PLANNING COMMISSION AGENDA REPORT

VI.1

MEETING DATE: DECEMBER 10, 2007 **ITEM NUMBER:**

SUBJECT: 2006 DEVELOPMENT PHASING AND PERFORMANCE MONITORING PROGRAM

DATE: NOVEMBER 28, 2007

FOR FURTHER INFORMATION CONTACT: REBECCA ROBBINS, ASSISTANT PLANNER (714)754-5609

DESCRIPTION

Every year Planning Commission reviews the annual Development Phasing and Performance Monitoring Program Report. This is the thirteenth annual Development Phasing and Performance Monitoring Program (DPPMP) prepared by the City of Costa Mesa.

RECOMMENDATION

Approve Year 2006 Development Phasing and Performance Monitoring Program Report.

Rebecca Robbins
REBECCA ROBBINS
Assistant Planner

Kimberly Brandt
KIMBERLY BRANDT, AICP
Assistant Development Svs. Director

ANALYSIS

The Year 2006 DPPMP has been developed to fulfill the mandates of the County Measure M funding eligibility requirements and the Growth Management Element of the City of Costa Mesa 2000 General Plan. The purpose of the program is to conduct an annual review of the cumulative impacts of development and circulation system capacity. The program tracks current land use entitlements and construction activity and monitors arterial highway traffic volumes and intersection levels of service. The primary objective of the DPPMP is to ensure that infrastructure is added as development proceeds, and the established level of service standard (LOS "D") is maintained throughout the community. This program also serves to identify potential deficiencies and corrective measures, if needed.

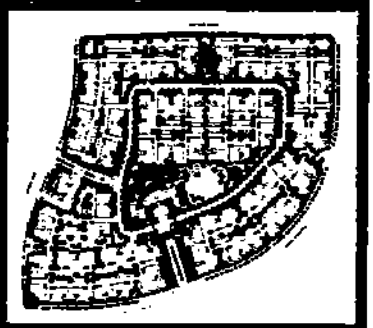
CONCLUSION

The Year 2006 Development Phasing and Monitoring Program ensures that infrastructure is added as development proceeds, and that the established level of service standard (LOS "D") is maintained throughout the community. Approval by the Planning Commission would satisfy the mandates of the County Measure M requirements and the Growth Management Element of the City of Costa Mesa 2000 General Plan.

Attachment: 1. 2006 DPPMP Report

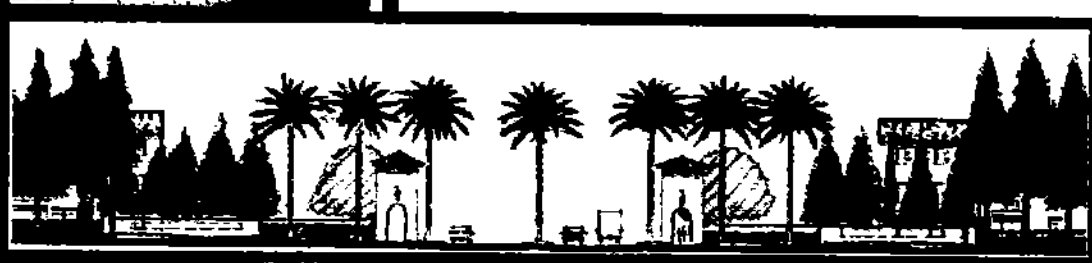
cc: Deputy City Manager - Dev. Svs. Director
Transportation Services Manager
Deputy City Attorney
Associate Engineer
Staff (4)
File (2)

File: 1210072006DPPMP	Date: 112807	Time: 4:00 p.m.



Year 2006 Development Phasing and Performance Monitoring Program

December, 2007



City of Costa Mesa

Development Phasing

and

Performance Monitoring Program

2006 Report

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DEVELOPMENT PHASING AND PERFORMANCE MONITORING PROGRAM 2006

Phasing of land use development and circulation improvements to support development-generated traffic is critical to growth management in California. The importance of the relationship between land use entitlements and circulation system capacity is recognized at the state, regional and local levels. At the state level, Section 65302(b) of the Government Code requires correlation between the Land Use and the Circulation Elements of local government general plans. At the regional level, the Revised Traffic Improvement and Growth Management Ordinance (Measure M) approved by county voters in November, 1990, requires cities to adopt development and circulation phasing plans to be eligible for the additional ½ cent sales tax increase authorized by the ordinance. Finally, at the local level, both the Land Use and the Growth Management Elements of the City of Costa Mesa 2000 General Plan require similar phasing programs.

This is the thirteenth annual Development Phasing and Performance Monitoring Program (DPPMP) prepared for the City of Costa Mesa. Section 1.0 provides an overview of the purpose of the plan. Section 2.0 details the development activity in the City during 2006 and population growth. Section 3.0 presents information regarding the City's circulation system based on the most recent traffic counts. Section 4.0 describes the overall performance of the circulation network based on the City's adopted standards. Finally, Section 5.0 presents an action plan for a coordinated and efficient circulation system.

SECTION 1.0 PURPOSE

The DPPMP has been developed to fulfill the mandates of the County Measure M funding eligibility requirements and the Growth Management Element of the City of Costa Mesa 2000 General Plan. The purpose of the program is to conduct an annual review of the cumulative impacts of development and circulation system capacity. The program tracks current land use entitlements and construction activity and monitors arterial highway traffic volumes and intersection levels of service. The primary objective of the DPPMP is to ensure that infrastructure is added as development proceeds, and that the established level of service standard (LOS "D") is maintained throughout the community. This program also serves to identify potential deficiencies and corrective measures, if needed.

While the focus of this DPPMP is on cumulative performance, project-specific analysis is also critical to ensure that the established level of service standard is maintained. This level of analysis is mandated by the City's Transportation System Management Ordinance (Chapter XII, Article 3 in Title 13 of the Costa Mesa Municipal Code). Project-specific monitoring to ensure adequate mitigation of project impacts was mandated by AB 3180, codified as Section 21081.6 of the California Public Resources Code.

SECTION 2.0 DEVELOPMENT ACTIVITY

The following types of information are provided: (1) Planning approvals for new construction, (2) Building permit finals, and (3) Demolitions. Table A, 2006 Development Activity Summary, provides a description of residential, commercial, industrial, and institutional development activity. A detailed table describing planning applications and building permit activities in the City by Traffic Analysis Zone is provided as Appendix A.

Table A
2006 Development Activity Summary Table

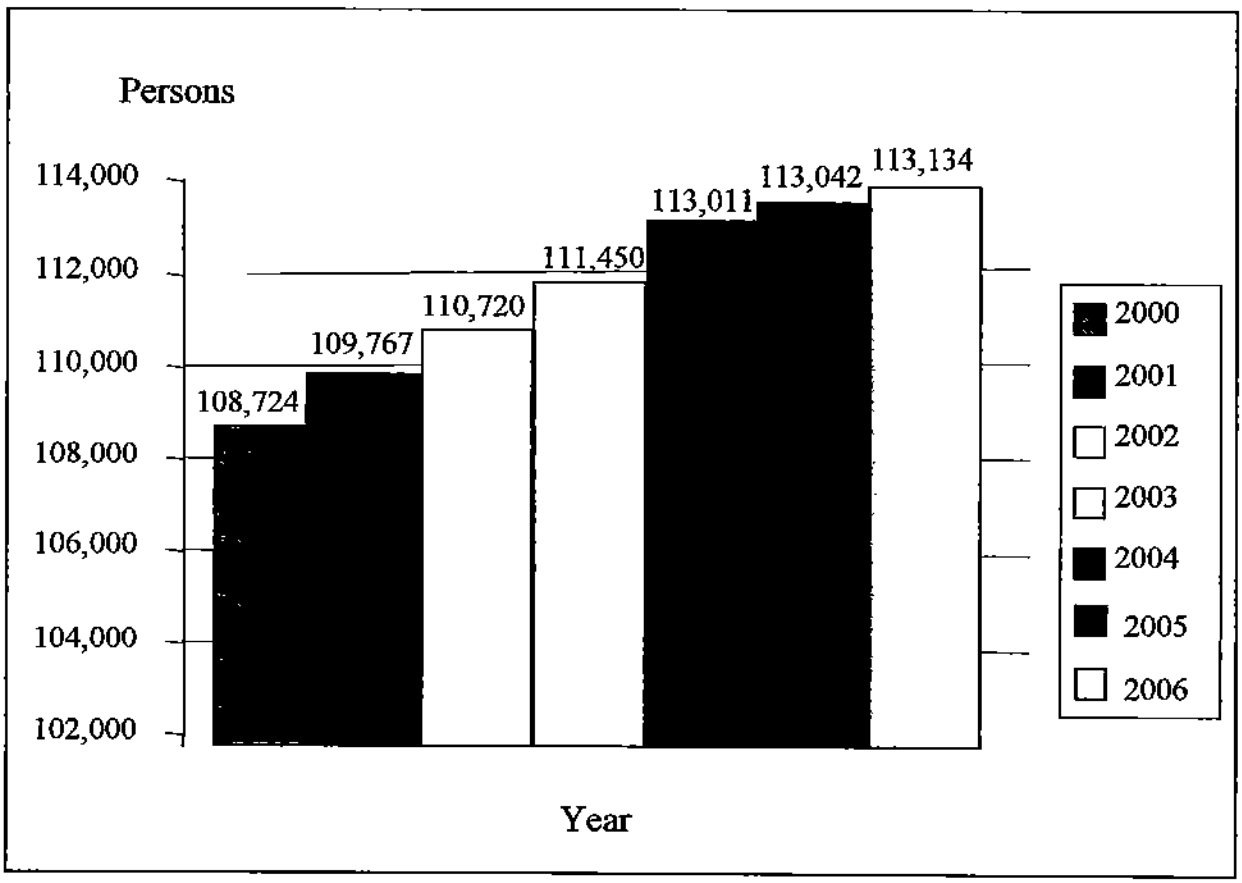
TYPE	BUILDING FINALS	PLANNING APPROVALS
Residential (Units)		
Additions	105 units	943 units
Demolitions	34 units	-0-
NET NEW	71 units	943 units
Commercial (sq. ft.)		
Additions	10,060 sq. ft.	14,759 sq. ft.
Demolitions	2,587 sq. ft.	-0-
NET NEW	7,473 sq. ft.	14,759 sq. ft.
Industrial (sq. ft.)		
Additions	46,310 sq. ft.	25,600 sq. ft.
Demolitions	-0-	-0-
NET NEW	46,310 sq. ft.	25,600 sq. ft.
Institutional (sq. ft.)		
Additions	49,159 sq. ft.	58,000 sq. ft.
Demolitions	19,917 sq. ft.	-0-
NET NEW	29,242 sq. ft.	58,000 sq. ft.

One of the largest planning approvals (890 units) involved a new apartment complex (Irvine Company Apartment Communities) located off Anton Boulevard, east of Sakioka Drive and south of Sunflower Avenue.

According to the U.S. Census Bureau, State Department of Finance, and Center for Demographic Research, the City's population has increased steadily over the past decade. The City's population is approximately 113,134 persons. Figure 2 illustrates population growth from 2000-2006.

The City is currently 98 percent built-out. In 2000, only a small portion of land (approximately 200 acres) within the City and sphere of influence was vacant and ready for development. The limited amount of vacant land results in an increased demand for redevelopment of existing properties. Private redevelopment of housing and commercial projects is expected to increase to accommodate population increases, housing demand, and future economic interests.

Figure 1
Population Trends



SECTION 3.0 CIRCULATION SYSTEM PERFORMANCE

3.1 Average Daily Traffic (ADT) Volumes

Average Daily Traffic (ADT) volume counts on major roadways throughout the City is conducted periodically. Figure 2 provides the ADT for year 2004 on all major roadways.

3.2 Intersection Turning Movement Volumes

In previous years, all signalized intersections in the City were routinely counted each year. However, following Council direction, starting in year 2005 only intersections at major arterials, and locations where earlier analysis indicated congestion, were counted.

Peak hour turning movement counts were conducted during spring and fall of 2007 at 29 signalized intersections located within or at the City boundary lines for monitoring purposes. Of these, 15 intersections are controlled by the City and 14 intersections are controlled by the California Department of Transportation (Caltrans).

The turning movement volumes and results of Intersection Capacity Utilization analysis are discussed in the following section.

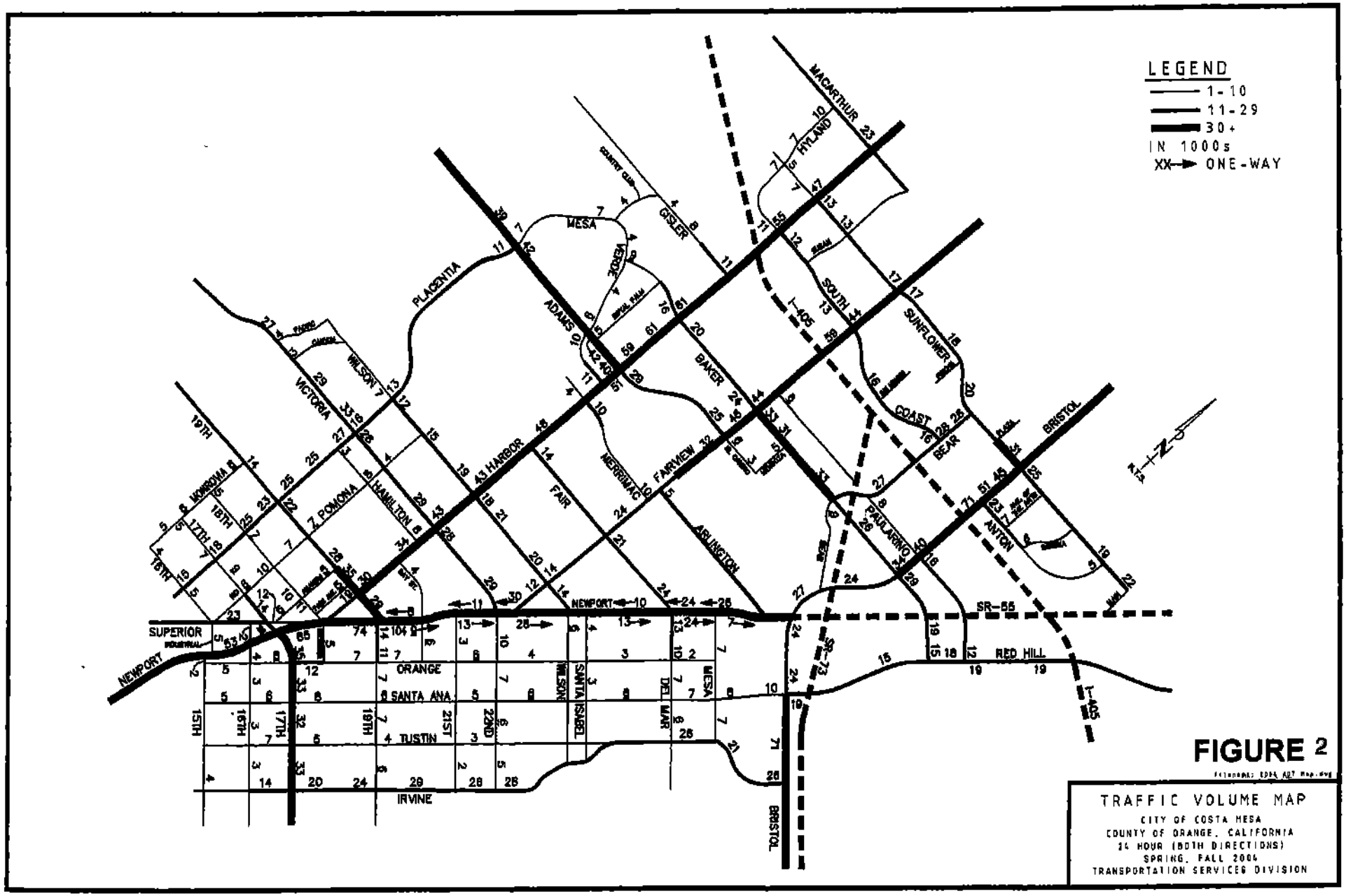


FIGURE 2

TRAFFIC VOLUME MAP
CITY OF COSTA MESA
COUNTY OF ORANGE, CALIFORNIA
24 HOUR (BOTH DIRECTIONS)
SPRING, FALL 2004
TRANSPORTATION SERVICES DIVISION

SECTION 4.0 PERFORMANCE EVALUATION

4.1 Adopted Level of Service

Level Of Service (LOS) is a measure of quality of traffic flow ranging from "A" through "F", with "A" representing free-flow conditions and "F" representing over-saturated conditions. At intersections, the level of service is related to a quantitative measure called Intersection Capacity Utilization (ICU). The ICU for an intersection is determined by adding critical turning movement volume/capacity (v/c) ratios. The relationship between LOS and ICU is shown in the table below:

LOS	ICU
A	0.00 – 0.60
B	0.61 – 0.70
C	0.71 – 0.80
D	0.81 – 0.90
E	0.91 – 1.00
F	> 1.01

The 2000 General Plan identifies Level of Service (LOS) "D" or better as the established traffic level of service for all intersections under the sole control of the City.

The City of Costa Mesa does not have an adopted LOS standard for arterial segments. Typically, intersections need to be widened before widening mid-block sections. Arterial improvements, hence, are based on intersection improvements.

4.2 Intersection Capacity Analysis

The results of 2007 and 2006 intersection capacity analyses are summarized in Table 1. In addition, ICU values for prior year condition and baseline 1993 conditions for the corresponding locations are presented for comparison purposes. The ICU worksheets showing turning movement volumes for A.M. and P.M. peak hours at intersections analyzed in 2007 are included in Appendix B.

As indicated in Table 1, with the exception of two locations, all intersections under City control are operating at LOS "D" or better during the A.M. and P.M. peak hours. The intersection of Harbor Boulevard at Victoria Street is operating at LOS E during the P.M. peak hour period whereas the intersection of Newport Boulevard Northbound Frontage Road at Victoria Street/22nd Street is operating at LOS E during the A.M. peak period. In addition, two intersections in Caltrans jurisdiction are operating at unacceptable level of service.

TABLE 1
YEAR 2007 TRAFFIC CONDITIONS

		1993 Conditions				Prior Condition				2007 Conditions			
		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
ID	Location	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
INTERSECTIONS CONTROLLED BY CITY													
9	Bristol & Sunflower	0.38	A	0.72	C	0.57	A	0.78	C	0.59	A	0.78	C
18	Harbor & South Coast	0.72	C	1.02	F	0.51	A	0.69	B	0.53	A	0.80	C
20	Fairview & South Coast	0.64	B	0.64	B	0.70	B	0.71	C	0.71	C	0.75	C
25	Bristol & Anton	0.33	A	0.62	B	0.34	A	0.62	B	0.33	A	0.68	B
44	Harbor & Gisler	0.73	C	0.75	C	0.73	C	0.78	C	0.76	C	0.77	C
49	Bristol & Paularino	0.56	A	0.73	C	0.58	A	0.76	C	0.58	A	0.75	C
56	Harbor & Baker	0.67	B	0.85	D	0.46	A	0.63	B	0.51	A	0.75	C
58	Fairview & Baker	0.58	A	0.73	C	0.72	C	0.68	B	0.70	B	0.69	B
64	Bristol & Baker	0.46	A	0.71	C	0.60	A	0.68	B	0.55	A	0.72	C
81	Placentia & Adams	0.59	A	0.70	B	0.78	C	0.80	C	0.81	D	0.77	C
84	Harbor & Adams	0.77	C	0.97	E	0.66	B	0.94	E	0.78	C	0.90	D
86	Fairview & Adams	0.59	A	0.87	D	0.78	C	0.89	D	0.76	C	0.88	D
127	Harbor & Victoria	0.57	A	0.83	D	0.70	B	0.84	D	0.76	C	0.91	E
129	Newport NB & Victoria/22nd					0.90	D	0.61	B	0.97	E	0.66	B
162	Hyland & Sunflower									0.20	A	0.41	A
INTERSECTIONS CONTROLLED BY CALTRANS													
17	Hyland & SC Dr/I-405 NB Onramp									0.25	A	0.60	A
38	Harbor & I-405 NB Ramps					0.61	B	0.77	C	0.66	B	0.85	D
39	Harbor & I-405 SB Ramps					0.49	A	0.69	B	0.51	A	0.64	B
40	Fairview & I-405 NB Ramps					0.62	B	0.73	C	0.62	B	0.71	C
41	Fairview & I-405 SB Ramps					0.73	C	0.71	C	0.89	D	0.73	C
42	Bristol & I-405 NB Ramps					0.44	A	0.73	C	0.44	A	0.77	C
43	Bristol & I-405 SB Ramps					0.51	A	0.62	B	0.59	A	0.60	A
65	SR-55 SB Ramps & Baker					0.71	C	0.76	C	0.66	B	0.75	C
66	SR-55 NB Frontage & Baker					0.80	C	0.80	C	0.69	B	0.86	D
140	Newport & 19th					0.98	E	0.93	E	0.88	D	0.90	D
141	Newport & Broadway					0.76	C	0.76	C	0.66	B	0.71	C
142	Newport & Harbor					0.73	C	0.87	D	0.69	B	0.95	E
144	Newport & 18th / Rochester					0.80	C	0.91	E	0.74	C	0.96	E
152	Newport & 17th					0.80	C	0.83	D	0.78	C	0.83	D

YEAR 2006 TRAFFIC CONDITIONS

ID	Location	1993 Conditions				Prior Condition				2006 Conditions			
		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
		ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
INTERSECTIONS CONTROLLED BY CITY													
4	*Fairview & Sunflower*	*0.69*	*B*	*0.68*	*B*	*0.72*	*C*	*0.76*	*C*	*0.67*	*B*	*0.70*	*B*
53	*Redhill & Paulerino*	*0.50*	*A*	*0.68*	*B*	*0.60*	*A*	*0.64*	*B*	*0.64*	*B*	*0.67*	*B*
67	*Redhill & Baker*	*0.42*	*A*	*0.53*	*A*	*0.46*	*A*	*0.65*	*B*	*0.53*	*A*	*0.66*	*B*
101	*Newport NB & Del Mar*					*0.83*	*D*	*0.48*	*A*	*0.80*	*C*	*0.49*	*A*
153	*Orange & 17th*	*0.75*	*C*	*0.87*	*D*	*0.53*	*A*	*0.72*	*C*	*0.61*	*B*	*0.73*	*C*
154	*Santa Ana & 17th*	*0.43*	*A*	*0.73*	*C*	*0.54*	*A*	*0.69*	*B*	*0.59*	*A*	*0.74*	*C*
155	*Tustin & 17th*	*0.44*	*A*	*0.61*	*B*	*0.55*	*A*	*0.60*	*A*	*0.63*	*B*	*0.62*	*B*
INTERSECTIONS CONTROLLED BY CALTRANS													
51	*SR-55 SB Ramps & Paularino*					*0.75*	*C*	*0.63*	*B*	*0.77*	*C*	*0.65*	*B*
52	*SR-55 NB Ramps & Paularino*					*0.75*	*C*	*0.76*	*C*	*0.63*	*B*	*0.76*	*C*
INTERSECTION CONTROLLED BY NEWPORT BEACH													
156	*Irvine & 17th*					*0.52*	*A*	*0.71*	*C*	*0.50*	*A*	*0.72*	*C*

Table 2 shows the comparison of intersections operating at various LOS for 2007 and prior year conditions. As shown in Table 2, there are minor changes in overall traffic conditions in the City between 2007 and prior year conditions.

TABLE 2
COMPARISON OF LEVELS OF SERVICE

Level of Service	Number of Locations					
	2007 Conditions[1]		Prior Year Conditions		Change (2007 vs. Prior)	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
A	7	1	7	1	0	0
B	1	3	3	6	-2	-3
C	5	8	4	5	1	3
D	1	2	1	2	0	0
E	1	1	0	1	1	0
F	0	0	0	0	0	0
	15	15	15	15		

4.3 Development Activity

A review of the Year 2006 development activities presented in Section 2.0 was conducted. Adverse impacts to intersection operations are not anticipated as a result of the Year 2006 planning approvals and building finals. When appropriate, projects are conditioned to pay a traffic impact fee, which is used to mitigate cumulative impacts to the City's roadway system. Some projects, however, require additional mitigation. This is determined during the conduct of respective project's traffic impact study.

SECTION 5.0 ACTION PLAN

As mentioned earlier, with the exception of two locations, all intersections under City's control are operated at acceptable levels of service. Of the intersections controlled by Caltrans, two are operating in levels below "acceptable." These intersections are:

- Harbor Boulevard – Victoria Street (PM ICU 0.91, LOS E);
- Newport Northbound Frontage Road – Victoria Street/22nd Street (AM ICU 0.97, LOS E);
- Newport Boulevard – Harbor Boulevard (Caltrans) (PM ICU 0.95, LOS E); and
- Newport Boulevard – 18th Street/Rochester Avenue (Caltrans) (PM ICU 0.96, LOS E).

Potential improvements at the above intersections are discussed below:

Harbor Boulevard/Victoria Street

The intersection of Harbor Boulevard/Victoria Street is experiencing significant increases in traffic volumes due to significantly high east-west demand. As Victoria Street provides direct access to SR-55 Freeway and connects to the City of Huntington Beach, there is considerable regional demand, resulting in unacceptable traffic operations during the evening peak period at this intersection. The General Plan mitigation for the addition of an eastbound right-turn lane would not result in any significant change in the LOS during the evening peak period. The conversion of the westbound right-turn lane to through lane and the associated widening in the westbound direction would result in LOS C operations at this intersection. However, this improvement is not part of the current General Plan and will be evaluated for consideration based on further monitoring of this intersection.

Newport NB Frontage Road – Victoria Street/22nd Street

A restriping in the westbound direction to provide one right-turn lane and one optional through or right-turn lane will reduce the ICU value to 0.93. Additional improvements that could be considered include restriping the northbound right-turn lane to optional through or right-turn lane. While this improvement would result in LOS D operations at this location, it will require the removal of existing on-street parking as well as loss of bicycle lane striping. As the impact is restricted to one peak hour, staff will continue to monitor the location and does not recommend implementation of physical improvements at this time.

Newport Boulevard (Caltrans)

The design phase of improvements on Newport Boulevard between 17th Street and 19th Street is currently underway. This project would add a fourth northbound lane between 17th Street and 19th Street and a fourth southbound lane between 19th Street and

Broadway. Construction of the improvements is expected in the fiscal year 2008-09. The additional capacity is expected to significantly improve traffic operations at the intersections currently operating unacceptably.

LOS D Operations

As shown in Table 1, the following three intersections are currently operating at LOS "D" during either the A.M. or P.M. peak hours:

Location	ICU Values for 2006 Conditions	
	A.M. Peak Hour	P.M. Peak Hour
Placentia Avenue – Adams Avenue	0.81	0.77
Harbor Boulevard – Adams Avenue	0.78	0.90
Fairview Road – Adams Avenue	0.76	0.88

Design of southbound free-flow right-turn lane at Fairview Road – Adams Avenue intersection is being finalized by the Transportation Services division. This improvement is expected to be implemented by late 2008. With this improvement, the intersection of Fairview Road – Adams Avenue intersection would operate at LOS C.

Several improvements are being considered at Harbor Boulevard – Adams Avenue intersection as a result of the Memorandum of Understanding (MOU) executed by the City of Costa Mesa and other participating agencies for alternative to the Garfield Avenue/Gisler Avenue bridge project.

The Placentia Avenue/Adams Avenue intersection will be monitored and improvements to achieve better levels of service will be investigated.

APPENDIX A
2006 DEVELOPMENT ACTIVITY TABLE

Summary of 2006 Development Activity By Traffic Analysis Zone

[illegible]	[illegible]	[illegible]	[illegible]
9			Construct three 6-plexes to be townhome style, single-family residences. (Standard Pacific Homes) (18 of 143 units)
16	DR-06-14: Add 1,290 sq. ft. to Nordstrom Rack. (901 South Coast Dr. # D100)		
28	PA-05-56: Master Plan for an 890-unit, three-story apartment community. (450 Anton Blvd.)		
46		Demolish 2,587 sq. ft. commercial building. (1150 Baker St.)	
49			Add 515 sq. ft. to an existing church. (1015 Baker St.)
56	PA-06-53: Master Plan to construct a 58,000 sq. ft. administration facility. (1370 Adams Ave.)		
63	DR-05-17: Construct 10,064 sq. ft. medical office building. (722 Baker St.) ZA-06-055: Add 318 sq. ft. administrative office. (795 Paularino Ave.)		
67	PA-05-24: Construct a gas station with a 2,000 sq. ft. convenient store with a 1,087 sq. ft. car wash tunnel. (3048 Bristol St.)		

Summary of 2006 Development Activity By Traffic Analysis Zone

[illegible]	[illegible]	[illegible]	[illegible]
73	DR-06-06: Construct new 2-story, single-family residence. (2160 Myran Dr.)		
85			Construct 25 new 2-story, single-family residences. (Richmond America) (25 of 37 units)
91	PA-06-24: Design Review for a bachelor unit over a garage. (2884 La Salle Ave.)		
96			Construct new 29,000 sq. ft. skate board park. (900 Arlington Dr.)
103	DR-06-08: Construct a 25,600 sq. ft. maintenance facility for John Wayne Airport. (3180 Airway Ave.)		Add 46,310 sq. ft. to a mini-warehouse facility. (3180 1 Red Hill Ave.)
111			Construct new 2,710 sq. ft., 2-story, single-family residence. (2110 Canyon Circle) (1 of 18 units)
112	ZA-06-031: Construct a 1,060 sq. ft. accessory apartment. (1030 Linden Pl.)		
127	PA-06-33: Design Review for a 4-unit detached common interest development. (695 Center St.)		
138	DR-06-09: Construct a second unit. (2086 Pomona Ave.)		
142	PA-06-36: Design Review for a 3-unit, 2-story, common interest development. (2068 Maple Ave.)	Demolish 480 sq. ft. trailer unit. (548 A Bernard St.)	

Summary of 2006 Development Activity By Traffic Analysis Zone

[illegible]	[illegible]	[illegible]	[illegible]
147			Construct 11 units of a total 32-unit, single-family common interest development. (330 W. Bay St.)
162			Construct new 1,157 sq. ft., 2-story, single-family residence. (215 B Del Mar Ave.)
163	PA-06-14: Design Review for a 4-unit, small-lot, common interest development. (2463 Elden Ave.)		
164	PA-06-10: Design Review for a 9-unit, small-lot, common interest development. (2453 Orange Ave.)		Construct new 974 sq. ft. unit on a multi-family zoned property. (2426 E. Elden Avenue)
165	PA-06-22: Design Review for a 4-unit common interest development (227 Monte Vista Ave.)		Construct new 2,180 sq. ft., 1-story, single-family residence. (2417 Norse Ave.)
167		Demolish a 8-unit apartment complex. (2455 Irvine Ave.)	Construct new 2,210 sq. ft., 2-story, single-family residence. (2455 Irvine Ave.)
168			Add 6,000 sq. ft. to an existing animal hospital. (125 Mesa Dr.)
169		Demolish 3 duplexes, totaling 6 units. (2653 Orange Ave. Units A-F) Demolish single-family residence. (191 Mesa Dr.)	Construct a 6-unit detached apartment complex. (2653 Orange Ave. Units A-F) Construct new 2,275 sq. ft., 2-story, single-family residence. (191 Mesa Dr.) Construct new 1,957 sq. ft., 2-story, single-family residence. (193 Mesa Dr.) Construct new 1,957 sq. ft., 2-story, single-family residence. (195 Mesa Dr.)

Summary of 2006 Development Activity By Traffic Analysis Zone

[illegible]	[illegible]	[illegible]	[illegible]
170			Construct new 3,090 sq. ft., 2-story, single-family residence. (250 Santo Tomas St.)
172	DR-06-16: Construct new 2-story, single-family residence. (136 E. Wilson St./2367 Elden Ave.)		Construct new 1,035 sq. ft., 2-story, single-family residence. (134 B E. Wilson St.)
174	PA-06-01: Construct a 4-unit common interest development. (2378 & 2380 Norse Ave.)		
176		Demolish 16,861 sq. ft. of church administrative buildings. (190 23rd St.) Demolish single-family residence. (2307 Orange Ave.) Demolish single-family residence. (2325 Orange Ave.)	Construct 9 new 2-story, single-family residences. (Shea Homes – 9 of 25 units)
178	ZA-06-039: Construct a 2-story duplex. (114/118 Albert Pl.)		
179		Demolish 1,900 sq. ft. duplex. (191 23rd St.)	
180	ZA-06-025: Construct new 2-story, single-family residence. (246 Cecil Pl.)		
183	ZA-06-004: Construct a 736 sq. ft. granny unit. (226 Cottage Pl.)	Demolish 585 sq. ft. single-family residence. (209 Pauline Pl.)	
184	DR-06-03: Construct a 1,152 sq. ft. granny unit. (2179 Tustin Ave.)		

Summary of 2006 Development Activity By Traffic Analysis Zone

TAZ	Planning projects	Demolition	Building permits
190			Construct new 20-unit multi-family building. (2080 Newport Blvd.)
192		Demolish 1,711 sq. ft. duplex. (280 E 20th St.)	Construct new 3,501 sq. ft., 2-story, single-family residence. (290 Sierks St.)
193	DR-06-05: Construct new 2-story, single-family residence. (1955 Fullerton Ave.)		
195		Demolish 1,145 sq. ft. single-family residence. (281 Walnut. St.) Demolish 3,056 sq. ft. of building A for St. Joachim Parish (1964 A Orange Ave.)	Construct new 19,644 sq. ft. building for classrooms and administration for St. Joachim Parish. (1964 A Orange Ave.)
196		Demolish 1,170 sq. ft. single-family residence. (1968 Raymond Ave.) Demolish single-family residence. (336 Costa Mesa St.)	Construct new 3,775 sq. ft., 2-story, single-family residence. (1968 Raymond Ave.)
197	ZA-06-052: Construct two new 2-story, single-family residences. (401 Esther St. & 402 Walnut Pl.)		
203	PA-06-26: Design Review for a 2-unit common interest development (232 Ogle St.)		
204			Add 4,060 sq. ft. to a wine retailer. (250 Ogle St.)
206	PA-06-42: New 2-story second dwelling unit with variance. (225 16th Pl.)		

Summary of 2006 Development Activity By Traffic Analysis Zone

	[illegible]	[illegible]	[illegible]
209		Demolish 594 sq. ft. single-family residence. (1581 Tustin Ave.)	
210	PA-06-47: Design Review for a 2-unit, 2-story common interest development. (1509 Orange Ave.)		
211	DR-06-13: Construct a second unit. (266 Palmer St.)	Demolish 1,017 sq. ft. single-family residence. (292 Knox Pl.)	
213	DR-06-10: Construct a second unit. (1579 & 1581 Tustin Ave.)		
216		Demolish 1,360 sq. ft. single-family residence. (220 Flower St.)	
218			Construct 2 new 1,805/1,911 sq. ft., 2-story, single-family residences. (127 Flower St. Units A & B)
217		Demolish single-family residence. (271 E 19th St.)	Construct new 1,693 sq. ft., 1-story, single-family residence. (271 E. 19th St.)
225		Demolish single-family residence. (276 Magnolia St.)	
226	PA-06-30: Design Review for 3 new, 2-story dwelling units. (170 E. 18th Street)		
236		Demolish 1,188 sq. ft. single-family residence. (320 Flower St.)	
240		Demolish single-family residence. (354 Magnolia St.)	
243	DR-05-18: Construct a 569 sq. ft. granny unit. (439 Magnolia St.)	Demolish single-family residence. (428 E 18th St.)	Construct new 4,270 sq. ft., 2-story, single-family residence. (428 E. 18th St.)
244	PA-05-45: Construct new second unit. (369 Rochester St.)		

APPENDIX B
INTERSECTION CAPACITY UTILIZATION TABLES

9 Bristol & Sunflower

2007 Traffic Conditions

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	104	.03*	737	.23
NBT	3	4800	626	.13	1798	.37*
NBR	1	1600	189	.12	291	.18
SBL	2	3200	230	.07	188	.06*
SBT	3	4800	1418	.30*	930	.19
SBR	1	1600	89	.06	295	.18
EBL	2	3200	107	.03	333	.10*
EBT	2.5	6400	858	{.18}*	534	{.11}
EBR	1.5		361		358	{.04}
WBL	2	3200	265	.08*	316	.10
WBT	3	4800	337	.07	1198	.25*
WBR	1	1600	153	.10	344	.22

TOTAL CAPACITY UTILIZATION .59 .78

17 Hyland & South Coast

2007 Traffic Conditions

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	268	.17*	266	.17*
SBT	0	0	0		0	
SBR	1	1600	56	.04	351	.22
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	124	.08*	609	.38*
WBR	1	1600	201	.13	622	.39

Right Turn Adjustment SBR .05*
Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .25 .60

18 Harbor & South Coast

2007 Traffic Conditions

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	312	.10	400	.13
NBT	3	4800	1953	.41*	2426	.51*
NBR	1	1600	257	.16	193	.12
SBL	2	3200	69	.02*	84	.03*
SBT	5	8000	1882	.24	1708	.24
SBR	0	0	67		183	
EBL	1	1600	18	.01	26	.02
EBT	0.5	3200	40	{.03}*	40	{.03}*
EBR	1.5		132		289	
WBL	1	1600	115	.07*	360	.23*
WBT	2	3200	96	.04	583	.23
WBR	0	0	41		146	

TOTAL CAPACITY UTILIZATION .53 .80

20 Fairview & South Coast

2007 Traffic Conditions

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	499	.16*	282	.09
NBT	3	4800	1416	.29	2036	.42*
NBR	1	1600	205	.13	467	.29
SBL	2	3200	36	.01	89	.03*
SBT	3	4800	1901	.41*	1294	.28
SBR	0	0	58		56	
EBL	1	1600	14	.01*	60	.04*
EBT	1.5	4800	79	{.02}	204	{.11}
EBR	1.5		115		513	
WBL	2	3200	308	.10	537	.17
WBT	2	3200	267	.13*	636	.26*
WBR	0	0	161		180	

TOTAL CAPACITY UTILIZATION .71 .75

25 Bristol & Anton

2007 Traffic Conditions

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	78	.02*	540	.17
NBT	4	6400	997	.16	2274	.36*
NBR	f		941		581	
SBL	2	3200	193	.06	203	.06*
SBT	5	8000	1764	.22*	1450	.20
SBR	0	0	21		137	
EBL	1	1600	12	.01	61	.04
EBT	1	1600	30	.02*	115	.07*
EBR	1	1600	11	.01	152	.10
WBL	3	4800	327	.07*	912	.19*
WBT	1	1600	16	.01	197	.12
WBR	1	1600	37	.02	309	.19

TOTAL CAPACITY UTILIZATION .33 .68

38 Harbor & I-405 NB Ramps

2007 Traffic Conditions

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1573	.33*	1717	.36*
NBR	f		479		476	
SBL	0	0	0		0	
SBT	3	4800	959	.20	1323	.28
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		571		907	
WBT	0	4800	0	.33*	0	.49*
WBR	1.5		1019		1436	

TOTAL CAPACITY UTILIZATION .66 .85

39 Harbor & I-405 SB Ramps

2007 Traffic Conditions

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6400	1608	.25	1980	.31
NBR	f		1352		744	
SBL	0	0	0		0	
SBT	4	6400	1579	.25*	2268	.35*
SBR	f		1084		994	
EBL	1.5		522	{.26}*	272	.17*
EBT	0	4800	0	.26	0	
EBR	1.5		715		924	.29
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.12*

TOTAL CAPACITY UTILIZATION .51 .64

40 Fairview & I-405 NB Ramps

2007 Traffic Conditions

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	230	.14*	228	.14*
NBT	3	4800	918	.19	1539	.32
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	5	8000	2161	.27*	2087	.26*
SBR	1	1600	234	.15	319	.20
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	442	.14*	733	.23*
WBT	0	0	0		0	
WBR	2	3200	1211	.38	1174	.37
Right Turn Adjustment			WBR	.07*	WBR	.08*

TOTAL CAPACITY UTILIZATION .62 .71

41 Fairview & I-405 SB Ramps

2007 Traffic Conditions

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6400	855	.13*	1239	.19*
NBR	1	1600	885	.55	607	.38
SBL	2	3200	1014	.32*	997	.31*
SBT	3	4800	1401	.29	1590	.33
SBR	0	0	0		0	
EBL	2	3200	253	.08*	521	.16*
EBT	0	0	0		0	
EBR	2	3200	232	.07	350	.11
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.36*	NBR	.07*

TOTAL CAPACITY UTILIZATION .89 .73

42 Bristol & I-405 NB Ramps

2007 Traffic Conditions

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6400	1516	.24	2431	.38*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	5	8000	2146	.27*	2502	.32
SBR	0	0	11		47	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	2	3200	60	.02	476	.15
WBL	1.5		145		519	
WBT	1.5	4800	99	.05*	486	.21*
WBR	2	3200	534	.17	926	.29
Right Turn Adjustment			Multi	.12*	Multi	.18*

TOTAL CAPACITY UTILIZATION .44 .77

43 Bristol & I-405 SB Ramps

2007 Traffic Conditions

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	148	.09*	145	.09*
NBT	4	6400	1061	.17	1876	.29
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	1099	.23*	1701	.35*
SBR	f		970		1179	
EBL	3	4800	766	.16*	755	.16*
EBT	0	0	0		0	
EBR	1	1600	543	.34	292	.18
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.11*		

TOTAL CAPACITY UTILIZATION .59 .60

44 Harbor & Gisler

2007 Traffic Conditions

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	79	.05*	125	.08*
NBT	4	6400	2139	.34	2103	.33
NBR	0	0	10		21	
SBL	1	1600	74	.05	171	.11
SBT	4	6400	1996	.34*	2629	.47*
SBR	0	0	206		392	
EBL	2	3200	688	.22*	335	.10*
EBT	1	1600	34	.10	21	.07
EBR	0	0	122		91	
WBL	1	1600	12	.01	27	.02
WBT	1	1600	45	.15*	63	.12*
WBR	0	0	191		135	

TOTAL CAPACITY UTILIZATION .76 .77

49 Bristol & Paularino

2007 Traffic Conditions

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	25	.02	108	.07
NBT	3	4800	950	.21*	1356	.30*
NBR	0	0	76		102	
SBL	2	3200	342	.11*	245	.08*
SBT	3	4800	1050	.23	1389	.31
SBR	0	0	32		121	
EBL	1	1600	245	.15	128	.08*
EBT	1	1600	322	.22*	171	.14
EBR	0	0	30		55	
WBL	1	1600	58	.04*	201	.13
WBT	1	1600	99	.06	468	.29*
WBR	1	1600	187	.12	415	.26

TOTAL CAPACITY UTILIZATION .58 .75

56 Harbor & Baker

2007 Traffic Conditions

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	28	.01	132	.04*
NBT	4	6400	1887	.29*	1727	.27
NBR	1	1600	197	.12	196	.12
SBL	2	3200	209	.07*	222	.07
SBT	4	6400	1710	.27	2444	.38*
SBR	1	1600	175	.11	257	.16
EBL	2	3200	295	.09*	275	.09*
EBT	2	3200	231	.09	230	.09
EBR	0	0	49		56	
WBL	2	3200	203	.06	546	.17
WBT	2	3200	190	.06*	757	.24*
WBR	1	1600	106	.07	226	.14

TOTAL CAPACITY UTILIZATION .51 .75

58 Fairview & Baker

2007 Traffic Conditions

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	119	.04	205	.06
NBT	3	4800	1419	.30*	1176	.25*
NBR	1	1600	678	.42	354	.22
SBL	2	3200	353	.11*	281	.09*
SBT	4	6400	1224	.19	1404	.22
SBR	1	1600	200	.13	318	.20
EBL	2	3200	236	.07	237	.07
EBT	2	3200	468	.15*	480	.15*
EBR	1	1600	123	.08	259	.16
WBL	2	3200	260	.08*	654	.20*
WBT	3	4800	270	.06	1071	.22
WBR	1	1600	147	.09	241	.15
Right Turn Adjustment			NBR	.06*		

TOTAL CAPACITY UTILIZATION .70 .69

64 Bristol & Baker

2007 Traffic Conditions

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	58	.02	213	.07
NBT	3	4800	529	.11*	928	.19*
NBR	1	1600	166	.10	235	.15
SBL	2	3200	314	.10*	421	.13*
SBT	3	4800	664	.14	763	.16
SBR	1	1600	160	.10	485	.30
EBL	2	3200	255	.08	241	.08*
EBT	2	3200	875	.29*	374	.15
EBR	0	0	64		91	
WBL	2	3200	160	.05*	263	.08
WBT	2	3200	283	.09	1033	.32*
WBR	1	1600	327	.20	383	.24

TOTAL CAPACITY UTILIZATION .55 .72

65 SR-55 SB Ramps & Baker

2007 Traffic Conditions

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	410	{.26}*	79	
SBT	2	3200	145	.22	406	.28*
SBR	0	0	235	.15	473	.30
EBL	0	0	0		0	
EBT	2	3200	1093	.34*	494	.15*
EBR	1	1600	212	.13	377	.24
WBL	1	1600	92	.06*	359	.22*
WBT	2	3200	485	.15	1134	.35
WBR	0	0	0		0	
Right Turn Adjustment					Multi	.10*

TOTAL CAPACITY UTILIZATION .66 .75

66 SR-55 NB Frontage & Baker

2007 Traffic Conditions

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	337		389	
NBT	2	3200	336	.32*	288	.29*
NBR	0	0	418	.26	240	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	465	.29*	346	.22*
EBT	2	3200	1052	.33	251	.08
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	243	.08*	1118	.35*
WBR	1	1600	121	.08	352	.22

TOTAL CAPACITY UTILIZATION .69 .86

81 Placentia & Adams

2007 Traffic Conditions

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	156	.05	242	.08
NBT	1	1600	236	.15*	136	.09*
NBR	1	1600	237	.15	262	.16
SBL	1	1600	30	.02*	62	.04*
SBT	2	3200	207	.06	104	.03
SBR	1	1600	96	.06	220	.14
EBL	1	1600	88	.06	78	.05*
EBT	3	4800	2530	.53*	959	.20
EBR	1	1600	144	.09	190	.12
WBL	1	1600	173	.11*	196	.12
WBT	3	4800	614	.13	2521	.54*
WBR	0	0	26		58	
Right Turn Adjustment					SBR	.05*

TOTAL CAPACITY UTILIZATION .81 .77

84 Harbor & Adams

2007 Traffic Conditions

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	164	.05	503	.16*
NBT	3	4800	1078	.24*	1501	.34
NBR	0	0	87		112	
SBL	2	3200	123	.04*	167	.05
SBT	4	6400	1221	.19	1744	.27*
SBR	1	1600	358	.22	792	.50
EBL	2	3200	840	.26	454	.14*
EBT	3	4800	2239	.47*	643	.13
EBR	1	1600	133	.08	144	.09
WBL	2	3200	102	.03*	200	.06
WBT	3	4800	309	.06	1151	.24*
WBR	1	1600	201	.13	283	.18
Right Turn Adjustment					SBR	.09*

Note: Assumes Right-Turn Overlap for SBR EBR

TOTAL CAPACITY UTILIZATION .78 .90

86 Fairview & Adams

2007 Traffic Conditions

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	111	.03*	456	.14*
NBT	3	4800	744	.17	1058	.23
NBR	0	0	54		36	
SBL	1	1600	41	.03	88	.06
SBT	3	4800	1093	.23*	1083	.23*
SBR	1	1600	537	.34	1041	.65
EBL	2	3200	1412	.44*	651	.20*
EBT	1	1600	76	.05	88	.06
EBR	1	1600	205	.13	171	.11
WBL	1	1600	100	.06	47	.03
WBT	1	1600	98	.06*	145	.09*
WBR	1	1600	99	.06	78	.05
Right Turn Adjustment					SBR	.22*

Note: Assumes Right-Turn Overlap for SBR EBR

TOTAL CAPACITY UTILIZATION .76 .88

127 Harbor & Victoria

2007 Traffic Conditions

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	65	.04	183	.11
NBT	3	4800	789	.16*	1388	.29*
NBR	1	1600	118	.07	149	.09
SBL	1	1600	123	.08*	104	.07*
SBT	3	4800	867	.18	1140	.24
SBR	1	1600	190	.12	356	.22
EBL	2	3200	273	.09	329	.10*
EBT	2	3200	1413	.47*	598	.21
EBR	0	0	83		73	
WBL	2	3200	149	.05*	130	.04
WBT	2	3200	619	.19	1444	.45*
WBR	1	1600	101	.06	147	.09

TOTAL CAPACITY UTILIZATION .76 .91

129 Newport NB & Victoria/22nd

2007 Traffic Conditions

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	65		125	
NBT	3	4800	1110	.24*	969	.23*
NBR	1	1600	34	.02	63	.04
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3200	1751	.55*	822	.26*
EBT	1	1600	476	.30	595	.37
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	166	.10*	267	.17*
WBR	1	1600	291	.18	243	.15
Right Turn Adjustment			WBR	.08*		

TOTAL CAPACITY UTILIZATION .97 .66

140 Newport & 19th

2007 Traffic Conditions

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02	64	.04*
NBT	3	4800	2656	.55*	2597	.54
NBR	1	1600	9	.01	37	.02
SBL	1	1600	177	.11*	198	.12
SBT	2.5	6400	2392	.50	3053	.64*
SBR	1.5		476	.30	742	.46
EBL	2.5		869	.18*	717	.15*
EBT	1.5	6400	179	.11	168	.11
EBR	1	1600	14	.01	32	.02
WBL	1	1600	21	.01	53	.03
WBT	2.5	6400	159	{.04}*	315	.07*
WBR	1.5		232		149	

TOTAL CAPACITY UTILIZATION .88 .90

141 Newport & Broadway

2007 Traffic Conditions

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	4	.00	7	.00
NBT	3	4800	2625	.55*	2492	.53
NBR	0	0	8		54	
SBL	1	1600	59	.04*	139	.09
SBT	3	4800	2349	.49	3001	.63*
SBR	1	1600	7	.00	61	.04
EBL	0	0	6		18	{.01}*
EBT	1	1600	9	.01	23	.03
EBR	1	1600	3	.00	14	.01
WBL	1	1600	37	.02	32	.02
WBT	1	1600	12	.07*	15	.07*
WBR	0	0	100		93	

TOTAL CAPACITY UTILIZATION .66 .71

142 Newport & Harbor

2007 Traffic Conditions

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	311	.10*	712	.22*
NBT	3	4800	2601	.54	2431	.51
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	2509	.52*	3098	.65*
SBR	1	1600	48	.03	49	.03
EBL	1	1600	25	.02*	121	.08*
EBT	0	0	0		0	
EBR	2	3200	476	.15	526	.16
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

Right Turn Adjustment EBR .05*

TOTAL CAPACITY UTILIZATION .69 .95

144 Newport & 18th / Rochester

2007 Traffic Conditions

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	63	.04	109	.07*
NBT	3	4800	2796	.58*	2670	.56
NBR	0	0	7		15	
SBL	1	1600	83	.05*	123	.08
SBT	3	4800	2689	.56	3446	.72*
SBR	1	1600	162	.10	141	.09
EBL	2	3200	175	.05*	246	.08*
EBT	1	1600	79	.05	74	.05
EBR	1	1600	25	.02	47	.03
WBL	1	1600	7	.00	18	.01
WBT	1	1600	67	.06*	122	.09*
WBR	0	0	29		22	

TOTAL CAPACITY UTILIZATION .74 .96

152 Newport & 17th

2007 Traffic Conditions

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	49	.03	62	.04
NBT	3	4800	1754	.37*	1784	.37*
NBR	1	1600	205	.13	166	.10
SBL	2	3200	548	.17*	700	.22*
SBT	3	4800	1772	.44	2269	.54
SBR	0	0	322		340	
EBL	3	4800	744	.16*	693	.14*
EBT	2	3200	338	.11	385	.13
EBR	0	0	3		22	
WBL	2	3200	139	.04	271	.08
WBT	3	4800	392	.08*	475	.10*
WBR	1	1600	144	.09	197	.12

TOTAL CAPACITY UTILIZATION .78 .83

162 Hyland & Sunflower

2007 Traffic Conditions

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	86	.05*	28	.02
NBT	2	3200	91	.03	539	.17*
NBR	0	0	5		13	
SBL	1	1600	88	.06	53	.03*
SBT	2	3200	284	.10*	228	.07
SBR	0	0	23		10	
EBL	1	1600	5	.00	19	.01
EBT	2	3200	16	.01	107	.07*
EBR	0	0	18	.01	120	.08
WBL	1	1600	41	.03	229	.14*
WBT	2	3200	100	.05*	72	.05
WBR	0	0	69		275	.17
TOTAL CAPACITY UTILIZATION				.20		.41