            |
| SBL                                              | 0     | 0        | 0          |            | 0          |            |
| SBT                                              | 0     | 0        | 0          |            | 0          |            |
| SBR                                              | 0     | 0        | 0          |            | 0          |            |
| EBL                                              | 2     | 3400     | 970        | .29*       | 520        | .15*       |
| EBT                                              | 2     | 3400     | 220        | .06        | 420        | .12        |
| EBR                                              | 0     | 0        | 0          |            | 0          |            |
| WBL                                              | 0     | 0        | 0          |            | 0          |            |
| WBT                                              | 1.5   | 5100     | 200        | .11*       | 370        | .11*       |
| WBR                                              | 1.5   |          | 360        |            | 120        | .07        |
| Clearance Interval                               |       |          |            | .05*       |            | .05*       |
| <b>TOTAL CAPACITY UTILIZATION</b>                |       |          |            | <b>.79</b> |            | <b>.54</b> |

| 2035 May 31 Multi-Use Center Alt. (Const. Network) |       |          |            |            |            |            |
|----------------------------------------------------|-------|----------|------------|------------|------------|------------|
|                                                    | LANES | CAPACITY | AM PK HOUR |            | PM PK HOUR |            |
|                                                    |       |          | VOL        | V/C        | VOL        | V/C        |
| NBL                                                | 0.5   |          | 40         |            | 160        |            |
| NBT                                                | 2.5   | 5100     | 1570       | .34*       | 880        | .23*       |
| NBR                                                | 0     |          | 100        |            | 130        |            |
| SBL                                                | 0     | 0        | 0          |            | 0          |            |
| SBT                                                | 0     | 0        | 0          |            | 0          |            |
| SBR                                                | 0     | 0        | 0          |            | 0          |            |
| EBL                                                | 2     | 3400     | 980        | .29*       | 570        | .17*       |
| EBT                                                | 2     | 3400     | 230        | .07        | 420        | .12        |
| EBR                                                | 0     | 0        | 0          |            | 0          |            |
| WBL                                                | 0     | 0        | 0          |            | 0          |            |
| WBT                                                | 1.5   | 5100     | 210        | .11*       | 380        | .11*       |
| WBR                                                | 1.5   |          | 360        |            | 120        | .07        |
| Clearance Interval                                 |       |          |            | .05*       |            | .05*       |
| <b>TOTAL CAPACITY UTILIZATION</b>                  |       |          |            | <b>.79</b> |            | <b>.56</b> |

| 2035 June 14 Multi-Use Center Alt. (Const. Network) |       |          |            |            |            |            |
|-----------------------------------------------------|-------|----------|------------|------------|------------|------------|
|                                                     | LANES | CAPACITY | AM PK HOUR |            | PM PK HOUR |            |
|                                                     |       |          | VOL        | V/C        | VOL        | V/C        |
| NBL                                                 | 0.5   |          | 40         |            | 160        |            |
| NBT                                                 | 2.5   | 5100     | 1570       | .34*       | 880        | .23*       |
| NBR                                                 | 0     |          | 100        |            | 130        |            |
| SBL                                                 | 0     | 0        | 0          |            | 0          |            |
| SBT                                                 | 0     | 0        | 0          |            | 0          |            |
| SBR                                                 | 0     | 0        | 0          |            | 0          |            |
| EBL                                                 | 2     | 3400     | 970        | .29*       | 600        | .18*       |
| EBT                                                 | 2     | 3400     | 220        | .06        | 430        | .13        |
| EBR                                                 | 0     | 0        | 0          |            | 0          |            |
| WBL                                                 | 0     | 0        | 0          |            | 0          |            |
| WBT                                                 | 1.5   | 5100     | 240        | .12*       | 370        | .11*       |
| WBR                                                 | 1.5   |          | 360        |            | 120        | .07        |
| Clearance Interval                                  |       |          |            | .05*       |            | .05*       |
| <b>TOTAL CAPACITY UTILIZATION</b>                   |       |          |            | <b>.80</b> |            | <b>.57</b> |

104. Harbor & Harbor Center

| 2035 Proposed General Plan (Constrained Network) |       |          |            |      |            |      |
|--------------------------------------------------|-------|----------|------------|------|------------|------|
|                                                  | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                                  |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                              | 0     | 0        | 0          |      | 0          |      |
| NBT                                              | 3     | 5100     | 1870       | .38* | 1930       | .40* |
| NBR                                              | 0     | 0        | 90         |      | 100        |      |
| SBL                                              | 1     | 1700     | 80         | .05* | 180        | .11* |
| SBT                                              | 3     | 5100     | 1460       | .29  | 2420       | .47  |
| SBR                                              | 0     | 0        | 0          |      | 0          |      |
| EBL                                              | 0     | 0        | 0          |      | 0          |      |
| EBT                                              | 0     | 0        | 0          |      | 0          |      |
| EBR                                              | 0     | 0        | 0          |      | 0          |      |
| WBL                                              | 1     | 1700     | 60         | .04* | 130        | .08* |
| WBT                                              | 0     | 0        | 0          |      | 0          |      |
| WBR                                              | 1     | 1700     | 90         | .05  | 150        | .09  |
| Clearance Interval                               |       |          |            | .05* |            | .05* |

TOTAL CAPACITY UTILIZATION .52 .64

| 2035 May 31 Multi-Use Center Alt. (Const. Network) |       |          |            |      |            |      |
|----------------------------------------------------|-------|----------|------------|------|------------|------|
|                                                    | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                                    |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                                | 0     | 0        | 0          |      | 0          |      |
| NBT                                                | 3     | 5100     | 1890       | .39* | 1940       | .40* |
| NBR                                                | 0     | 0        | 90         |      | 100        |      |
| SBL                                                | 1     | 1700     | 80         | .05* | 180        | .11* |
| SBT                                                | 3     | 5100     | 1470       | .29  | 2440       | .48  |
| SBR                                                | 0     | 0        | 0          |      | 0          |      |
| EBL                                                | 0     | 0        | 0          |      | 0          |      |
| EBT                                                | 0     | 0        | 0          |      | 0          |      |
| EBR                                                | 0     | 0        | 0          |      | 0          |      |
| WBL                                                | 1     | 1700     | 60         | .04* | 130        | .08* |
| WBT                                                | 0     | 0        | 0          |      | 0          |      |
| WBR                                                | 1     | 1700     | 90         | .05  | 150        | .09  |
| Clearance Interval                                 |       |          |            | .05* |            | .05* |

TOTAL CAPACITY UTILIZATION .53 .64

| 2035 June 14 Multi-Use Center Alt. (Const. Network) |       |          |            |      |            |      |
|-----------------------------------------------------|-------|----------|------------|------|------------|------|
|                                                     | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                                     |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                                 | 0     | 0        | 0          |      | 0          |      |
| NBT                                                 | 3     | 5100     | 1930       | .40* | 1930       | .40* |
| NBR                                                 | 0     | 0        | 90         |      | 100        |      |
| SBL                                                 | 1     | 1700     | 80         | .05* | 180        | .11* |
| SBT                                                 | 3     | 5100     | 1460       | .29  | 2470       | .48  |
| SBR                                                 | 0     | 0        | 0          |      | 0          |      |
| EBL                                                 | 0     | 0        | 0          |      | 0          |      |
| EBT                                                 | 0     | 0        | 0          |      | 0          |      |
| EBR                                                 | 0     | 0        | 0          |      | 0          |      |
| WBL                                                 | 1     | 1700     | 60         | .04* | 130        | .08* |
| WBT                                                 | 0     | 0        | 0          |      | 0          |      |
| WBR                                                 | 1     | 1700     | 90         | .05  | 150        | .09  |
| Clearance Interval                                  |       |          |            | .05* |            | .05* |

TOTAL CAPACITY UTILIZATION .54 .64

116. Harbor & Wilson

| 2035 Proposed General Plan (Constrained Network) |       |          |            |      |            |      |
|--------------------------------------------------|-------|----------|------------|------|------------|------|
|                                                  | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                                  |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                              | 1     | 1700     | 40         | .02  | 110        | .06  |
| NBT                                              | 3     | 5100     | 1440       | .28* | 1650       | .32* |
| NBR                                              | 1     | 1700     | 120        | .07  | 140        | .08  |
| SBL                                              | 1     | 1700     | 70         | .04* | 150        | .09* |
| SBT                                              | 3     | 5100     | 1030       | .20  | 1640       | .32  |
| SBR                                              | 1     | 1700     | 100        | .06  | 280        | .16  |
| EBL                                              | 2     | 3400     | 260        | .08  | 250        | .07* |
| EBT                                              | 2     | 3400     | 470        | .14* | 240        | .07  |
| EBR                                              | 1     | 1700     | 30         | .02  | 70         | .04  |
| WBL                                              | 2     | 3400     | 210        | .06* | 410        | .12  |
| WBT                                              | 2     | 3400     | 210        | .06  | 540        | .16* |
| WBR                                              | 1     | 1700     | 70         | .04  | 130        | .08  |
| Clearance Interval                               |       |          |            | .05* |            | .05* |

**TOTAL CAPACITY UTILIZATION** .57 .69

| 2035 May 31 Multi-Use Center Alt. (Const. Network) |       |          |            |      |            |      |
|----------------------------------------------------|-------|----------|------------|------|------------|------|
|                                                    | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                                    |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                                | 1     | 1700     | 40         | .02  | 110        | .06  |
| NBT                                                | 3     | 5100     | 1460       | .29* | 1660       | .33* |
| NBR                                                | 1     | 1700     | 120        | .07  | 140        | .08  |
| SBL                                                | 1     | 1700     | 70         | .04* | 150        | .09* |
| SBT                                                | 3     | 5100     | 1040       | .20  | 1660       | .33  |
| SBR                                                | 1     | 1700     | 100        | .06  | 280        | .16  |
| EBL                                                | 2     | 3400     | 260        | .08  | 250        | .07* |
| EBT                                                | 2     | 3400     | 470        | .14* | 240        | .07  |
| EBR                                                | 1     | 1700     | 30         | .02  | 70         | .04  |
| WBL                                                | 2     | 3400     | 210        | .06* | 410        | .12  |
| WBT                                                | 2     | 3400     | 210        | .06  | 540        | .16* |
| WBR                                                | 1     | 1700     | 70         | .04  | 130        | .08  |
| Clearance Interval                                 |       |          |            | .05* |            | .05* |

**TOTAL CAPACITY UTILIZATION** .58 .70

| 2035 June 14 Multi-Use Center Alt. (Const. Network) |       |          |            |      |            |      |
|-----------------------------------------------------|-------|----------|------------|------|------------|------|
|                                                     | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                                     |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                                 | 1     | 1700     | 40         | .02  | 110        | .06  |
| NBT                                                 | 3     | 5100     | 1490       | .29* | 1650       | .32* |
| NBR                                                 | 1     | 1700     | 120        | .07  | 140        | .08  |
| SBL                                                 | 1     | 1700     | 70         | .04* | 150        | .09* |
| SBT                                                 | 3     | 5100     | 1030       | .20  | 1690       | .33  |
| SBR                                                 | 1     | 1700     | 100        | .06  | 280        | .16  |
| EBL                                                 | 2     | 3400     | 270        | .08  | 250        | .07* |
| EBT                                                 | 2     | 3400     | 470        | .14* | 240        | .07  |
| EBR                                                 | 1     | 1700     | 30         | .02  | 70         | .04  |
| WBL                                                 | 2     | 3400     | 210        | .06* | 410        | .12  |
| WBT                                                 | 2     | 3400     | 210        | .06  | 540        | .16* |
| WBR                                                 | 1     | 1700     | 70         | .04  | 130        | .08  |
| Clearance Interval                                  |       |          |            | .05* |            | .05* |

**TOTAL CAPACITY UTILIZATION** .58 .69

117. Fairview & Wilson

| 2035 Proposed General Plan (Constrained Network) |       |          |            |      |            |      |
|--------------------------------------------------|-------|----------|------------|------|------------|------|
|                                                  | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                                  |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                              | 1     | 1700     | 80         | .05* | 180        | .11* |
| NBT                                              | 2     | 3400     | 280        | .09  | 570        | .17  |
| NBR                                              | 0     | 0        | 40         |      | 20         |      |
| SBL                                              | 1     | 1700     | 120        | .07  | 50         | .03  |
| SBT                                              | 2     | 3400     | 410        | .12* | 660        | .19* |
| SBR                                              | 1     | 1700     | 130        | .08  | 240        | .14  |
| EBL                                              | 1     | 1700     | 190        | .11  | 230        | .14* |
| EBT                                              | 1     | 1700     | 650        | .39* | 380        | .25  |
| EBR                                              | 0     | 0        | 20         |      | 40         |      |
| WBL                                              | 1     | 1700     | 10         | .01* | 40         | .02  |
| WBT                                              | 1     | 1700     | 200        | .18  | 510        | .37* |
| WBR                                              | 0     | 0        | 100        |      | 120        |      |
| Clearance Interval                               |       |          |            | .05* |            | .05* |

TOTAL CAPACITY UTILIZATION .62 .86

| 2035 May 31 Multi-Use Center Alt. (Const. Network) |       |          |            |      |            |      |
|----------------------------------------------------|-------|----------|------------|------|------------|------|
|                                                    | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                                    |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                                | 1     | 1700     | 80         | .05* | 180        | .11* |
| NBT                                                | 2     | 3400     | 280        | .09  | 570        | .17  |
| NBR                                                | 0     | 0        | 40         |      | 20         |      |
| SBL                                                | 1     | 1700     | 120        | .07  | 50         | .03  |
| SBT                                                | 2     | 3400     | 410        | .12* | 660        | .19* |
| SBR                                                | 1     | 1700     | 130        | .08  | 240        | .14  |
| EBL                                                | 1     | 1700     | 190        | .11  | 230        | .14* |
| EBT                                                | 1     | 1700     | 650        | .39* | 380        | .25  |
| EBR                                                | 0     | 0        | 20         |      | 40         |      |
| WBL                                                | 1     | 1700     | 10         | .01* | 40         | .02  |
| WBT                                                | 1     | 1700     | 200        | .18  | 510        | .37* |
| WBR                                                | 0     | 0        | 100        |      | 120        |      |
| Clearance Interval                                 |       |          |            | .05* |            | .05* |

TOTAL CAPACITY UTILIZATION .62 .86

| 2035 June 14 Multi-Use Center Alt. (Const. Network) |       |          |            |      |            |      |
|-----------------------------------------------------|-------|----------|------------|------|------------|------|
|                                                     | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                                     |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                                 | 1     | 1700     | 80         | .05  | 180        | .11* |
| NBT                                                 | 2     | 3400     | 290        | .10* | 570        | .17  |
| NBR                                                 | 0     | 0        | 40         |      | 20         |      |
| SBL                                                 | 1     | 1700     | 120        | .07* | 50         | .03  |
| SBT                                                 | 2     | 3400     | 410        | .12  | 660        | .19* |
| SBR                                                 | 1     | 1700     | 130        | .08  | 240        | .14  |
| EBL                                                 | 1     | 1700     | 190        | .11  | 230        | .14* |
| EBT                                                 | 1     | 1700     | 650        | .39* | 380        | .25  |
| EBR                                                 | 0     | 0        | 20         |      | 40         |      |
| WBL                                                 | 1     | 1700     | 10         | .01* | 40         | .02  |
| WBT                                                 | 1     | 1700     | 200        | .18  | 510        | .37* |
| WBR                                                 | 0     | 0        | 100        |      | 120        |      |
| Clearance Interval                                  |       |          |            | .05* |            | .05* |

TOTAL CAPACITY UTILIZATION .62 .86

127. Harbor & Victoria

| 2035 Proposed General Plan (Constrained Network) |       |          |            |      |            |      |
|--------------------------------------------------|-------|----------|------------|------|------------|------|
|                                                  | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                                  |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                              | 1     | 1700     | 50         | .03  | 140        | .08  |
| NBT                                              | 3     | 5100     | 920        | .18* | 1490       | .29* |
| NBR                                              | 1     | 1700     | 120        | .07  | 150        | .09  |
| SBL                                              | 1     | 1700     | 70         | .04* | 120        | .07* |
| SBT                                              | 3     | 5100     | 920        | .18  | 1310       | .26  |
| SBR                                              | 1     | 1700     | 130        | .08  | 410        | .24  |
| EBL                                              | 2     | 3400     | 420        | .12  | 250        | .07* |
| EBT                                              | 2     | 3400     | 1570       | .46* | 660        | .19  |
| EBR                                              | 1     | 1700     | 90         | .05  | 130        | .08  |
| WBL                                              | 2     | 3400     | 110        | .03* | 140        | .04  |
| WBT                                              | 2     | 3400     | 580        | .17  | 1330       | .39* |
| WBR                                              | 1     | 1700     | 90         | .05  | 80         | .05  |
| Clearance Interval                               |       |          |            | .05* |            | .05* |

TOTAL CAPACITY UTILIZATION .76 .87

| 2035 May 31 Multi-Use Center Alt. (Const. Network) |       |          |            |      |            |      |
|----------------------------------------------------|-------|----------|------------|------|------------|------|
|                                                    | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                                    |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                                | 1     | 1700     | 50         | .03  | 140        | .08  |
| NBT                                                | 3     | 5100     | 940        | .18* | 1500       | .29* |
| NBR                                                | 1     | 1700     | 120        | .07  | 150        | .09  |
| SBL                                                | 1     | 1700     | 70         | .04* | 130        | .08* |
| SBT                                                | 3     | 5100     | 930        | .18  | 1330       | .26  |
| SBR                                                | 1     | 1700     | 130        | .08  | 410        | .24  |
| EBL                                                | 2     | 3400     | 420        | .12  | 250        | .07* |
| EBT                                                | 2     | 3400     | 1570       | .46* | 660        | .19  |
| EBR                                                | 1     | 1700     | 90         | .05  | 130        | .08  |
| WBL                                                | 2     | 3400     | 110        | .03* | 140        | .04  |
| WBT                                                | 2     | 3400     | 580        | .17  | 1330       | .39* |
| WBR                                                | 1     | 1700     | 90         | .05  | 80         | .05  |
| Clearance Interval                                 |       |          |            | .05* |            | .05* |

TOTAL CAPACITY UTILIZATION .76 .88

| 2035 June 14 Multi-Use Center Alt. (Const. Network) |       |          |            |      |            |      |
|-----------------------------------------------------|-------|----------|------------|------|------------|------|
|                                                     | LANES | CAPACITY | AM PK HOUR |      | PM PK HOUR |      |
|                                                     |       |          | VOL        | V/C  | VOL        | V/C  |
| NBL                                                 | 1     | 1700     | 50         | .03  | 140        | .08  |
| NBT                                                 | 3     | 5100     | 960        | .19* | 1490       | .29* |
| NBR                                                 | 1     | 1700     | 120        | .07  | 150        | .09  |
| SBL                                                 | 1     | 1700     | 70         | .04* | 120        | .07* |
| SBT                                                 | 3     | 5100     | 920        | .18  | 1350       | .26  |
| SBR                                                 | 1     | 1700     | 130        | .08  | 410        | .24  |
| EBL                                                 | 2     | 3400     | 430        | .13  | 250        | .07* |
| EBT                                                 | 2     | 3400     | 1570       | .46* | 660        | .19  |
| EBR                                                 | 1     | 1700     | 90         | .05  | 130        | .08  |
| WBL                                                 | 2     | 3400     | 110        | .03* | 140        | .04  |
| WBT                                                 | 2     | 3400     | 580        | .17  | 1330       | .39* |
| WBR                                                 | 1     | 1700     | 90         | .05  | 80         | .05  |
| Clearance Interval                                  |       |          |            | .05* |            | .05* |

TOTAL CAPACITY UTILIZATION .77 .87