PLANNING COMMISSION AGENDA REPORT

V.2

MEETING DATE: MARCH 8, 2010 ITEM NUMBER:

SUBJECT: 2008 DEVELOPMENT PHASING AND PERFORMANCE MONITORING PROGRAM

DATE: FEBRUARY 22, 2010

FOR FURTHER INFORMATION CONTACT: MINOO ASHABI, SENIOR PLANNER 714-754-5610
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DESCRIPTION

Every year Planning Commission reviews the annual Development Phasing and Performance Monitoring Program Report. This is the 2008 Development Phasing and Performance Monitoring Program (DPPMP) prepared by the City of Costa Mesa.

RECOMMENDATION

Approve Year 2008 Development Phasing and Performance Monitoring Program Report.

MINOO ASHABI, AIA
Senior Planner

KHANH NGUYEN
Acting Development Svs. Director

ANALYSIS

The Year 2008 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. This program also serves to identify potential deficiencies and corrective measures, if needed.

CONCLUSION

The Year 2008 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.

This report is typically provided to the Planning Commission in October/November for the previous year. Due to staff constraints this report was delayed for 2008; however staff anticipates having the 2009 report available by end of the year.

Attachment: 2008 DPMPP Report

cc: Acting Development Svs. Director
Director of Public Services
Transportation Services Manager
Staff (4)
File (2)

File: 030810DPPMP2008	Date: 022510	Time: 1:00 p.m.

City of Costa Mesa

Development Phasing and

Performance Monitoring Program

2008 Report

TABLE OF CONTENTS

SECTION 1.0 PURPOSE..... 2

SECTION 2.0 DEVELOPMENT ACTIVITY..... 3

SECTION 3.0 CIRCULATION SYSTEM PERFORMANCE..... 5

SECTION 4.0 PERFORMANCE EVALUATION..... 7

SECTION 5.0 ACTION PLAN..... 11

LIST OF FIGURES

FIGURE 1 – POPULATION TRENDS..... 4
FIGURE 2 – 2008 TRAFFIC VOLUME MAP 6

LIST OF TABLES

TABLE A – DEVELOPMENT ACTIVITY SUMMARY TABLE 3
TABLE 1 – YEAR 2008 TRAFFIC CONDITIONS 8
TABLE 2 – COMPARISON OF LEVEL OF SERVICE 10

LIST OF APPENDICES

2008 DEVELOPMENT ACTIVITY .....A
INTERSECTION OPERATIONS .....B

DEVELOPMENT PHASING AND PERFORMANCE MONITORING PROGRAM 2008

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 2008 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 2008 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, 2008 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
2008 Development Activity Summary Table

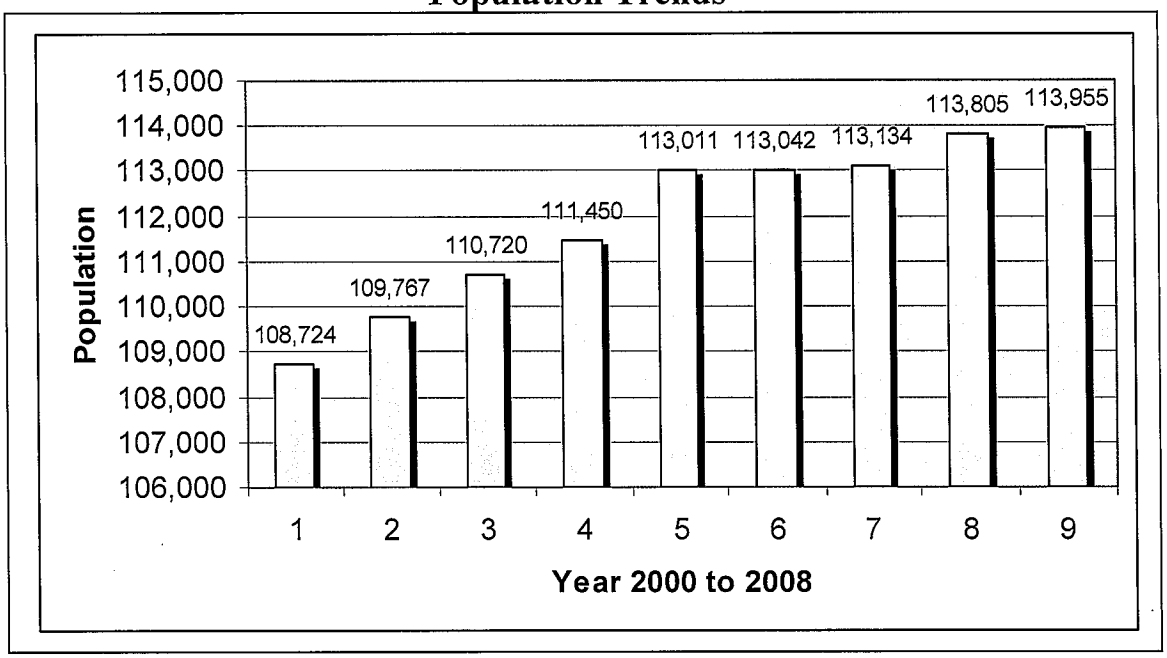
TYPE	BUILDING FINALS	PLANNING APPROVALS
Residential (Units)		
Additions	902 units	54 units [1]
Demolitions	31 units	7 units
NET NEW	871 units	47 units
Commercial (sq. ft.)		
Additions	125,027 sq. ft. [4]	16,866 sq. ft. [2]
Demolitions	251,226 sq. ft. [5]	11,211 sq. ft.
NET NEW	126,199 sq. ft.	5,655 sq. ft.
Industrial (sq. ft.)		
Additions	sq. ft.	67,161 sq. ft. [3]
Demolitions	-0-	-0-
NET NEW	sq. ft.	67,161 sq. ft.
Institutional (sq. ft.)		
Additions	1,685 sq. ft.	sq. ft.
Demolitions	900 sq. ft.	-0-
NET NEW	785 sq. ft.	sq. ft.

[1] Includes a 34-unit live/work project at 1034 W. 18th St. and second units.
[2] Includes a 16,000 SF auto dealer (2828 Harbor Blvd.) and 866 SF (South Coast Plaza penthouse).
[3] Includes a 65,435 SF new building to Emulex complex and a 2,206 SF industrial building at 2973 Randolph Ave.
[4] Includes the 76,200 SF Pacific Medical Plaza building and a 12,641 SF new office building at 250 E. Baker St.
[5] Includes demolition of 166,000 SF Wickes furniture, 28,125 SF Edwards Cinemas at 3410 Bristol St and 685 Sunflower Ave., 17,192 SF Costa Mesa Inn, and 22,689 SF commercial building at 1011 El Camino Dr.

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 113,955 persons. Figure 2 illustrates population growth from 2000-2008.

The City is currently 98 percent built-out. 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

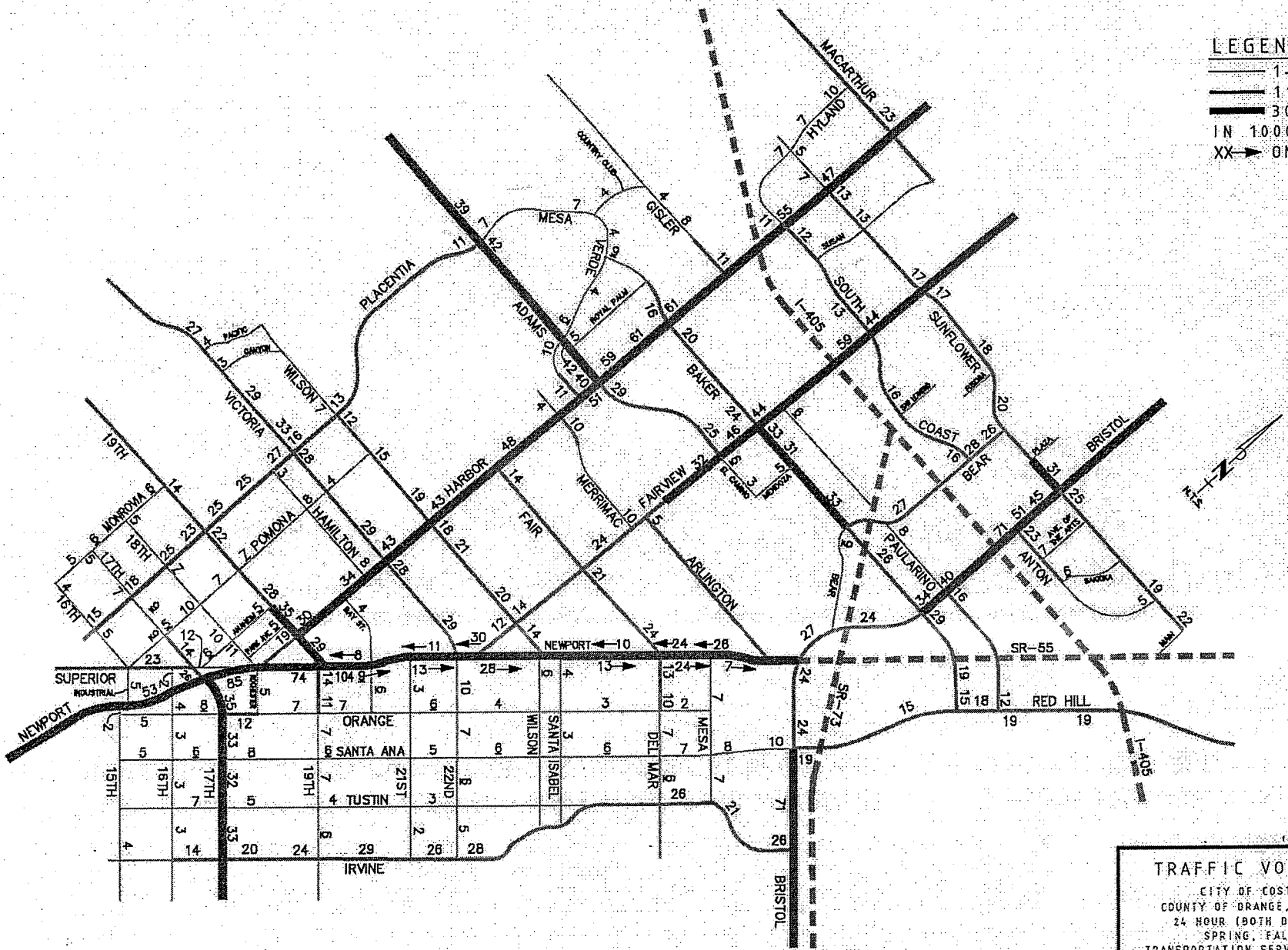
Average Daily Traffic (ADT) volume counts on major roadways throughout the City is conducted periodically. Figure 1 provides the ADT for year 2004 on all major roadways.

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 winter of 2009 at 30 signalized intersections located within or at the City boundary lines for monitoring purposes. Of these, 19 intersections are controlled by the City and 11 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.



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 2002 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 2009 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 2009 are included in Appendix B.

As indicated in Table 1, with the exception of Harbor Boulevard at Adams Avenue intersection during the P. M. peak hour, all intersections are operating at LOS "D" or better during the A.M. and P.M. peak hours.

Staff observed that overall traffic volumes are continuing to be lower compared to prior years, resulting in generally better levels of service at all intersections.

TABLE 1
YEAR 2009 TRAFFIC CONDITIONS

ID	Location	1993 Conditions				Prior Condition				2009 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													
3	Susan & Sunflower	0.54	A	0.62	B	0.36	A	0.60	A	0.41	A	0.56	A
9	Bristol & Sunflower	0.38	A	0.72	C	0.52	A	0.71	C	0.43	A	0.65	B
18	Harbor & South Coast	0.72	C	1.02	F	0.53	A	0.80	C	0.44	A	0.74	C
19	Susan & South Coast					0.17	A	0.54	A	0.26	A	0.42	A
20	Fairview & South Coast	0.64	B	0.64	B	0.55	A	0.64	B	0.58	A	0.58	A
25	Bristol & Anton	0.33	A	0.62	B	0.29	A	0.54	A	0.33	A	0.51	A
44	Harbor & Gisler	0.73	C	0.75	C	0.58	A	0.68	B	0.60	A	0.69	B
49	Bristol & Paularino	0.56	A	0.73	C	0.52	A	0.66	B	0.47	A	0.63	B
56	Harbor & Baker	0.67	B	0.85	D	0.43	A	0.62	B	0.46	A	0.59	A
58	Fairview & Baker	0.58	A	0.73	C	0.68	B	0.72	C	0.55	A	0.60	A
64	Bristol & Baker	0.46	A	0.71	C	0.55	A	0.67	B	0.49	A	0.60	A
81	Placentia & Adams	0.59	A	0.70	B	0.68	B	0.71	C	0.73	C	0.69	B
84	Harbor & Adams	0.77	C	0.97	E	0.54	A	0.86	D	0.54	A	0.91	E
86	Fairview & Adams	0.59	A	0.87	D	0.68	B	0.81	D	0.74	C	0.55	A
125	Placentia & Victoria	0.56	A	0.65	B	0.72	C	0.74	C	0.71	C	0.70	B
127	Harbor & Victoria	0.57	A	0.83	D	0.72	C	0.82	D	0.66	B	0.79	C
128	Newport SB & Victoria					0.63	B	0.56	A	0.48	A	0.44	A
129	Newport NB & Victoria/22nd					0.82	D	0.57	A	0.80	C	0.58	A
151	Superior & 17th	0.53	A	0.82	D	0.51	A	0.61	B	0.53	A	0.65	B
INTERSECTIONS CONTROLLED BY CALTRANS													
38	Harbor & I-405 NB Ramps					0.66	B	0.85	D	0.48	A	0.76	C
39	Harbor & I-405 SB Ramps					0.51	A	0.64	B	0.47	A	0.60	A
40	Fairview & I-405 NB Ramps					0.62	B	0.71	C	0.48	A	0.54	A
41	Fairview & I-405 SB Ramps					0.89	D	0.73	C	0.58	A	0.56	A
52	Paularino & SR-55 SB Frontage					0.77	C	0.65	B	0.67	B	0.51	A
52	Paularino & SR-55 NB Frontage					0.63	B	0.76	C	0.55	A	0.73	C
140	Newport & 19th					0.92	E	0.87	D	0.76	C	0.81	D
141	Newport & Broadway					0.72	C	0.69	B	0.58	A	0.64	B
142	Newport & Harbor					0.70	B	0.78	C	0.64	B	0.75	C
144	Newport & 18th / Rochester					0.74	C	0.85	D	0.67	B	0.81	D
152	Newport & 17th					0.77	C	0.77	C	0.75	C	0.83	D

TABLE 1 (CONTINUED)
YEAR 2008 TRAFFIC CONDITIONS

		1993 Conditions				Prior Condition				2008 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													
151	Superior & 17th	0.53	A	0.82	D	0.51	A	0.62	B	0.51	A	0.61	B
153	Orange & 17th	0.75	C	0.87	D	0.61	B	0.73	C	0.53	A	0.73	C
154	Santa Ana & 17th	0.43	A	0.73	C	0.59	A	0.74	C	0.44	A	0.58	A
155	Tustin & 17th	0.44	A	0.61	B	0.63	B	0.62	B	0.54	A	0.65	B
170	Bristol & Red Hill	0.72	C	0.68	B	0.49	A	0.61	B	0.44	A	0.50	A
INTERSECTIONS CONTROLLED BY CALTRANS													
42	Bristol & I-405 NB Ramps					0.44	A	0.77	C	0.42	A	0.71	C
43	Bristol & I-405 SB Ramps					0.59	A	0.60	A	0.54	A	0.59	A
65	SR-55 SB Ramps & Baker					0.66	B	0.75	C	0.68	B	0.79	C
66	SR-55 NB Frontage & Baker					0.69	B	0.86	D	0.71	C	0.76	C
INTERSECTION CONTROLLED BY NEWPORT BEACH													
156	Irvine & 17th					0.50	A	0.72	C	0.52	A	0.66	B

Table 2 shows the comparison of intersections operating at various LOS for 2009 and prior year conditions. As shown in Table 2, levels of service have generally improved at several locations in the City between 2009 and prior year conditions.

TABLE 2
COMPARISON OF LEVELS OF SERVICE

Level of Service	Number of Locations					
	2009 Conditions		Prior Year Conditions		Change (2009 vs. Prior)	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
A	14	10	12	5	2	5
B	1	6	4	6	-3	0
C	4	2	2	5	2	-3
D	0	0	1	3	-1	-3
E	0	1	0	0	0	1
F	0	0	0	0	0	0
	19	19	19	19		

4.3 Development Activity

A review of the Year 2008 development activities presented in Section 2.0 was conducted. Adverse impacts to intersection operations are not anticipated as a result of the Year 2008 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, all intersections under City's control are operating at acceptable levels of service, with the exception of Harbor Boulevard – Adams Avenue intersection during the evening peak hour.

- Harbor Boulevard – Adams Avenue (PM ICU 0.91, LOS E).

Potential improvement at the above intersection is discussed below:

Harbor Boulevard – Adams Avenue

Improvements are proposed 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.

In order to address the existing congestion as well as MOU requirement, the City of Costa Mesa has initiated preliminary design of improvements at Harbor Boulevard – Adams Avenue intersection in early 2009. The most critical movements at this intersection are eastbound left-turn and southbound right-turn. The improvements currently being designed are adding lanes to these movements. Based on this preliminary design, staff will solicit further funding from future Measure M2 as well as other sources. With the completion of the proposed improvements, the intersection will operate at acceptable level of service.

APPENDIX A
2008 DEVELOPMENT ACTIVITY TABLE

Summary of 2008 Development Activity By Traffic Analysis Zone

TAZ	Planning Approvals	Demolition	Building finals
2			Construct a 2,485 sq. ft. small office and service repair for FEDEX (1650 Sunflower Ave.)
7	PA-08-09: master plan for final phase of Emulex two-story office building 65,435 sq. ft. (3333 Susan St.)		
20			Construct 866 sq. ft. addition for Luis Vuitton on third floor of South Coast Plaza
24		Demolition of 8,775 sq. ft. Edwards Cinemas (685 Sunflower St.) Demolition of 19,530 sq. ft. Edwards Cinemas (3410 Bristol St.)	
28			Construct 819 apartment units (Enclave Apartment Homes- Enclave Cir.)
30			Construct a 405 sq. ft. lobby addition (611 Anton Blvd.)
39		Demolition of a 50-room motel "Inn at Costa Mesa" (3151 Harbor Blvd.)	
40			Construct a 796 sq. ft. addition to an existing fellowship hall (1701 Baker St.) Construct a new 2,189 sq. ft. single family dwelling and two-car garage (2980 Mindanao Dr.)
48			Construct new 6,025 sq. ft. warehouse buildings and 645 sq. ft. wash area (1151 Baker St.)
51 & 52		Demolition of 166,000 sq. ft. Wickes furniture store	Construct 20,492 SF new auto dealership for "Carmax" Construct a new 936 sq. ft. car was for "Carmax"
56	PA-07-47: conditional use permit to demolish 11,211 sq.ft. and construct a 17,242 sq. ft. auto sales facility (2828 Harbor Blvd.)		
63		Demolition of 10,519 sq. ft. of commercial medical building (722 Baker St.)	
64		Demolition of 2,128 sq. ft. commercial	Construct a new 2,026 sq. ft. commercial building

Summary of 2008 Development Activity By Traffic Analysis Zone

TAZ	Planning Approvals	Demolition	Building finals
		building (2973 Randolph)	(2973 Randolph)
67		Demolition of 1,971 sq. ft. Chevron Gas Station	Construct a new 2,189 sq. ft. Chevron Automotive Services (3048 Bristol St.)
73			Construct a new 2900 sq. ft. single family dwelling with a two-car garage (2157 Miner St.)
77		Demolition of three apartment units (2287 Pacific Av.) Demolition of nine apartment units (2295 Pacific Av.)	
91		Demolition of an existing gas station (1045 El Camino Dr.) Demolition of 22,689 sq. ft. of commercial building (1011 El Camino Dr.)	Construct a new bachelor unit above an existing garage (2884 E. La Salle Ave.)
96		Demolition existing restroom facilities	Construct an 889 sq. ft. restroom for Tewinkle Park
101	PA-08-12: construction of a new 1,498 sq. ft. convenience market (1512 Bristol St.)		
103	ZA-08-037: Expand existing mini-warehouse by 79,305 sq. ft. (3190 Pullman St.)		
104			Construct a 12,641 sq. ft. shell office building (250 Baker St.)
107			Construct new 1,492 sq. ft. equipment room for Toyota Motor Sales (335 Baker St.)
111			Construct three new 2,859 sq. ft. single family dwelling with a 556 sq. ft. attached garage (2108, 2106 and 2116 Canyon Cir.) Construct two new 2,535 sq. ft. single family dwelling with a 450 sq. ft. attached garage (2100 and 2101 Canyon Cir.)
112	ZA-08-001: 1,060 sq. ft. accessory apartment (1030 A Linden Pl.)	Demolition of 1,526 sq. ft. single family dwelling and detached garage (1009 Grove Pl.)	
116			Construct a new 2,256 sq. ft. single family dwelling with a 521 sq. ft. garage (1984 Federal Ave.)

Summary of 2008 Development Activity By Traffic Analysis Zone

TAZ	Planning Approvals	Demolition	Building finals
118	PA-08-04: master plan for construction of 34 small lot common interest development (1036 W. 18th St.)	PA-08-04 includes demolition of two residential units.	
125		Demolition of existing manufacturing buildings (1640 Monrovia Ave.)	
127	PA-07-31: demolition of two units and construction of seven attached units 616 Center St.	Demolition of 606 sq. ft. dwelling and detached garage (1838 Pomona Av. And 695 Center St.)	
142			Construct a 4,121 sq. ft. building for "Newport Car Wash" (2015 Harbor Blvd.) Construct a 2,482 sq. ft. building for "Newport Car Wash" (2015 Harbor Blvd.)
147			Construct seven new single family dwellings with attached two-car garage (344, 342, 340, 338, 336, 337, and 334 Gulf Stream Way)
149	PA-07-19: Approval to construct seven new single family detached units on a mobile home park with 15 lots (351 W. bay St.)	PA-07-09 includes demolition of a 1,103 sq. ft. residence	
150		Demolition of a 2,000 sq. ft. commercial building (1902 Harbor Blvd.)	Construct 26 two-bedroom condominium units (401 Bernard St. units 201-211, 301-305, 401-409)
162	DR-08-03: Approval to demolish residential structures for construction of two new units (2590 Orange Ave.).	Demolition of four units (2559 Santa Ana units A, B, C, D) Demolition of 2,400 sq.ft. single family dwelling and detached garage (2590 Orange Ave.)	Construct nine single family dwelling units with average size 2340 sq. ft. and 420 sq. ft. attached garage (2547, 2549, 2551, 2553, 2555, 2557, 2559, 2561 and 2563 Santa Ana Ave.)
163		Demolition of four residential units (2463 Elden Av.)	Construct three new 2,250 sq. ft. single family dwellings with a two-car garage (2463 Elden Ave. Units A, B, and C)
165			Construct a 1,084 sq. ft. new single family dwelling with an attached 1212 sq. ft. four-car garage (270 A Santa Isabel) Construct a 3,527 sq. ft. new single family dwelling (270 B Santa Isabel)

Summary of 2008 Development Activity By Traffic Analysis Zone

TAZ	Planning Approvals	Demolition	Building finals
167			Construct two 2,616 sq. ft. single family dwelling and 685 sq. ft. garage (2456 and 2458 Monaco Tr.) Construct two 2,408 sq. ft. single family dwelling units with 439 sq. ft. garage (2457, 2459 Irvine Ave.)
170		Demolition of 1,190 sq. ft. single family dwelling (2629 Westminster Pl.) Demolition of 1,144 sq. ft. single family dwelling (2609 Westminster Pl.) Demolition of 616 sq. ft. single family dwelling (244 Santo Tomas St.)	Construct a 933 sq. ft. manufactured home as a second unit (2669-B Santa Ana Ave.) Construct a new 2,564 single family dwelling with an existing two-car garage (2609 Westminster Pl.)
175			Construct 1,050 sq. ft. addition to a commercial property (2306 Newport Blvd.) Construct four new 2,395 sq. ft. single family dwelling with 449 sq. ft. garage (115 A, 115 B, 115C and 115 D E. Wilson St.)
176			Construct five new 2560 sq. ft. single family dwelling with 449 sq. ft. attached garage (2307, 2311, 2313, 2315, and 2321 Half Moon Ln.)
178		Demolition of 640 sq. ft. single family dwelling and detached garage (118 Albert Pl.)	Construct a new 6533 sq. ft. duplex and a 1,112 sq. ft. attached garage (118 Albert Pl.)
179	DR-08-04: Demolish two detached units and construct a new single family manufactures home 2,377 sq. ft. with a 528 sq. ft. garage (158 Cecil place)		
180			Construct a new 3159 sq. ft. single family dwelling with a 747 sq. ft. garage (214 22nd Street)
183			Construct a new 2,046 sq. ft. single family dwelling and a two-car garage (209 Pauline Pl.)
195			Construct a new 3,406 sq. ft. single family dwelling (281 A Walnut St.)
197			
202			Construct new four-story medical building "Pacific Medical Plaza" (1640 Newport Blvd.) 76,200 sq. ft.
203	PA-08-07: Construct a second unit and 468 sq. ft. workshop (242 Ogle St)		

Summary of 2008 Development Activity By Traffic Analysis Zone

TAZ	Planning Approvals	Demolition	Building finals
208			Add 132 sq. ft. to an residential dwelling (326 E. 16th St.)
209			Add 1,319 sq. ft. to an existing single family dwelling (466 E. 16th St.)
210		Demolition of 1,400 sq. ft. single family dwelling (1561 Orange Av.)	Construct three new 2,222 sq.ft. single family dwelling with 421 sq. ft. attached garage (1561 Orange Ave. A, B, and C)
211			Add 923 sq. ft. to an existing single family dwelling (address?) Construct a new 1136 sq. ft. second unit above a new 340 sq. ft. laundry room (243 B Knox St.)
212		Demolish 1,378 sq. ft. single family dwelling and 342 sq. ft. garage	
213			Add 1,083 sq. ft. to an existing single family dwelling Construct a new 2,033 sq. ft. single family dwelling (359 Ramona Way) Construct a new 3,481 sq. ft. single family dwelling and a 776 sq./ ft. garage (390 La Perle Ln.)
221	DR-08-08: 732 sq. ft. detached granny unit (283 Flower St.)		
234			Construct new 2,350 sq. ft. single family dwelling and two-car garage (225 Cabrillo St.)
236			Add 885 sq. ft. to an existing single family dwelling (300 Flower St.)
240			Construct a new 3,833 sq. ft. single family dwelling with a 632 sq. ft. garage (365 Broadway)
245			Construct new 3,228 sq. ft. single family dwelling with a 528 sq. ft. garage (459 Abbie Way) Construct a new 5718 sq. ft. single family dwelling with a 622 sq. ft. attaché garage (464 Abbie Way)

APPENDIX B
INTERSECTION CAPACITY UTILIZATION TABLES

3 Susan & Sunflower

2009 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	126	.08	121	.08
NBT	1	1600	359	.22*	343	.21*
NBR	1	1600	32	.02	63	.04
SBL	1	1600	68	.04*	113	.07*
SBT	1	1600	117	.10	188	.17
SBR	0	0	50		80	
EBL	1	1600	49	.03*	59	.04*
EBT	2	3200	200	.06	373	.12
EBR	1	1600	54	.03	35	.02
WBL	1	1600	48	.03	36	.02
WBT	2	3200	273	.12*	591	.24*
WBR	0	0	111		189	

TOTAL CAPACITY UTILIZATION .41 .56

9 Bristol & Sunflower

2009 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	72	.02*	412	.13
NBT	2.5	6400	591	.12	1548	.32*
NBR	1.5		157	.10	184	
SBL	2	3200	191	.06	223	.07*
SBT	3	4800	1073	.22*	818	.17
SBR	1	1600	98	.06	231	.14
EBL	2	3200	121	.04	263	.08*
EBT	2.5	6400	582	{.13}*	455	{.09}
EBR	1.5		286		230	
WBL	2	3200	195	.06*	251	.08
WBT	3	4800	291	.06	843	.18*
WBR	1	1600	195	.12	251	.16

TOTAL CAPACITY UTILIZATION .43 .65

18 Harbor & South Coast

2009 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	223	.07	321	.10
NBT	3	4800	1807	.38*	2408	.50*
NBR	2	3200	207	.06	217	.07
SBL	2	3200	43	.01*	75	.02*
SBT	4	6400	1738	.27	1663	.26
SBR	1	1600	66	.04	162	.10
EBL	1	1600	15	.01*	16	.01*
EBT	0.5	3200	22	{.01}	43	{.03}
EBR	1.5		166	{.01}	283	
WBL	2	3200	112	.04	355	.11
WBT	2	3200	115	.04*	663	.21*
WBR	1	1600	30	.02	183	.11

TOTAL CAPACITY UTILIZATION .44 .74

19 Susan & South Coast

2009 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	117	.04	413	.13
NBT	2	3200	540	.18*	309	.12*
NBR	0	0	32		73	
SBL	2	3200	72	.02*	196	.06*
SBT	2	3200	3	.00	28	.02
SBR	0	0	83	.05	201	.13
EBL	2	3200	106	.03*	73	.02*
EBT	2	3200	182	.06	199	.07
EBR	0	0	1		13	
WBL	2	3200	3	.00	37	.01
WBT	2	3200	100	.03*	502	.16*
WBR	1	1600	53	.03	81	.05
Right Turn Adjustment					SBR	.06*

TOTAL CAPACITY UTILIZATION .26 .42

20 Fairview & South Coast

2009 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	229	.07*	108	.03
NBT	3	4800	1147	.24	1743	.36*
NBR	1	1600	115	.07	277	.17
SBL	2	3200	31	.01	95	.03*
SBT	3	4800	1642	.35*	1489	.32
SBR	0	0	25		50	
EBL	1	1600	10	.01	61	.04*
EBT	1.5	4800	49	.03*	176	.06
EBR	1.5		373	.12	67	
WBL	2	3200	294	.09*	356	.11
WBT	2	3200	135	.08	318	.15*
WBR	0	0	113		160	
Right Turn Adjustment			EBR	.04*		

TOTAL CAPACITY UTILIZATION .58 .58

25 Bristol & Anton

2009 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	56	.02*	232	.07
NBT	4	6400	1088	.17	1833	.29*
NBR	f		883		529	
SBL	2	3200	153	.05	112	.04*
SBT	4	6400	1488	.23*	1385	.22
SBR	1	1600	5	.00	43	.03
EBL	1	1600	5	.00	37	.02
EBT	1	1600	17	.01*	20	.01*
EBR	1	1600	13	.01	81	.05
WBL	3	4800	325	.07*	824	.17*
WBT	1	1600	6	.00	70	.04
WBR	1	1600	69	.04	219	.14

TOTAL CAPACITY UTILIZATION .33 .51

38 Harbor & I-405 NB Ramps

2009 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	1386	.22*	1633	.26*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	4	6400	954	.15	1464	.23
SBR	f		1035		839	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		507		1101	
WBT	0	4800	0	.26*	0	.50*
WBR	1.5		760		1299	

TOTAL CAPACITY UTILIZATION .48 .76

39 Harbor & I-405 SB Ramps

2009 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	1004	.21	1351	.28
NBR	f		415		468	
SBL	0	0	0		0	
SBT	4	6400	1486	.23*	2554	.40*
SBR	0	0	0		0	
EBL	1.5		378	.24*	303	.19*
EBT	0	4800	0		0	
EBR	1.5		765	.24	637	.20
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.01*

TOTAL CAPACITY UTILIZATION .47 .60

40 Fairview & I-405 NB Ramps

2009 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	194	.12*	157	.10*
NBT	3	4800	665	.14	1206	.25
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	6	9600	1968	.21*	1838	.19*
SBR	1	1600	341	.21	268	.17
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	453	.14*	679	.21*
WBT	0	0	0		8	
WBR	2	3200	932	.29	908	.28
Right Turn Adjustment			WBR	.01*	WBR	.04*

TOTAL CAPACITY UTILIZATION .48 .54

41 Fairview & I-405 SB Ramps

2009 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	3.5	8000	653	.14*	921	{.16}*
NBR	1.5		1009	.32	512	
SBL	3	4800	1173	.24*	1181	.25*
SBT	3	4800	1248	.26	1348	.28
SBR	0	0	0		0	
EBL	2	3200	238	.07*	470	.15*
EBT	0	0	2		2	
EBR	2	3200	166	.05	250	.08
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.13*		

TOTAL CAPACITY UTILIZATION .58 .56

44 Harbor & Gisler

2009 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	109	.07*	94	.06*
NBT	4.5	8000	1973	.25	2082	.26
NBR	0.5		9		30	
SBL	1	1600	61	.04	88	.06
SBT	4	6400	2012	.34*	2696	.49*
SBR	0	0	178		434	
EBL	2	3200	584	.18*	374	.12*
EBT	0.5	1600	38	.10	28	.06
EBR	0.5		128		74	
WBL	1	1600	22	.01	29	.02
WBT	1	1600	21	.01*	24	.02*
WBR	1	1600	146	.09	163	.10

TOTAL CAPACITY UTILIZATION .60 .69

49 Bristol & Paularino

2009 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	18	.01	56	.04
NBT	3	4800	725	.17*	1044	.24*
NBR	0	0	72		86	
SBL	2	3200	277	.09*	254	.08*
SBT	3	4800	833	.18	1080	.24
SBR	0	0	22		77	
EBL	1	1600	165	.10	132	.08*
EBT	1	1600	225	.17*	139	.11
EBR	0	0	40		37	
WBL	1	1600	61	.04*	178	.11
WBT	1	1600	75	.05	369	.23*
WBR	1	1600	175	.11	297	.19

TOTAL CAPACITY UTILIZATION .47 .63

51 Paularino & SR-55 SB Frontage

2009 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	0.5		400		104	
SBT	1	3200	566	.40*	533	.27*
SBR	0.5		298		223	
EBL	0	0	0		0	
EBT	2	3200	683	.25*	405	.15*
EBR	0	0	109		62	
WBL	1	1600	34	.02*	151	.09*
WBT	2	3200	215	.07	673	.21
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .67 .51

52 Paularino & SR-55 NB Frontage

2009 Traffic Conditions

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		99		11	
NBT	1	3200	707	.29*	669	.23*
NBR	0.5		137		62	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	273	.17	266	.17*
EBT	2	3200	833	.26*	260	.08
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	113	.07	658	.33*
WBR	0	0	121	.08	398	

TOTAL CAPACITY UTILIZATION .55 .73

56 Harbor & Baker

2009 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	32	.01	59	.02*
NBT	4	6400	1524	.24*	1641	.26
NBR	1	1600	189	.12	193	.12
SBL	2	3200	151	.05*	172	.05
SBT	4	6400	1323	.21	2088	.33*
SBR	1	1600	138	.09	283	.18
EBL	2	3200	290	.09*	245	.08*
EBT	2	3200	211	.08	248	.09
EBR	0	0	57		51	
WBL	2	3200	156	.05	401	.13
WBT	2	3200	240	.08*	524	.16*
WBR	1	1600	107	.07	224	.14

TOTAL CAPACITY UTILIZATION .46 .59

58 Fairview & Baker

2009 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	114	.04	172	.05
NBT	3	4800	1249	.26*	1103	.23*
NBR	1	1600	566	.35	319	.20
SBL	2	3200	231	.07*	207	.06*
SBT	4	6400	1503	.23	1169	.18
SBR	1	1600	197	.12	306	.19
EBL	2	3200	214	.07	246	.08
EBT	2	3200	374	.12*	440	.14*
EBR	1	1600	85	.05	152	.10
WBL	2	3200	178	.06*	532	.17*
WBT	3	4800	264	.06	905	.19
WBR	1	1600	145	.09	195	.12
Right Turn Adjustment			NBR	.04*		

TOTAL CAPACITY UTILIZATION .55 .60

64 Bristol & Baker

2009 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	45	.01	139	.04
NBT	3	4800	348	.07*	721	.15*
NBR	1	1600	134	.08	202	.13
SBL	2	3200	333	.10*	357	.11*
SBT	3	4800	550	.11	629	.13
SBR	1	1600	110	.07	315	.20
EBL	2	3200	213	.07	220	.07*
EBT	2	3200	796	.27*	348	.14
EBR	0	0	56		85	
WBL	2	3200	159	.05*	189	.06
WBT	2	3200	263	.08	865	.27*
WBR	1	1600	272	.17	306	.19

TOTAL CAPACITY UTILIZATION .49 .60

81 Placentia & Adams

2009 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	203	.06	284	.09*
NBT	1	1600	265	.17*	162	.10
NBR	1	1600	112	.07	191	.12
SBL	1	1600	13	.01*	44	.03
SBT	2	3200	287	.09	135	.04*
SBR	1	1600	203	.13	126	.08
EBL	1	1600	98	.06	120	.08*
EBT	3	4800	2140	.45*	813	.17
EBR	1	1600	166	.10	204	.13
WBL	1	1600	156	.10*	181	.11
WBT	3	4800	670	.14	2276	.48*
WBR	0	0	8		20	

TOTAL CAPACITY UTILIZATION .73 .69

84 Harbor & Adams

2009 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	174	.05	410	.13*
NBT	3	4800	950	.21*	1279	.29
NBR	0	0	47		112	
SBL	2	3200	48	.02*	89	.03
SBT	4	6400	1089	.17	1589	.25*
SBR	1	1600	306	.19	871	.54
EBL	2	3200	724	.23	398	.12*
EBT	3	4800	1350	.28*	519	.11
EBR	1	1600	117	.07	133	.08
WBL	2	3200	102	.03*	168	.05
WBT	3	4800	313	.07	1172	.24*
WBR	1	1600	65	.04	107	.07

Right Turn Adjustment SBR .17*
Note: Assumes Right-Turn Overlap for SBR EBR

TOTAL CAPACITY UTILIZATION .54 .91

86 Fairview & Adams

2009 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	92	.03*	319	.10*
NBT	3	4800	652	.15	1041	.23
NBR	0	0	86		56	
SBL	1	1600	31	.02	73	.05
SBT	3	4800	1361	.28*	1029	.21*
SBR	f		304		1115	
EBL	2	3200	1179	.37*	606	.19*
EBT	1	1600	85	.05	72	.05
EBR	1	1600	160	.10	102	.06
WBL	0.5		88	.06	55	
WBT	1.5	3200	88	.06*	114	.05*
WBR	1	1600	107	.07	84	.05

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .74 .55

125 Placentia & Victoria

2009 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	218	.07*	465	.15*
NBT	2	3200	414	.13	650	.20
NBR	1	1600	132	.08	231	.14
SBL	1	1600	114	.07	72	.05
SBT	2	3200	547	.17*	424	.13*
SBR	1	1600	52	.03	110	.07
EBL	1	1600	71	.04	62	.04*
EBT	2	3200	1170	.37*	464	.15
EBR	1	1600	385	.24	282	.18
WBL	1	1600	160	.10*	154	.10
WBT	2	3200	478	.15	1213	.38*
WBR	1	1600	148	.09	76	.05

TOTAL CAPACITY UTILIZATION .71 .70

127 Harbor & Victoria

2009 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	45	.03*	120	.08
NBT	3	4800	639	.13	1197	.25*
NBR	1	1600	114	.07	135	.08
SBL	1	1600	114	.07	112	.07*
SBT	3	4800	918	.19*	1112	.23
SBR	1	1600	173	.11	289	.18
EBL	2	3200	259	.08	241	.08*
EBT	2	3200	1244	.41*	540	.19
EBR	0	0	82		69	
WBL	2	3200	105	.03*	113	.04
WBT	2	3200	532	.17	1243	.39*
WBR	1	1600	109	.07	143	.09

TOTAL CAPACITY UTILIZATION .66 .79

128 Newport SB & Victoria

2009 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	1.5		362		608	
SBT	2.5	6400	493	.13*	859	.23*
SBR	f		540		1273	
EBL	0	0	0		0	
EBT	2.5	4800	1505	.32*	733	.16*
EBR	0.5		14		50	
WBL	1	1600	42	.03*	74	.05*
WBT	1	1600	182	.11	246	.15
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .48 .44

129 Newport NB & 22nd

2009 Traffic Conditions

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		64		130	
NBT	2.5	4800	826	.19*	812	.20*
NBR	1	1600	26	.02	48	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3200	1479	.46*	786	.25*
EBT	2	3200	376	.12	607	.19
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	165	.10*	211	.13*
WBR	1	1600	239	.15	180	.11

Right Turn Adjustment WBR .05*

TOTAL CAPACITY UTILIZATION .80 .58

140 Newport & 19th

2009 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	16	.01	51	.03*
NBT	4	6400	2974	.46*	2596	.41
NBR	1	1600	13	.01	27	.02
SBL	1	1600	170	.11*	224	.14
SBT	2.5	6400	2374	.49	2757	.57*
SBR	1.5		527	.33	805	.50
EBL	2.5		734	.15*	741	.15*
EBT	1.5	6400	209	.13	187	.12
EBR	1	1600	8	.01	38	.02
WBL	1	1600	30	.02	33	.02
WBT	2.5	6400	203	{.04}*	271	.06*
WBR	1.5		215		142	

TOTAL CAPACITY UTILIZATION .76 .81

141 Newport & Broadway

2009 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	5	.00	26	.02*
NBT	4	6400	2857	.45	2560	.41
NBR	0	0	25		43	
SBL	1	1600	56	.04	119	.07
SBT	3	4800	2367	.49*	2656	.55*
SBR	1	1600	13	.01	55	.03
EBL	0	0	3		7	
EBT	1	1600	8	.01	11	.01
EBR	1	1600	2	.00	3	.00
WBL	1	1600	29	.02	27	.02
WBT	1	1600	8	.09*	8	.07*
WBR	0	0	138		98	

TOTAL CAPACITY UTILIZATION .58 .64

142 Newport & Harbor

2009 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	276	.09*	460	.14*
NBT	4	6400	2875	.45	2563	.40
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	2359	.49*	2676	.56*
SBR	1	1600	26	.02	53	.03
EBL	1	1600	20	.01*	36	.02*
EBT	0	0	0		0	
EBR	2	3200	412	.13	497	.16
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.05*	EBR	.03*

TOTAL CAPACITY UTILIZATION .64 .75

144 Newport & 18th/Rochester

2009 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	47	.03*	91	.06*
NBT	4	6400	2933	.46	2714	.43
NBR	0	0	11		20	
SBL	1	1600	70	.04	141	.09
SBT	3	4800	2541	.53*	2885	.60*
SBR	1	1600	134	.08	130	.08
EBL	2	3200	173	.05*	225	.07*
EBT	1	1600	83	.05	77	.05
EBR	1	1600	34	.02	57	.04
WBL	1	1600	13	.01	26	.02
WBT	1	1600	69	.06*	82	.08*
WBR	0	0	25		44	

TOTAL CAPACITY UTILIZATION .67 .81

151 Superior & 17th

2009 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	33	.02	123	.08
NBT	0.5	3200	98	{.13}*	156	{.15}*
NBR	1.5		609		604	
SBL	1	1600	65	.04*	97	.06*
SBT	2	3200	235	.09	261	.11
SBR	0	0	63		84	
EBL	1	1600	16	.01	28	.02
EBT	2	3200	349	.12*	581	.21*
EBR	0	0	38		75	
WBL	1	1600	377	.24*	370	.23*
WBT	2	3200	389	.13	469	.17
WBR	0	0	38		68	

TOTAL CAPACITY UTILIZATION .53 .65

152 Newport & 17th

2009 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	35	.02	61	.04
NBT	3	4800	1576	.33*	1476	.31*
NBR	1	1600	144	.09	166	.10
SBL	2	3200	671	.21*	838	.26*
SBT	3	4800	1438	.30	1611	.34
SBR	1	1600	412	.26	348	.22
EBL	3	4800	672	.14*	740	.15*
EBT	2	3200	342	.11	523	.18
EBR	0	0	11	·	50	
WBL	2	3200	127	.04	222	.07
WBT	3	4800	335	.07*	534	.11*
WBR	1	1600	157	.10	125	.08

TOTAL CAPACITY UTILIZATION .75 .83