CITY OF NEWPORT BEACH
PLANNING COMMISSION STAFF REPORT
July 5, 2012
Agenda Item _2_

SUBJECT: 7-Eleven Use Permit - (PA2012-025)
4221 MacArthur Boulevard, Suite B-01
- Use Permit – Conditional No. UP2012-003,
- Traffic Study – Amendment No. TS2012-001

APPLICANT: 7-Eleven, Inc.

PLANNER: Javier S. Garcia AICP, Senior Planner
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PROJECT SUMMARY

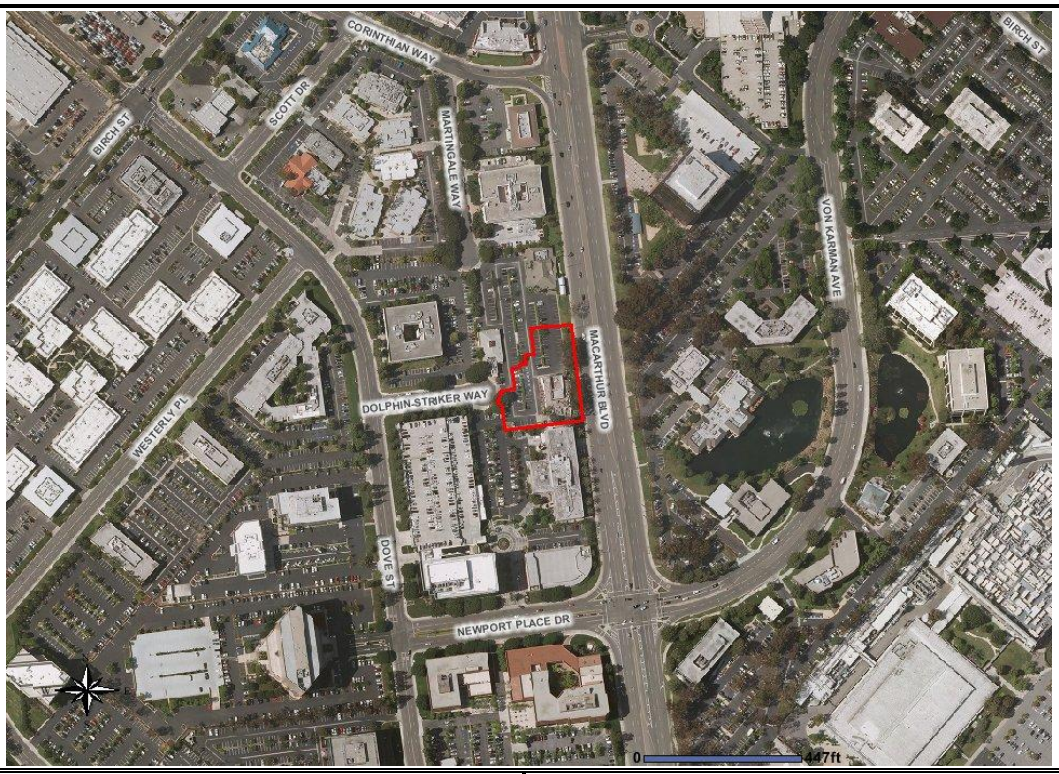
A request to approve a conditional use permit (CUP) to allow the establishment of a 2,369 square-foot, off-sale alcoholic beverage outlet (beer and wine only) in conjunction with the 24-hour convenience store (7-Eleven). The store will be located within a 12,351 square foot commercial center (formerly known as Dolphin Striker Project) currently under construction. Also included in the request is approval of an amendment to the Traffic Phasing Ordinance in conjunction with the approved project.

RECOMMENDATION

1) Conduct a public hearing; and

2) Adopt Resolution No. ___ (Attachment No. PC 1), approving:
   a) Use Permit – Conditional No. UP2012-003, and
   b) Find that, based on the weight of the evidence in the administrative record, including Traffic Study No. TS2011-002 and that Traffic Study – No. TS2012-001 complies with the Traffic Phasing Ordinance in support of the proposed project.

VICINITY MAP



GENERAL PLAN

ZONING

LOCATION	GENERAL PLAN	ZONING	CURRENT USE
ON-SITE	MU-H2 (Mixed-Use Horizontal)	PC 11 Zoning District (Newport Place PC)	Restaurant uses and retail shopping center (under construction)
NORTH, WEST and SOUTH	MU-H2 (Mixed-Use Horizontal)	PC 11 Zoning District (Newport Place PC)	Restaurant, Retail Service and Professional Office Uses
EAST	MU-H2 (Mixed-Use Horizontal)	PC 15 Zoning District (Koll Center Newport PC)	Professional Office and Hotel Uses

INTRODUCTION

Project Setting

The subject property is located on the westerly side of MacArthur Boulevard between Newport Place and Corinthian Way. The subject site is occupied by one commercial retail building currently under construction and a second building to be constructed in a later phase. Adjacent uses include Classic Q Restaurant to the north and the Saagar Restaurant to the west. To the south are professional office uses and to the east are professional offices and hotel (Fairmont Hotel) use. The project is located in the Newport Place Planned Community District.

Project Description

The applicant is requesting a conditional use permit to allow the establishment of a 2,369-square-foot, off-sale alcoholic beverage outlet (beer and wine only) in conjunction with a 24-hour convenience store (7-Eleven). Off-sale alcoholic beverage outlets require the approval of a use permit in each case to determine the effects caused by location on a specific site. Late night hours are subject to use permit provisions only in conjunction with eating and drinking establishments. The store will be located within an approved 12,351 square foot commercial center under construction. The proposed floor plan for the convenience store is designed to be entirely open and visible to the cashier and employees. The exterior areas of the property are adequately lighted to provide security on the site.

Also included in the request is approval of an amendment to the Traffic Phasing Ordinance which was approved with the shopping center. The mix of approved commercial uses and the proposed revisions is reflected below. The revision increased the square footage of the take-out food service use and reduced the food service use (restaurant use). Revision to the traffic study for amendment to the TPO is subject to review and approval of the Planning Commission to determine the impacts of the proposed revised development on the existing traffic circulation system.

Use Allocation Changes:

	General Commercial	Food Service	Take-Out Food Service Sandwich Shop (6 seats maximum)	Total
Approved by Council	7,351	4,000	1,000	12,351
PROPOSED	9,100	1,417	1,834	12,351
Net Change	+1,749	-2,583	+834	0

NOTE: Numbers are in gross square feet

Background

At its meeting of October 25, 2011, the City Council approved

- Transfer of Development Rights No. TD2010-002;
- Conditional Use Permit (CUP) No. UP2010-026;
- Modification Permit No. MD2011-014;
- Traffic Study No. TS2011-002; and
- Mitigated Negative Declaration No. MN2011-001

In conjunction with the project, a traffic analysis was required to determine whether additional improvements to the surrounding circulation system were warranted. The traffic study assumed the mix of commercial uses and operating hours of general retail use from 9:00 a.m. to 7:00 p.m., daily. A condition of approval to that effect was included in the City Council Resolution No. 2011-101 (Condition of Approval No. 9, page 18 of 26). It was the intent and understanding that the condition established the parameters for the trip generation rate for the project. It was also understood and intended that in order to deviate from that condition and modify the hours of any general retail use would require revising the traffic study. to analyze the identified affected project intersections. Therefore, a traffic engineer was engaged, under the direction of the City traffic Engineer, to revise the traffic study to calculate the revised project impacts to the daily trips, as well as the A.M. and P.M. peak hour traffic.

DISCUSSION

Analysis

General Plan and Zoning Code

The subject property is located within the General Plan Statistical Area L4 and has a land use designation of Mixed-Use Horizontal (MU-H2). The MU-H2 designation is intended to provide for a wide variety of commercial activities oriented primarily to serve citywide or regional needs. Commercial retail, convenience stores, and food service establishments are permitted uses within this land use designation. The 7-Eleven convenience store is a general retail use that is consistent with that designation.

The subject property is located within General Commercial Site 8 of the Newport Place (PC-11 Zoning District) Planned Community, which allows general retail uses and eating and drinking establishments. Pursuant to the Planned Community Text and the Newport Beach Municipal Code, the off-sale of alcoholic beverages in conjunction with a retail sales outlet requires approval of a conditional use permit (CUP). Pursuant to Zoning Code Section 20.52.020 (Conditional Use Permits and Minor Use Permits), an application for a CUP is subject to review by the Planning Commission, which may approve or conditionally approve the project if facts are found to support the findings. Additionally, pursuant to Zoning Code Section 20.48.030 (Alcohol Sales), the Planning Commission must find the proposed use is consistent with the purpose and intent of the

Zoning Code. The 7-Eleven convenience store is a general retail use consistent with the Newport Place Planned Community District Regulations.

The proposed use is consistent with the General Plan and Zoning Code. The introduction of off-sale alcoholic beverages in conjunction with the 24-hour convenience store is compatible with uses in the area. Staff believes the findings for approval can be made and facts in support of the required findings are presented in the draft resolution (Attachment No. PC1).

Traffic Phasing Ordinance – Traffic Study

Chapter 15.40 (Traffic Phasing Ordinance, or TPO) of the Municipal Code requires that a traffic study be prepared and findings be made prior to issuance of building permits if a proposed project will generate in excess of 300 average daily trips (ADT). The change in the allocation of proposed uses requires the approval of a revised traffic study. The amendment to the Traffic Study (Traffic Study No. TS2011-002) adopted in conjunction with the original project is discussed later in this report.

Use Permit Findings

In accordance with Sections 20.52.020.F, the Planning Commission must make the following findings for approval for a use permit to allow the addition of off-sale alcoholic beverage sales to the convenience store operation:

1. *The use is consistent with the General Plan and any applicable specific plan.*

The MU-H2 designation is intended to provide for a wide variety of commercial activities oriented primarily to serve citywide or regional needs. Commercial retail, convenience stores, and food service establishments are permitted uses within this land use designation. The 7-Eleven convenience store with off-sale alcoholic beverage sales is a general retail use consistent with that designation. The subject property is not part of a specific plan area.

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

The Newport Place Planned Community Zoning District (PC11) is intended to provide for areas appropriate for a range of neighborhood-serving retail, professional offices and service uses. The addition of off-sale beer and wine sales is for the convenience of persons working or traveling in the neighborhood. It is not anticipated that the proposed convenience store and alcoholic beverage outlet will generate any adverse effect on persons visiting or working in the neighborhood. The 7-Eleven convenience store is a general retail use consistent with the zoning designation.

The proposed off-sale beer and wine sales is considered accessory to the retail use and not considered an intensification of use; therefore, there is no change in the parking requirement.

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

The retail store is located within a highly-traveled commercial area that is occupied by a mixture of professional business offices, retail, service, and eating and drinking establishments.

There are no nearby residential properties. The operational conditions recommended by the Police Department relative to the sale of beer and wine will ensure compatibility with the surrounding uses and minimize impacts. In addition, all employees selling alcohol will be required to be at least 21 years of age and receive ABC-required Licensee Education on Alcohol and Drugs (LEAD) training.

Although the proposed hours of operation are not in strict compliance with the restrictions specified in the City Council Resolution No. 2011-101 (Attachment PC4), staff has determined that the hours limitation on the general commercial uses was in conjunction with assumptions accepted in the traffic study. Additionally, Condition of Approval No. 3 (CC Resolution Page 17 of 26) provides that individual uses shall be permitted or conditionally permitted, within the project consistent with the provisions of the Zoning Code, so long as they do not increase the traffic generation for the project. Therefore, the traffic study to amend the TPO is required to address the increased trip generation. The trip generation characteristics of the revised project are discussed later in this report.

The Community Development Director has determined that the proposed hours of operation may be approved by the Planning Commission in conjunction with this use permit and would be consistent with the purpose and intent of the City Council Resolution No. 2011-101. The Police Department has raised no objection to the proposed hours of operation.

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

The project site will be located within a multi-tenant commercial building currently under construction. Adequate public and emergency vehicle access, public services, and utilities are provided within the surrounding infrastructure. The tenant improvement for the proposed retail store will be reviewed for compliance with all Building, Public Works, and Fire Codes and all ordinances of the City and conditions of approval will be complied with. Adequate parking is provided on-site and additional off-site parking is also provided. The reduction in the food service use allocation results in a surplus of on-site parking for the project.

5. *Operation of the use at the location proposed would not be detrimental to the harmonious and orderly growth of the City, or endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or general welfare of persons residing or working in the neighborhood of the proposed use.*

The project has been reviewed and subjected to conditions of approval to ensure that potential conflicts with the surrounding land uses are minimized to the greatest extent possible. The operator is required to take reasonable steps to discourage and correct objectionable conditions that constitute nuisance areas surrounding the subject property and adjacent properties during business hours, if directly related to the patrons of the retail store. The owners, managers and employees selling beer and wine shall undergo and successfully complete a certified training program in responsible methods and skills for selling beer and wine. Since there are no residential uses nearby, the proposed 24-hour operation is not anticipated to create any nuisance to the neighboring uses.

Alcoholic Beverage Sales – Off Site

In accordance with Section 20.48.030 (Alcohol Sales) of the Newport Beach Municipal Code, the Planning Commission must find that:

1. *The use is consistent with the purpose and intent of Subsection 20.48.030 (Alcohol Sales) of the Zoning Code to preserve a healthy and safe environment for residents and businesses.*

The project has been reviewed and conditioned to ensure that the purpose and intent of Section 20.48.030 (Alcohol Sales) of the Zoning Code is maintained to preserve a healthy and safe environment for residents and businesses. Beer and wine are products that are typically found at convenience markets, and will be provided for the convenience of customers that frequent the establishment. Operational conditions of approval recommended by the Police Department will ensure compatibility with the surrounding uses and minimize alcohol related impacts.

The Police Department in its memorandum (Attachment PC5) acknowledges that 7-Eleven franchise operators are held to high operating standards; and that representatives of 7-Eleven Corporation meet with the franchisees on a regular basis to ensure compliance with those standards.

The Police Department has prepared an Alcohol Related Statistics and Alcohol Related Statistics Report for the project site (Attachment No. PC5), which is incorporated into the factors for consideration provided below. The Police Department has reviewed the concentration and crime statistics and the potential impact on crime and police services, and recommends approval of the establishment with a Type 20 (Beer and Wine) license with Department of Alcoholic Beverage Control (ABC).

Factors to Consider

Section 20.48.030 (Alcohol Sales) requires the Planning Commission to consider certain factors when making the required findings to approve the Conditional Use Permit. A discussion of these factors in support of the Conditional Use Permit is provided below.

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

The establishment is located within Reporting District 34 (RD34), which includes Fashion Island. The Part One Crimes Rate in RD 34 is higher than the Part One Crimes Rate for the City and adjacent districts. The crime rate in this reporting district is 61-percent above the citywide reporting district average. This is largely due to the number of visitors to the Fashion Island Regional Shopping Center, the high concentration of alcohol licenses, and high ratio of non-residential to residential uses in the area. While the proposed establishment is located in an area which has a very high concentration of alcohol licenses staff recommends that the sale of alcoholic beverage in this area will serve public convenience and necessity.

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

RD 34 has a higher number of total arrests, and calls for service recorded in 2011 compared to the adjacent reporting districts. These are related primarily to the large number of restaurants, alcohol service outlets, and visitor accommodations located within the airport area, Fashion Island and Newport Center. No calls for service and no arrests were made related to the subject site, or the former the restaurant which was unoccupied for over a year.

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

There are no residential properties in the vicinity of the subject property and the hotel located across the street (MacArthur Boulevard, Fairmont Hotel) is the closest noncommercial use in the area. It is not anticipated that activities or noise associated with the proposed 24-hour convenience store will adversely affect the hotel guests, but will serve as an additional amenity.

The project site is not located within close proximity of any recreational facilities or to any churches, daycare centers or schools that will be adversely affected. The area in general is characterized by a high volume of traffic traveling on MacArthur Boulevard. The site is adjacent to commercial uses and restaurant uses. The draft resolution includes conditions of approval to minimize negative impacts that the proposed off-sale of beer and wine may have to surrounding land uses and ensure that the use remains compatible with the surrounding community.

4. *The proximity of the other establishments selling alcoholic beverages for either off-site or on-site consumption.*

The Police Department has prepared an Alcohol Related Statistics report for the project site that indicates an over concentration of alcohol licenses within this statistical area.

The per capita ratio is higher than the adjacent districts and the average ratio for Orange County. However, this is due to the higher concentration of commercial land uses and low number of residential properties in the reporting district. The proposed off-sale alcoholic beverage outlet is located in RD34 and is in close proximity to restaurants serving alcoholic beverages within the district. There are other alcoholic beverage establishments within the hotels and commercial areas in the vicinity of the subject site (the Radisson and Fairmont Hotels and various food service uses located at the MacArthur Square commercial center).

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

This factor is not applicable. The site was formerly occupied by a restaurant use that was recently demolished. Beer and wine off-site sales are not currently authorized at this location since the building and proposed use will be newly constructed.

Traffic Phasing Ordinance - Traffic Study

The trip generation characteristics of the revised development require an amendment to the Traffic Phasing Ordinance to reflect the change in the make-up of the commercial uses. The revision to the mix of commercial uses and the change in trips is reflected below. The 7-Eleven Convenience Store is designated as a part of the General Commercial component.

Trip Generation Characteristics

	General Commercial	Food Service	Take-Out Food Service Sandwich Shop (6 seats maximum)	Total	Total Trips	A.M. Peak	P.M. Peak
Approved by Council	7,351	4,000	1,000	12,351	942	67	55
Proposed	9,100	1,417	1,834	12,351	1,703	135	95
Net Change	+1,749	-2,583	+834		+761	+68	+40

NOTE: Numbers are in gross square feet; and trips

For the purposes of preparing the traffic analysis for the revised project, the changes noted above are provided to show the revised development and the net change to the

total trips, A.M. and P.M. Peaks. Combined, this revised land use mix forecasts to generate a net increase of 761 trips per day, including 68 A.M. peak hour trips and 40 P.M. peak hour trips. The increases can be attributed to the introduction of the proposed 7-Eleven convenience store (a high turn-over use); and the reallocation/exchange of food service use (restaurant, a low turn-over use) to the take-out food service use (delicatessen, a higher turn-over use).

The previous traffic study also provided a parking demand analysis, based on the mix of proposed commercial uses, in support of the proposed parking management plan. The parking management plan included the waiver of a portion of the required on-site parking and to allow the use of off-site parking spaces on an adjacent parcel to satisfy the parking requirement.

Since approval on October 25, 2011, the project proponent revised the mix of commercial uses as shown above. Based on the revised project mix of commercial uses (reduction in the allocation to food service uses), the overall parking requirement for the project was reduced so that the number of municipal code required parking spaces could be satisfied on-site. The required number of parking spaces was reduced to 62 parking spaces, resulting in an on-site surplus of three parking spaces (65 spaces provided on-site).

Although, the off-site parking is no longer required, the project proponent has retained the right to those off-site spaces if needed in the future, and will be available to provide additional overflow parking for the development if needed.

Pursuant to Section 15.40.030.A, the Planning Commission must make the following findings in order to approve the traffic study for the revised project:

1. *That a traffic study for the project has been prepared in compliance with this chapter (Chapter 15.40 of the NBMC) and Appendix A.*

In accordance with the code provisions, a revised traffic study has been prepared by Kunzman Associates, Inc. dated April 16, 2012, under the supervision of the City Traffic Engineer pursuant to the TPO and its implementing guidelines (Attachment No. PC7).

2. *That, based on the weight of the evidence in the administrative record, including the traffic study, one of the findings for approval in subsection (B) can be made: 15.40.030.B.1 Construction of the project will be completed within 60 months of project approval; and 15.40.030.B.1(a) The project will neither cause nor make an unsatisfactory level of traffic service at any impacted intersection.*

None of the 12 primary intersections evaluated in the traffic study will be adversely affected by the revised project or revised allocation of uses. The revised traffic study indicates that the project will increase traffic on 4 of the 12 study intersections by one percent (1%) or more during peak hour periods one year after the completion of the

project and, therefore, these four intersections required further Intersection Capacity Utilization (ICU) analysis. Utilizing the ICU analysis specified by the TPO, the traffic study determined that the four primary intersections identified will continue to operate at satisfactory levels of service.

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

Since implementation of the proposed project will neither cause nor make worse an unsatisfactory level of traffic service at any impacted primary intersection within the City, no improvements or mitigation are necessary. Therefore, staff recommends that the Planning Commission find that the traffic study has been prepared in compliance with the TPO and the conditions of approval of Council Resolution No. 2011-101.

Pursuant to Section 15.40.030.B, the Planning Commission must make the following findings in order to approve the traffic study for the revised project:

1. *The phasing of development with circulation system improvements to accommodate project-generated traffic is important to maintaining the high quality of the residential and commercial neighborhoods in Newport Beach;*

None of the 12 primary intersections evaluated in the traffic study will be adversely affected by the revised project or revised allocation of uses. Therefore, the phasing of the development is consistent with this finding since it will not require any additional circulation improvements.

2. *Traffic congestion caused by inadequate phasing of circulation improvements and development is harmful to the public health, safety and general welfare due to the potential for delays in emergency response, air quality impacts and an overall reduction in the quality of life.*

The addition of the deceleration lane for traffic entering the project will prevent or alleviate any potential traffic congestion that may be caused by the proposed project. Therefore, the traffic study for the revised project is consistent with this finding because the public health, safety and general welfare will be protected from harm associated with any potential delay of response by emergency personnel, air quality impact and the overall quality of life.

3. *While some development may be important to the continued vitality of the local economy, the City should continue to require mitigation of traffic impacts by project proponents to ensure the circulation system functions as planned;*

The development as revised continues to be important to the vitality of the local economy and in particular the subject property and surrounding area. The traffic study

indicates that the revised project does not raise any issues or traffic impacts that require mitigation measures. Therefore, the revised traffic study is consistent with this finding.

4. *Circulation system improvements should not alter the character of neighborhoods or result in the construction of streets and highways which expand the capacity of the roadway system beyond levels proposed in the circulation element;*

The traffic study is consistent with this finding since the study has determined that no circulation system improvements are recommended in conjunction with the revised project.

5. *This chapter is consistent with the authority of a public entity to ensure that project proponents make or fund improvements that increase the capacity of the circulation system to accommodate project generated traffic. (Ord. 99-17 § 1 (part), 1999*

The traffic study is consistent with this finding since the project proponent will contribute or make improvements that increase the capacity of the circulation system with the provision of the deceleration lane to accommodate vehicular traffic entering the project and that will also prevent the cuing of that traffic onto MacArthur Boulevard thereby maintaining or improving traffic circulation in the vicinity.

Alternatives

1. If the Planning Commission determines that the findings for approval of the use permit cannot be made, the attached Resolution for Denial (Attachment PC2) is provided, to facilitate the denial of the project, if so desired, and may include additional information or findings that the Planning Commission may deem necessary or warranted.

2. The Planning Commission may suggest specific modifications to the conditions that are needed to receive approval.

Public Notice

Notice of this hearing was published in the Daily Pilot, mailed to property owners within 300 feet of the property and posted at the site a minimum of 10 days in advance of this hearing, consistent with the Municipal Code. Additionally, the item appeared upon the agenda for this meeting, which was posted at City Hall and on the City's website.

Environmental Review

An Initial Study and Mitigated Negative Declaration (MND, MN2011-001) were previously reviewed and adopted by the City Council in compliance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and City Council Policy

K-3, on October 25, 2011. On the basis of the entire environmental review record, the approved project is not affected by the revised Traffic Study No. 2012-001, with the adopted mitigation measures unchanged, will have a less than significant impact upon the environment and there are no known substantial adverse affects on human beings that would be caused.

The MND and Mitigation Monitoring and Report Program (MMRP) were adopted by the City Council and remain in full force. The document and all material, which constitute the record upon which this decision for recommendation was based, are on file with the Planning Department, City Hall, 3300 Newport Boulevard, Newport Beach, California 92660.

Prepared by:

Javier S. Garcia, AICP,
Senior Planner

Submitted by:

Brenda Wisneski, AICP, Deputy Director

Javier S. Garcia, AICP
Senior Planner

ATTACHMENTS

PC 1 Draft Resolution with Findings and Conditions for Approval
PC 2 Draft Resolution with Findings for Denial
PC 3 Applicant's Letter of Support
PC 4 City Council Resolution No. 2011-101, as approved October 25, 2011
PC 5 Police Department: Memorandum and Alcohol-Related Statistics Report
PC 6 Project Plans
PC 7 TPO Study – Traffic Study No. TS2012-001

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Attachment No. PC 1

DRAFT RESOLUTION FOR APPROVAL
UP2012-003 (PA2012-025) AND
TRAFFIC STUDY 2012-001
4221 MACARTHUR BOULEVARD

RESOLUTION NO. _____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF NEWPORT BEACH APPROVING CONDITIONAL USE PERMIT NO. UP2012-003, AND FINDING TRAFFIC STUDY NO. TS2012-001 IN COMPLIANCE WITH THE TRAFFIC PHASING ORDINANCE TO ALLOW OFF-SALE OF ALCOHOLIC BEVERAGES IN CONJUNCTION WITH A 24-HOUR CONVENIENCE STORE LOCATED AT 4221 MACARTHUR BOULEVARD (PA2012-025)

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

SECTION 1. STATEMENT OF FACTS.

1. An application was filed by Ridgeway/Whitney, Partnership, with respect to property located at 4221 MacArthur Boulevard, and legally described as Parcel 1 of Portion of Lot 4 of Tract No. 7770, requesting approval of the following:

   a) A conditional use permit to allow the establishment of a 2,369 square-foot, 24-hour convenience store (7-Eleven) and off-sale alcoholic beverage outlet (beer and wine only).

   b) A revised traffic study pursuant to Chapter 15.40 (Traffic Phasing Ordinance) as the project, as originally approved, will generate in excess 300 average daily trips (ADT).

2. The revised project is consistent with the City Council approval of October 25, 2011 based on the following facts:

   a. The gross floor area remains at 12,351 square feet;
   b. The amount of transferred entitlement from from General Commercial Site 7 (Lexus Dealership at 3901 MacArthur Boulevard) remains at 400 square feet.
   c. The change in the proposed land use mix of general commercial area from 7,351 square feet to 9,100 square feet; reduced the food service use from 4,000 square feet to 1,417 square feet; and changed the take-out limited use from 1,000 to 1,834 square feet;
   d. The number of on-site parking spaces provided remains at 65 spaces, the approved parking waiver of 3 parking spaces remains in force; and
   e. The off-site parking for 16 spaces, located at the parking structure at 4106 Newport Place Drive, are maintained.

3. The subject property has zoning designation of General Commercial Site 8 of the Newport Place (PC-11) Planned Community Zoning District and the General Plan Land Use Element category is Mixed-Use Horizontal 2 (MU-H2).

4. The subject property is not located within the coastal zone.

5. A public hearing was held on July 5, 2012, in the City Hall Council Chambers, 3300 Newport Boulevard, Newport Beach, California. A notice of time, place and purpose of the meeting was given in accordance with the Newport Beach Municipal Code. Evidence, both written and oral, was presented to, and considered by, the Planning Commission at this meeting.

SECTION 2. CALIFORNIA ENVIRONMENTAL QUALITY ACT DETERMINATION.

1. An Initial Study and Mitigated Negative Declaration (MND, MN2011-001) were previously reviewed and adopted by the City Council in compliance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and City Council Policy K-3, on October 25, 2011.

2. On the basis of the entire environmental review record, the approved project is not affected by the revised Traffic Study No. 2012-001, with the adopted mitigation measures unchanged, will have a less than significant impact upon the environment and there are no known substantial adverse affects on human beings that would be caused.

3. The MND and Mitigation Monitoring and Report Program (MMRP) were adopted by the City Council and remain in full force. The document and all material, which constitute the record upon which this decision for recommendation was based, are on file with the Planning Department, City Hall, 3300 Newport Boulevard, Newport Beach, California 92660.

4. The Planning Commission finds that judicial challenges to the City's CEQA determinations and approvals of land use projects are costly and time consuming. In addition, project opponents often seek an award of attorneys' fees in such challenges. As project applicants are the primary beneficiaries of such approvals, it is appropriate that such applicants should bear the expense of defending against any such judicial challenge, and bear the responsibility for any costs, attorneys' fees, and damages which may be awarded to a successful challenger.

SECTION 3. REQUIRED FINDINGS.

1. The subject property is located in Statistical Area L4 (Airport Area) and has a General Plan designation of Mixed-Use Horizontal 2 (“MU-H2”). The MU-H2 designation provides for a horizontal intermixing of uses that may include regional commercial office, multifamily residential, vertical mixed-use buildings, industrial, hotel rooms, and ancillary neighborhood commercial uses. The commercial development under construction and the proposed uses are ancillary and supportive to the existing nearby office and light industrial developments.

2. Chapter 15.40 (Traffic Phasing Ordinance, or TPO) of the Municipal Code requires that a traffic study be prepared and findings be made prior to issuance of building permits if a proposed project will generate in excess of 300 average daily trips (ADT).

For the purposes of preparing the revised traffic analysis for this project, the 12,351-square-foot commercial development is assumed to include 1,834 square feet of fast-food uses (increase of 834 square feet), 1,417 square feet of high turn-over food uses (reduction of 2,583 square feet), and 9,100 square feet of general commercial uses (increase of 1,750 square feet). Combined, this land use mix is forecast to generate a net increase of 761 trips per day over the previous mix, including an additional 68 A.M. peak hour trips and 40 P.M. peak hour trips.

This increase is attributed to the introduction of the proposed 7-Eleven convenience store (a high turn-over use); and the allocation/exchange of food service use (restaurant, a low turn-over use) to the take-out food service use (delicatessen, a higher turn-over use). Pursuant to Section 15.04.030.A, the project shall not be approved unless certain findings can be made. The following findings and facts in support of such findings are set forth:

Finding:

A. That a revised traffic study for the project has been prepared in compliance with this chapter and Appendix A.

Facts in Support of Finding:

A-1. A traffic study, entitled "4221 Dolphin Striker Project Traffic Impact Analysis (Revised)" dated April 16, 2012, was prepared by Kunzman Associated, Inc. under the supervision of the City Traffic Engineer and in compliance with the code requirements of Municipal Code Chapter 15.40 and Appendix A.

Finding:

B. That based on the weight of the evidence in the administrative record, including the traffic study, one of the findings for approval in subsection (B) can be made in conjunction with the change in the mix of commercial uses, which includes the introduction of a 24-hour convenience store:

15.40.030.B.1 Construction of the project will be completed within 60 months of project approval; and

15.40.030.B.1(a) The project will neither cause nor make worse an unsatisfactory level of traffic service at any impacted primary intersection.

Facts in Support of Finding:

B-1. Construction of the project is anticipated to be completed in 2012. If the Project is not completed within sixty (60) months of this approval, preparation of a new traffic study will be required.

B-2. The revised traffic study indicates that based on the Traffic Analyses of the addendum, the revised project description and use allocations does not alter the findings or recommendations presented in the 4221 Dolphin Striker Traffic Analysis (May 31, 2011).

B-3. Utilizing the Intersection Capacity Utilization (ICU) analysis specified by the Traffic Phasing Ordinance, the revised traffic study determined that the primary intersections identified will not be affected by the revised project as described will operate at LOS "C" or better during the AM and PM peak hours, and therefore no mitigation is required.

B-4. Based on the weight of the evidence in the administrative record, including the revised traffic study, the implementation of the Project will neither cause nor make worse an unsatisfactory level of traffic service at any impacted primary intersection within the City of Newport Beach.

Finding:

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

Facts in Support of Finding:

C-1. Since implementation of the Project will neither cause nor make worse an unsatisfactory level of traffic service at any impacted primary intersection within the City of Newport Beach, no improvements or mitigations are necessary.

3. Pursuant to Section 15.40.030.B, the Planning Commission must make the following findings in order to approve the traffic study for the revised project that includes the 24-hour convenience store and off-sale alcoholic beverage outlet:

Finding

D. The phasing of development with circulation system improvements to accommodate project-generated traffic is important to maintaining the high quality of the residential and commercial neighborhoods in Newport Beach;

Facts in Support of Finding:

D-1. None of the 12 primary intersections evaluated in the traffic study will be adversely affected by the revised project or revised allocation of uses. Therefore, the phasing of the development is consistent with this finding since it will not require any additional circulation improvements.

Finding

E. Traffic congestion caused by inadequate phasing of circulation improvements and development is harmful to the public health, safety and general welfare due to the potential for delays in emergency response, air quality impacts and an overall reduction in the quality of life.

Facts in Support of Finding:

E-1. The addition of the deceleration lane for traffic entering the project will prevent or alleviate any potential traffic congestion that may be caused by the proposed project. Therefore, the traffic study for the revised project is consistent with this finding because the public health, safety and general welfare will be protected from harm associated with any potential delay of response by emergency personnel, air quality impact and the overall quality of life.

Finding

F. While some development may be important to the continued vitality of the local economy, the City should continue to require mitigation of traffic impacts by project proponents to ensure the circulation system functions as planned;

Facts in Support of Finding:

F-1. The development as revised continues to be important to the vitality of the local economy and in particular the subject property and surrounding area. The traffic study indicates that the revised project does not raise any issues or traffic impacts that require mitigation measures. Therefore, the revised traffic study is consistent with this finding.

Finding

G. Circulation system improvements should not alter the character of neighborhoods or result in the construction of streets and highways which expand the capacity of the roadway system beyond levels proposed in the circulation element;

Facts in Support of Finding:

G-1. The traffic study is consistent with this finding since the study has determined that no circulation system improvements are recommended in conjunction with the revised project,

Finding

H. This chapter is consistent with the authority of a public entity to ensure that project proponents make or fund improvements that increase the capacity of the

circulation system to accommodate project generated traffic. (Ord. 99-17 § 1 (part), 1999

Facts in Support of Finding:

H-1. The traffic study is consistent with this finding since the project proponent will contribute or make improvements that increase the capacity of the circulation system with the provision of the deceleration lane to accommodate vehicular traffic entering the project and that will also prevent the cuing of that traffic onto MacArthur Boulevard thereby maintaining or improving traffic circulation in the vicinity.

4. In accordance with Section 20.52.020.F of the Newport Beach Municipal Code, the following findings and facts in support of the findings for a use permit to allow the 24-hour convenience store and off-sale alcoholic beverage outlet are set forth:

Finding

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

Facts in Support of Finding

I-1. The proposed commercial development and uses are consistent with MU-H2 General Plan land use designation. The Newport Place (PC-11) Planned Community Development Plan zoning designation of the subject property is General Commercial Site 8 which allows general commercial uses in addition to food service uses.

I-2. The subject property is not part of a specific plan area.

Finding

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

Facts in Support of Finding

J-1. The retail sales use is consistent with the Newport Place Planned Community Zoning District, which is intended to provide for areas appropriate for a range of neighborhood-serving retail, professional offices and service uses. The addition of off-sale beer and wine sales is for the convenience of persons working in the area and traveling on MacArthur Boulevard. The beer and wine service is allowed upon the approval of a use permit by the Planning Commission in this particular case, due to the required review and approval of the Traffic Study No. TS2012-001 and the proposed late hours of the establishment.

J-2. The proposed off-sale beer and wine sales is considered accessory to the retail use and not considered an intensification of use; therefore, there is no change in the parking requirement.

J-3. The proposed conditions of approval ensure that potential conflicts with surrounding land uses are minimized to the greatest extent possible or eliminated.

Finding

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

Facts in Support of Finding

K-1. The retail store is located within a highly-traveled commercial area that is occupied by a mixture of professional business offices, retail, service, and eating and drinking establishments.

K-2. There are no nearby residential properties, the operational conditions of approval recommended by the Police Department relative to the sale of beer and wine will ensure compatibility with the surrounding uses and minimize related impacts. The project has been conditioned to ensure the welfare of the surrounding community so that the business remains a convenience market with no dining area and not a bar or tavern.

K-3. The retail store is required to comply with the California Building Code and requirements of the Alcoholic Beverage Control Department to ensure the safety and welfare of customers and employees within the market.

Finding

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

Facts in Support of Finding

L-1. The project site will be located within a multi-tenant commercial building currently under construction.

L-2. Adequate public and emergency vehicle access, public services, and utilities are provided within the existing infrastructure.

L-3. The tenant improvement for the proposed retail store will be reviewed for compliance with all Building, Public Works, and Fire Codes.

L-4. All ordinances of the City and all conditions of approval will be complied with.

Finding

M. Operation of the use at the location proposed would not be detrimental to the harmonious and orderly growth of the City, or endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, a safety, or general welfare of persons residing or working in the neighborhood of the proposed use.

Facts in Support of Finding

M-1. The project has been reviewed and subjected to conditions of approval to ensure that potential conflicts with the surrounding land uses are minimized to the greatest extent possible. The operator is required to take reasonable steps to discourage and correct objectionable conditions that constitute nuisance areas surrounding the subject property and adjacent properties during business hours, if directly related to the patrons of the retail store.

M-2. As conditioned, the owners, managers and employees selling beer and wine shall undergo and successfully complete a certified training program in responsible methods and skills for selling beer and wine.

M-3. The off-sale beer and wine with the restrictions on the size of beverage containers and exterior advertising will promote the retail aspect of the use and not the sale of alcoholic beverages.

M-4. Since there are no residential uses nearby, the proposed 24-hour operation is not anticipated to create any nuisance to the neighboring uses.

5. In accordance with Section 20.48.030 (Alcohol Sales) of the Newport Beach Municipal Code, the following findings and facts in support of the findings for a use permit to allow the 24-hour convenience store and off-sale alcoholic beverage outlet are set forth:

Finding

N. The use is consistent with the purpose and intent of Section 20.48.030 (Alcohol Sales) of the Zoning Code is maintained and that a healthy environment for residents and businesses is preserved.

Facts in Support of Finding

N-1. The project has been reviewed and conditioned to ensure that the purpose and intent of Section 20.48.030 (Alcohol Sales) of the Zoning Code is maintained and that a healthy environment for residents and businesses is preserved. The addition of beer and wine is intended for the convenience of patrons working in the area or traveling nearby. Operational conditions of approval recommended by the Police Department relative to the service of beer and wine will ensure compatibility with the surrounding uses and minimize related impacts.

N-2. Due to the high concentration of commercial land uses, the calls for service, number of arrests, and crime rate are greater than adjacent residential Reporting Districts; however, the Newport Beach Police Department does not consider the number significant given the type of development within this Reporting District.

N-3. The proposed use is not located in close proximity to day care centers, park and recreation facilities, places of religious assembly, and schools, or abutting any residential zoning district. The addition of a conditional Type 20 license is not considered or anticipated to be detrimental to the neighborhood. In accordance with the Section 20.48.030 (Alcohol Sales) of the Newport Beach Municipal, the Police Department has reviewed the use permit application and has added conditions to ensure that the design and security within the retail store are properly addressed.

N-4. The use authorized by this permit is not a bar, tavern, cocktail lounge, nightclub or an establishment where live entertainment or dancing is provided. The City has experienced land use conflicts, nuisance issues, and issues requiring police intervention with these types of activities in the past. These uses or activities are prohibited in conjunction with this establishment.

N-5. The retail store is located within a highly-traveled commercial area that is occupied by a mixture of professional business offices, retail, service, and eating and drinking establishments.

N-6. The retail store is permitted in the Newport Place Planned Community Zoning District. The off-sale of beer and wine provides a public convenience by allowing beer and wine for sale in addition to the convenience store items offered for sale.

SECTION 4. DECISION.

NOW, THEREFORE, BE IT RESOLVED:

1. The Planning Commission of the City of Newport Beach does hereby find, on the basis of the whole record, that there is no substantial evidence that the revised project will have a significant effect on the environment and that the Mitigated Negative Declaration reflects the Planning Commission's independent judgment and analysis and satisfies the CEQA requirements.

2. The proposed development complies with the Traffic Phasing Ordinance and Appendix A, based on the weight of the evidence in the administrative record, including Traffic Study No. TS2012-001.

3. The Planning Commission of the City of Newport Beach does hereby approve Conditional Use Permit No. UP2012-003, and Traffic Study No. TS2012-001, subject to the conditions set forth in Exhibit A.

PASSED, APPROVED AND ADOPTED THIS 5th DAY OF JULY, 2012.

AYES:

NOES:

ABSTAIN:

ABSENT:

BY:_____
Michael Toerge, Chairman

BY:_____
Fred Ameri, Secretary

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EXHIBIT "A"
CONDITIONS OF APPROVAL
USE PERMIT NO. 2012-003 AND
TRAFFIC STUDY NO. 2012-001
4221 MACARTHUR BOULEVARD
(PA2012-025)

(Project-specific conditions are in italics)

PLANNING

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

2. *Prior to final of the building permit for this use, completion of all applicable mitigation measures and standard conditions contained within the approved Mitigation Monitoring and Reporting Program of the adopted Mitigated Negative Declaration MN2011-001, Transfer of Development Rights TD2010-002, Conditional Use Permit No. UP2011-101, Modification Permit No. MD2011-014 (City Council Resolution N0. 2011-101, Exhibit A) shall be completed for the project.*

3. *Conditional Use Permit No. UP2012-003 and Traffic Study No. TS2012-001 shall expire unless exercised within 24 months from the date of approval as specified in Section 20.91.050 of the Newport Beach Municipal Code, unless an extension is otherwise granted.*

4. *Required parking for this project has been determined based on documentation and a number of assumptions previously reviewed and adopted by City Council Resolution No. 2011-101, on October 25, 2011.*

5. *The hours of operation for the proposed convenience store use are 24-hours, daily.*

6. *All employees are required to park off-site at a parking structure located 4100 Newport Place Drive (4106 Newport Place Drive) at all times, except when the 16 project reserved spaces are occupied, unless otherwise approved by the Community Development Director and may require an amendment to this use permit.*

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

8. The applicant shall comply with all federal, state, and local laws. Material violation of any of those laws in connection with the use may be cause for revocation of Conditional Use Permit No. UP2012-003.

9. Should this business be sold or otherwise come under different ownership, any future owners or assignees shall be notified in writing of the conditions of this approval by the current owner or leasing company.

10. This Conditional Use Permit may be modified or revoked by the City Council or Planning Commission should they determine that the proposed development, uses, and/ or conditions under which it is being operated or maintained is detrimental to the public health, welfare or materially injurious to property or improvements in the vicinity or if the property is operated or maintained so as to constitute a public nuisance.

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

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

13. The exterior of the business shall be maintained free of litter and graffiti at all times. The owner or operator shall provide for daily removal of trash, litter debris and graffiti from the premises and on all abutting sidewalks within 20 feet of the premises.

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

15. Deliveries and refuse collection for the facility shall be prohibited between the hours of 10:00 p.m. and 8:00 a.m., daily, unless otherwise approved by the Community Development Director, and may require an amendment to this Conditional Use Permit.

16. Storage outside of the building or within the parking lot of the property shall be prohibited, with the exception of the required trash container enclosure.

17. All proposed signs shall be in conformance with the provisions of Chapter 20.42 of the Newport Beach Municipal Code (and/or any approved comprehensive sign program) and shall be approved by the City Traffic Engineer if located adjacent to the vehicular ingress and egress.

18. Lighting shall be in compliance with applicable standards of the Zoning Code. Exterior on-site lighting shall be shielded and confined within site boundaries. No direct rays or glare are permitted to shine onto public streets or adjacent sites or create a public

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nuisance. “Walpak” type fixtures are not permitted. Parking area lighting shall have zero cut-off fixtures.

19. The site shall not be excessively illuminated based on the outdoor lighting standards contained within Section 20.30.070 of the Zoning Code, or, if in the opinion of the Community Development Director, the illumination creates an unacceptable negative impact on surrounding land uses or environmental resources. The Community Development Director may order the dimming of light sources or other remediation upon finding that the site is excessively illuminated.

20. Prior to the issuance of a building permit the applicant shall prepare photometric study in conjunction with a final lighting plan for approval by the Planning Division. The survey shall show that lighting values are “1” or less at all property lines.

21. *Prior to issuance of the certificate of occupancy or final of building permits the applicant shall schedule an evening inspection by the Code Enforcement Division to confirm control of all lighting sources.*

22. A covered wash-out area for refuse containers and kitchen equipment, with minimum useable area dimensions of 36-inches wide, 36-inches deep and 72-inches high shall be provided, and the area shall drain directly into the sewer system, unless otherwise approved by the Building Official and Public Works Director in conjunction with the approval of an alternate drainage plan.

23. To the fullest extent permitted by law, applicant shall indemnify, defend and hold harmless City, its City Council, its boards and commissions, officials, officers, employees, and agents from and against any and all claims, demands, obligations, damages, actions, causes of action, suits, losses, judgments, fines, penalties, liabilities, costs and expenses (including without limitation, attorney’s fees, disbursements and court costs) of every kind and nature whatsoever which may arise from or in any manner relate (directly or indirectly) to City’s approval of the Newport Place Retail Center project including, but not limited to, Conditional Use Permit No. UP2012-003, and revised Traffic Study No. TS2012-001. This indemnification shall include, but not be limited to, damages awarded against the City, if any, costs of suit, attorneys' fees, and other expenses incurred in connection with such claim, action, causes of action, suit or proceeding whether incurred by applicant, City, and/or the parties initiating or bringing such proceeding. The applicant shall indemnify the City for all of City's costs, attorneys' fees, and damages which City incurs in enforcing the indemnification provisions set forth in this condition. The applicant shall pay to the City upon demand any amount owed to the City pursuant to the indemnification requirements prescribed in this condition.

Fire Department Conditions

24. Provide 2A10BC fire extinguishers inside the tenant space as required by the Fire Department during plan check.

Police Department Conditions

25. In addition to compliance with the city sign code, there shall be no exterior advertising or signs of any kind or type, including advertising directed to the exterior from within, promoting or indicating the availability of alcoholic beverages. Interior displays of alcoholic beverages or signs, which are clearly visible to the exterior, shall constitute a violation of this condition. It is also recommended that the displays, shelving. Etc. be positioned in such a way that the clerk can be seen from outside the building.

26. All owners, managers, and employees selling alcoholic beverages shall undergo and successfully complete a certified training program in responsible methods and skills for serving and selling alcoholic beverages.

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

28. The Petitioner(s) for the ABC License shall post and maintain a professional quality signs facing the premises parking lot(s) that read as follows:

NO LOITERING, NO LITTERING
NO DRINKING OF ALCOHOLIC BEVERAGES
VIOLATORS ARE SUBJECT TO ARREST

The signs shall be at least two feet square with two inch block lettering. The signs shall be in English and Spanish.

29. Beer, malt beverages, and wine coolers in containers of 16 oz or less cannot be sold by single container, but must be sold in manufacturers pre-packaged multi-unit quantities.

30. Wine shall not be sold in bottles or containers smaller than 750 ml.

31. No person under the age of 21 shall sell or deliver alcoholic beverages.

32. The Petitioner for the ABC license shall be responsible for maintaining free of litter the area adjacent to the premises over which they have control, as depicted on the approved plans.

33. No alcoholic beverages shall be sold between the hours of 2:00 a.m. and 6:00 a.m.

Building Division Conditions

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

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35. Exit access to rear exit shall comply with CBC 1014.2.

36. Access and entry to restrooms shall comply with CBC 1115.B.3.2, 1133.B.6, and 1133B.8.6, and any other applicable code requirements, unless other approved by the Building Official.

Public Works Conditions

37. All improvements shall be constructed as required by Ordinance and the Public Works Department.

38. Reconstruct the existing broken and/or otherwise damaged concrete sidewalk panels and curb & gutter along the Dolphin-Striker Way and MacArthur Blvd frontage.

39. All on-site drainage shall comply with the latest City Water Quality requirements.

40. An encroachment permit is required for all work activities within the public right-of-way.

41. In case of damage done to public improvements surrounding the development site by the private construction, additional reconstruction within the public right-of-way could be required at the discretion of the Public Works Inspector.

42. Parking spaces and drive aisles shall be per City Standards STD-805-L-A and STD-805-L-B.

43. Parking layout and on-site circulation is subject to further review by the City Traffic Engineer.

44. Applicant is responsible for all upgrades to the City's utilities as required to fulfill the project's demand, if applicable.

45. New and existing fire services shall be protected by a University of Southern California approved double check detector assembly and installed per STD-517-L, if required by the Fire Department.

46. New and existing commercial domestic water meter(s) shall be protected by a USC approved reduced pressure backflow assembly and installed per STD-520-L-A.

47. Landscaping lines shall be protected by a dedicated USC approved reduced pressure backflow assembly.

48. All traffic signage shall comply with the current California Manual of Uniform Traffic Control Devices. All traffic striping shall comply with the current CalTrans standard plans.

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49. There is an existing OCSD easement along MacArthur Blvd. All encroachments, including the walkway and stair ramp, into the OCSD easement will require approval from OCSD. Provide a copy of the approval letter or permit.

50. That the time-restricted parking spaces shall be prohibited within the first four spaces located directly in front of the establishment and four spaces opposite and across the drive aisle; and in close proximity to the entry driveway, unless otherwise approved by the Traffic Engineer. The parking space locations shall be subject to further review and relocation if conflicts occur with vehicular traffic entering and exiting the project, and/or causes or contributes to the back-up of vehicular traffic in the entry driveway extending onto MacArthur Boulevard..

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Attachment No. PC 2

DRAFT RESOLUTION FOR DENIAL
UP2012-003 (PA2012-025) AND
TRAFFIC STUDY 2012-001
4221 MACARTHUR BOULEVARD

RESOLUTION NO. _____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF NEWPORT BEACH DENYING WITHOUT PREJUDICE; CONDITIONAL USE PERMIT NO. 2012-003, A REQUEST TO ALLOW OFF-SALE OF ALCOHOLIC BEVERAGES IN CONJUNCTION WITH A 24-HOUR CONVENIENCE STORE, AND TRAFFIC STUDY NO. TS2012-001, FOR PROPERTY LOCATED AT 4221 MACARTHUR BOULEVARD (PA2012-025)

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

SECTION 1. STATEMENT OF FACTS.

1. An application was filed by Ridgeway/Whitney, Partnership, with respect to property located at 4221 MacArthur Boulevard, and legally described as Parcel 1 of Portion of Lot 4 of Tract No. 7770, requesting approval of the following:

   a) A conditional use permit to allow the establishment of a 2,369 square-foot, 24-hour convenience store (7-Eleven) and off-sale alcoholic beverage outlet (beer and wine only).

   b) A revised traffic study pursuant to Chapter 15.40 (Traffic Phasing Ordinance) as the project, as originally approved, will generate in excess 300 average daily trips (ADT).

2. The revised project is consistent with the City Council approval of October 25, 2011 based on the following facts:

   a. The gross floor area remains at 12,351 square feet;
   b. The amount of transferred entitlement from from General Commercial Site 7 (Lexus Dealership at 3901 MacArthur Boulevard) remains at 400 square feet.
   c. The change in the proposed land use mix of general commercial area from 7,351 square feet to 9,100 square feet; reduced the food service use from 4,000 square feet to 1,417 square feet; and changed the take-out limited use from 1,000 to 1,834 square feet;
   d. The number of on-site parking spaces provided remains at 65 spaces, the approved parking waiver of 3 parking spaces remains in force; and
   e. The off-site parking for 16 spaces, located at the parking structure at 4106 Newport Place Drive, are maintained.

3. The subject property has zoning designation of General Commercial Site 8 of the Newport Place (PC-11) Planned Community Zoning District and the General Plan Land Use Element category is Mixed-Use Horizontal 2 (MU-H2).

4. The subject property is not located within the coastal zone.

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5. A public hearing was held on July 5, 2012, in the City Hall Council Chambers, 3300 Newport Boulevard, Newport Beach, California. A notice of time, place and purpose of the meeting was given in accordance with the Newport Beach Municipal Code. Evidence, both written and oral, was presented to, and considered by, the Planning Commission at this meeting.

SECTION 2. DECISION.

NOW, THEREFORE, BE IT RESOLVED:

1. The Planning Commission of the City of Newport Beach does hereby deny without prejudice Conditional Use Permit No. UP2012-003, and Traffic Study No. TS2012-001.

2. This action shall become final and effective fourteen days after the adoption of this Resolution unless within such time an appeal is filed with the City Clerk in accordance with the provisions of Title 20 Planning and Zoning, of the Newport Beach Municipal Code.

PASSED, APPROVED AND ADOPTED THIS 5th DAY OF JULY, 2012.

AYES:

NOES:

ABSTAIN:

ABSENT:

BY:_____
Michael Toerge, Chairman

BY:_____
Fred Ameri, Secretary

Attachment No. PC 3

APPLICANT'S LETTER OF SUPPORT

UP2012-003 (PA2012-025)

4221 MACARTHUR BOULEVARD

Clifthaven Companies
4340 Von Karman Ave.
Suite #110
Newport Beach, Ca. 92660

949.705-0426—direct line
949.466.2875—cell phone

www.LuminousRealestate.com
Connecting Insight with Opportunity

Proposed Project-- Formal Statement

RE: **New 7-Eleven location-Tenant Improvement**
4221 MacArthur Blvd. Suite B-01
Newport Beach, Ca

Date: **February 11, 2011**

To: **Ms Rosalinh Ung**
Associate Planning Director
Community Development Department
Planning Division
3300 Newport Blvd.
P.O. Box 1768
Newport Beach, Ca 92658-8915

Re: Conditional Use Permit Application

My client, 7-Eleven, is pleased to have the opportunity to locate its revised and upgraded concept store at the above location. This location is well positioned for 7-Eleven to be able to serve the local community by providing a variety of goods and services that will cater to their needs to include a selection of medicines, fresh foods, hot foods, prepackaged food items, beauty products, meats, breads, coffee station with a variety of fresh coffee to chose from, and a pleasant environment in which the customer can shop. Local area businesses and neighborhoods will benefit from the public convenience that this 24 hour upscale operation will provide.

This new suite location will be the "end cap" of a new to be built building that is approximately 8,351 s.f and 7-Eleven will occupy approximately 2,358 s.f. 7-Eleven will be one of five (5) potential tenants that will locate at this free standing building. Construction is scheduled to start during the summer and our tenant improvement work should be completed in about two months. Per the approved layout, there will be at a minimum the required code parking with a total of at least three time restricted parking spaces located in front of the 7-Eleven suite. I have attached a recent proposed site plan that depicts the development and the 7-Eleven location. Per this site plan and design, it should more than meet the standards required in Section 20.52.020 F : 1-the use is consistent with the General Plan, 2- the use is compatible with the current zoning district and complies with all other applicable provisions of the zoning code subject to a Conditional Use Permit that this application is seeking, 3-The site plan depicts a design that is compatible with the allowed uses in the vicinity, and 4- the site is physically suitable in terms of design, proposed location, and operating characteristics and does provide adequately for public and vehicle access as well as public services and utilities.

7-Eleven was founded in 1927, and in 1946 became known as 7-Eleven, and currently has over 40,000 locations worldwide with close to 8500 stores in the United States. The franchisees must meet at all times the high standards set by 7-Eleven in order to be able to continue to be an operator, and each franchisee "reports" to a market manager that meets with the franchisee at least twice per month to ensure that the operator complies with the high standards set by 7-Eleven.

The current zoning allows for the proposed use to include the sale of beer and wine and extended hours of operation subject to the approval of a Conditional Use Permit. The proposed location of this conditional use will not be detrimental to the public health, safety, and welfare, nor be materially injurious to property or improvements in the vicinity. Based upon the current available information we have, adequate utilities, access roads, drainage and other necessary facilities exist to serve this use. This proposed use will have very minimal

noise impact beyond what normally occurs for this type of low impact use. 7-Eleven is a convenience store and it has been shown that this proposed use generates minimal additional traffic since it is not a destination location (trip generator) and its customers are mostly those that drive by the location and decide to stop to purchase an item(s).

This 7-Eleven location will generate between eight (8) to ten(10) jobs, sales tax revenue in the $85,000 to $100,000 range, and increase the value of the property that it will occupy. The local franchisee will be involved in the local community activities, and nationally 7-Eleven has contributed millions of dollars to support local, regional, and national programs. 7-Eleven will install security cameras within the building and on the exterior, and it will add a "Panic Button" that will immediately call 9-1-1-. Being a twenty four hour operation it will also serve all community members, including those who work non-traditional hours, such as the self-employed, restaurant employees who work off hours, medical personnel and public safety officers. It also is able to provide the community with access to necessities at hours that other stores and restaurants can not provide since they are closed during "off hours".

The sale of beer and wine is a product that 7-Eleven takes very seriously, and to ensure that this product is sold to those who are "of age", 7-Eleven has a very demanding training program that is continually monitored and requires that all employees handling transactions at the register will complete 7-Eleven's " Come of Age" computer based training program on handling all age-restricted sales. The employees must pass this program and 7-Eleven has its stores "shopped" to again ensure that the operator is keeping up to the high standards that 7-Eleven requires, and should they not pass- then after a period of time "to cure" its areas of poor performance the franchisee could possibly lose its right to be a franchisee. Cash registers require age verification on all age-restricted sales. The registers are programmed not to continue with an age-restricted transaction unless the date of birth of the customer is verified. 7-Eleven's "Crime Deterrence" program is based on four primary components of visibility into and out of the store, lighting, effective cash control, and store-personnel training to go along with installed video surveillance systems in its stores. 7-Eleven will not sell any "singles" –that is- beer, malt beverages and wine coolers in containers less than 24 ounces. No wine shall have an alcohol content of more than 15% and the sale of flavored malt beverages or energy drinks containing alcohol is prohibited.

In conclusion 7-Eleven is a well respected national corporation, and its stores are operated by highly professional, trained and local entrepreneurs and employees who are motivated to become closely involved with the local community. 7-Eleven is a "good neighbor" and will provide added services that will benefit the local community within its trade area.

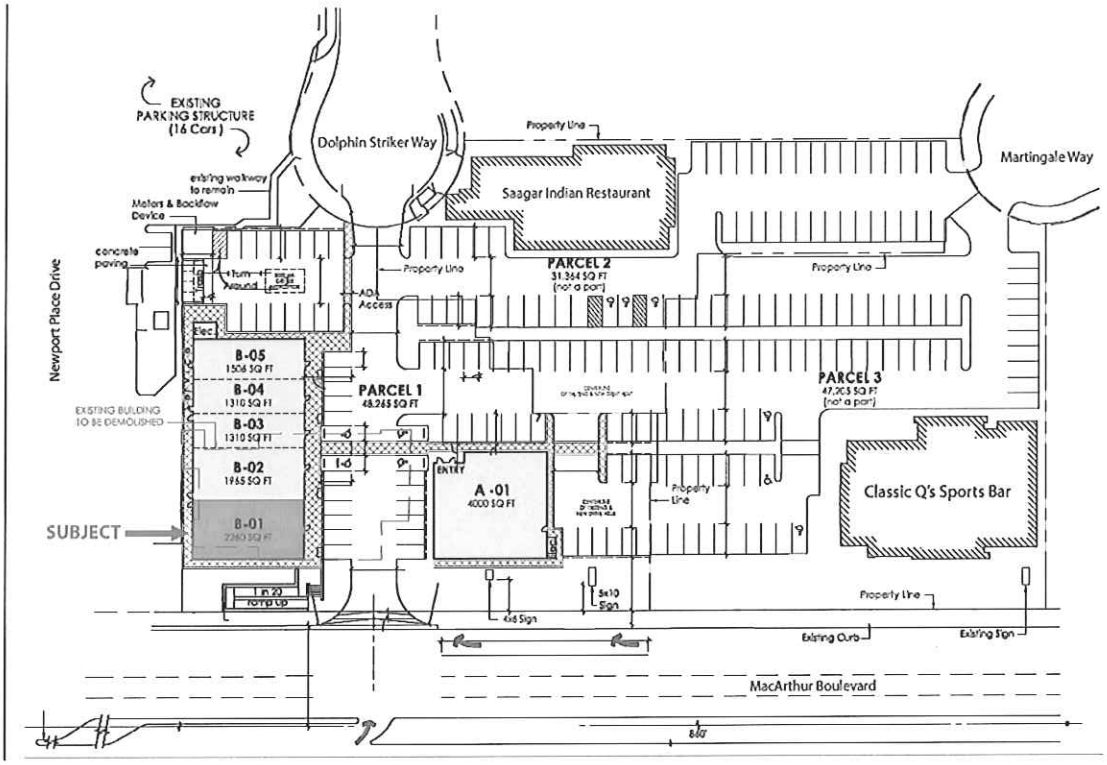
Respectfully Submitted,

Ralph W. Deppisch

Ralph W. Deppisch --Consultant for 7-Eleven
Cliffhaven Companie,Inc.

Exhibit A

Preliminary Site Plan



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PA2012-025 for UP2012-003 TS2012-001
4221 MacArthur Boulevard, Suite B-01
7-Eleven, Inc.

Attachment No. PC 4

CITY COUNCIL RESOLUTION NO. 2011-101
AS APPROVED OCTOBER 26, 2011
4221 MACARTHUR BOULEVARD

RESOLUTION NO. 2011-101

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NEWPORT BEACH ADOPTING A MITIGATED NEGATIVE DECLARATION NO. MN2011-001, APPROVING TRANSFER OF DEVELOPMENT RIGHTS NO. TD2010-002; CONDITIONAL USE PERMIT NO. 2011-026, MODIFICATION PERMIT NO. 2011-014, AND WAIVER OF DEVELOPMENT AGREEMENT, AND FINDING TRAFFIC STUDY NO. TS2011-002 IN COMPLIANCE WITH THE TRAFFIC PHASING ORDINANCE, FOR A NEW COMMERCIAL DEVELOPMENT LOCATED AT 4221 DOLPHIN-STRIKER WAY (PA2010-135)

THE CITY COUNCIL OF THE CITY OF NEWPORT BEACH HEREBY FINDS AS FOLLOWS:

SECTION 1. STATEMENT OF FACTS.

1. An application was filed by Ridgeway/Whitney, Partnership, with respect to property located at 4221 Dolphin-Striker Way, and legally described as Parcel 1 of Portion of Lot 4 of Tract No. 7770, requesting approval of an amendment to the Newport Place (PC-11) Planned Community Development Plan to accommodate the development of two new commercial buildings of 13,525 square feet total. The following applications were requested or required in order to implement the project as proposed:

   a) An amendment to Newport Place (PC-11) Planned Community Development Plan to change the zoning designation of the subject property from "Restaurant Site 1" to "General Commercial Site 8", pursuant to Chapters 20.56 (Planned Community District Procedures) and 20.66 (Amendments) of the Municipal Code.

   b) A transfer of development rights to allow the transfer of 48 unbuilt hotel units, from Hotel Site 2-B (Fetcher Jones Vehicle Storage Facility at 1301 Quail Street) and 1,620 square feet from General Commercial Site 7 (Lexus Dealership at 3901 MacArthur Boulevard) for a total of 5,529 square feet to the subject site, pursuant to Chapter 20.46 (Transfer of Development Rights) of the Minicipal Code.

   c) A traffic study approval pursuant to Chapter 15.40 (Traffic Phasing Ordinance) as the project will generate in excess 300 average daily trips (ADT).

   d) A conditional use permit to modify the off-street parking requirements, allow for the use of off-site parking, and to establish a parking management plan for the site, pursuant to Chapter 20.40 (Off-Street Parking) of the Municipal Code.

   e) A modification permit to deviate from the landscaping requirements of the Newport Place (PC-11) Planned Community Development Plan, pursuant to Section 20.52.050 of the Municipal Code.

f) A waiver of the requirement for a development agreement pursuant to the provisions of Chapter 15.45 (Development Agreements) of the Municipal Code.

2. The subject property has zoning designation of Restaurant Site 1 of the Newport Place (PC-11) Planned Community Zoning District and the General Plan Land Use Element category is Mixed-Use Horizontal 2 ("MU-H2").

3. The subject property is not located within the coastal zone.

4. A public hearing was held by the Planning Commission on September 22, 2011, in the City Hall Council Chambers, 3300 Newport Boulevard, Newport Beach, California. A notice of time, place and purpose of the meeting was given in accordance with the Newport Beach Municipal Code. Evidence, both written and oral, was presented to, and considered by, the Planning Commission at this meeting.

5. At the September 22, 2011, Planning Commission hearing, the Planning Commission voted 4-3 to deny the project without prejudice.

6. On October 1, 2011, the Planning Commission's decision to deny the applicant's request was appealed by City Councilmember Rush Hill. The appeal was filed to allow the City Council an opportunity to review the project given the importance of addressing the economic need for the City to support the improvement of the City's underperforming commercial areas combined with the applicant's willingness to address issues raised by the Planning Commission.

7. Due to the concerns expressed by the Planning Commission at the September 22, 2011, Planning Commission hearing, the applicant modified the application request by:

   a. Reducing the project gross floor area from 13,525 square feet to 12,351 square feet;
   b. Reducing the transfer request from from General Commercial Site 7 (Lexus Dealership at 3901 MacArthur Boulevard) from 1,620 square feet to 400 square feet.
   c. Changing the proposed land use mix by reducing general commercial area from 8,525 to 7,351 square feet and changing the operational characteristic of the proposed fast-food use to take-out limited use;
   d. Increasing the number of on-site parking from 59 to 65 spaces thereby reducing the parking waiver request from 13 to 3 parking spaces; and
   e. Reducing the off-site parking request from 32 to 16 spaces.

8. A public hearing was held by the City Council on October 25, 2011, in the City Hall Council Chambers, 3300 Newport Boulevard, Newport Beach, California. A notice of time, place and purpose of the meeting was given in accordance with the Newport Beach Municipal Code. Evidence, both written and oral, was presented to, and considered by, the City Council at this meeting.

9. Pursuant to Section 20.64.030.C, the public hearing was conducted "de novo," meaning that it was a new hearing and the decision being appealed has no force or effect as of the date the call for review was filed.

SECTION 2. CALIFORNIA ENVIRONMENTAL QUALITY ACT DETERMINATION.

1. An Initial Study and Mitigated Negative Declaration have been prepared in compliance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and City Council Policy K-3.

2. The draft Mitigated Negative Declaration (MND) was circulated for a 20-day public comment period beginning on July 15, 2011, and ending on August 3, 2011. The contents of the environmental document and comments on the document were considered by the Planning Commission in its review of the proposed project.

3. An Errata has been prepared which clarifies and augments data in the document in responses to comments including the added location of transfer of development rights to the subject property, and supports the conclusions reached in the draft MND. Consistent with CEQA Guidelines section 15073.5(c), recirculation of the MND is not required when new information is added to the MND which merely clarifies, amplifies, or makes insignificant modifications to the MND.

4. On the basis of the entire environmental review record, the proposed project, with mitigation measures, will have a less than significant impact upon the environment and there are no known substantial adverse affects on human beings that would be caused. Additionally, there are no long-term environmental goals that would be compromised by the project, nor cumulative impacts anticipated in connection with the project. The mitigation measures identified and incorporated in the Mitigation Monitoring and Reporting Program (MMRP) are feasible and will reduce the potential environmental impacts to a less than significant level.

5. The MND and MMRP are hereby adopted by the City Council. The document and all material, which constitute the record upon which this decision for recommendation was based, are on file with the Planning Department, City Hall, 3300 Newport Boulevard, Newport Beach, California.

6. The City Council finds that judicial challenges to the City's CEQA determinations and approvals of land use projects are costly and time consuming. In addition, project opponents often seek an award of attorneys' fees in such challenges. As project applicants are the primary beneficiaries of such approvals, it is appropriate that such applicants should bear the expense of defending against any such judicial challenge, and bear the responsibility for any costs, attorneys' fees, and damages which may be awarded to a successful challenger.

SECTION 3. REQUIRED FINDINGS.

1. The subject property is located in Statistical Area L4 (Airport Area) and has a General Plan designation of Mixed-Use Horizontal 2 ("MU-H2"). The MU-H2 designation provides for a horizontal intermixing of uses that may include regional commercial office, multifamily residential, vertical mixed-use buildings, industrial, hotel rooms, and ancillary neighborhood commercial uses. The proposed commercial development would be allowed as the proposed uses are ancillary and supportive to the existing nearby office and light industrial developments.

2. Chapter 20.46 (Transfer of Development Rights) of the Municipal Code requires the City Council must also make the following findings for the approval of transfer of development rights:

   Finding:

   A. *The reduced density/intensity on the donor site provides benefits to the City.*

   Facts in Support of Finding:

   A-1. The transfer of 48 hotel rooms from Hotel Site 2-B and 400 square feet from General Commercial Site 7 would result in a reduced intensity on the donor sites which also would result in a reduction of local vehicle trips and traffic congestion traffic, especially along North Bristol Street and MacArthur Boulevard.

   B-1. The proposed transfer allows the subject property to redevelop and improve with a mixture of food uses and general commercial uses.

   B. *The transfer of development rights will not result in any adverse traffic impacts and would not result in greater intensity than development allowed without the transfer and the proposed uses and physical improvements would not lend themselves to conversion to higher traffic generating uses.*

   C-1. The transfer of development rights onto the receiver site (the subject property) will not result in adverse traffic impacts as demonstrated in the Traffic Study prepared by Kunzman Associates, Inc. The transfer and the proposed uses of the receiver site would not lend themselves to conversion to higher traffic generating uses since the subject property is currently approved for 7,996 square feet of food service use which is being reduced to a maximum of 5,000 square feet (4,000 square feet of high turnover restaurant use and 1,000 of take-out service, limited food use). The remainder of the development will be allocated for general commercial uses. Furthermore, the donor sites and the receiver site are located within the same Land Use Statistical Area L4. The proposed transfer would be trip neutral as any increase in the peak hour generated by the receiver site would be deduced proportionally from the donor sites.

C. *The increased development potential transferred to the receiver site will be compatible and in scale with surrounding development and will not create abrupt changes in scale or character.*

D-1. The increase development potential transferred to the subject property will be compatible and in scale with the surrounding development as the proposed development will be single story, at 29 feet in height. The subject property is physically suitable for the new development and provides improved vehicular access to and from the site off of MacArthur Boulevard.

D. *The receiver site is physically suitable for the development proposed taking into consideration adjacent circulation patterns, protection of significant public views and open space, and site characteristics, including any slopes, submerged areas, and sensitive resources.*

D-1. The subject property will have a direct access to and from MacArthur Boulevard instead of the existing circuitous route from Dove Street or Corinthian Way. The site characteristics lend themselves to the development since all building setbacks are being respected and the overall development scale is in proportion to the immediate area.

3. Chapter 15.40 (Traffic Phasing Ordinance, or TPO) of the Municipal Code requires that a traffic study be prepared and findings be made prior to issuance of building permits if a proposed project will generate in excess of 300 average daily trips (ADT). For the purposes of preparing the traffic analysis for this project, the 13,525-square-foot commercial development was assumed to include 1,000 square feet of fast-food uses, 4,000 square feet of high turn-over food uses, and 8,525 square feet of general commercial uses. Combined, this land use mix is forecast to generate a net increase of 942 trips per day, including 67 a.m. peak hour trips and 55 p.m. peak hour trips. Pursuant to Section 15.04.030.A, the Project shall not be approved unless certain findings can be made. The following findings and facts in support of such findings are set forth:

<u>Finding</u>:

A. *That a traffic study for the project has been prepared in compliance with this chapter and Appendix A.*

Facts in Support of Finding:

A-1. A traffic study, entitled "4221 Dolphin Striker Project Traffic Impact Analysis (Revised)" dated May 31, 2011, was prepared by Kunzman Associated, Inc. under the supervision of the City Traffic Engineer.

Finding:

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

15.40.030.B.1 Construction of the project will be completed within 60 months of project approval; and

15.40.030.B.1(a) The project will neither cause nor make worse an unsatisfactory level of traffic service at any impacted primary intersection.

Facts in Support of Finding:

B-1. Construction of the Project is anticipated to be completed in 2012. If the Project is not completed within sixty (60) months of this approval, preparation of a new traffic study will be required.

B-2. The traffic study indicates that the Project will increase traffic on 4 of the 12 study intersections in the City of Newport Beach by one percent (1%) or more during peak hour periods one year after the completion of the Project.

B-3. Utilizing the Intersection Capacity Utilization (ICU) analysis specified by the Traffic Phasing Ordinance, the traffic study determined that the four primary intersections identified will operate at LOS "C" or better during the AM and PM peak hours, and no mitigation is required.

B-4. Based on the weight of the evidence in the administrative record, including the traffic study, the implementation of the Project will neither cause nor make worse an unsatisfactory level of traffic service at any impacted primary intersection within the City of Newport Beach.

Finding:

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

Facts in Support of Finding:

C-1. Since implementation of the Project will neither cause nor make worse an unsatisfactory level of traffic service at any impacted primary intersection within the City of Newport Beach, no improvements or mitigations are necessary.

4. Based on the revised application, a total of 84 parking spaces are required for the proposed development per the Municipal Code. The applicant proposes a total of 81 spaces (16 off-site and 65 on-site), which results in a parking shortage of 3 spaces. Section 20.40.110.B.2 of the Municipal Code allows required off-street parking to be reduced with the approval of a conditional use permit for joint use of parking facilities. Additionally, Pursuant to Section 20.40.100 of the Municipal Code, approval of a conditional use permit is required for a portion of required parking that is not located on the same site it is intended to serve. In accordance with Section 20.40.100.B (Off-Site Parking) of the Municipal Code, the following findings and facts in support of such findings are set forth:

Finding:

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

Facts in Support of Finding:

A-1. The subject property currently has a 16-space off-site recorded parking agreement with the adjacent property located at 4100 Newport Place. These off-site spaces are located on the 5th floor of the US Bank's parking structure. These spaces will be used solely by the employees of the project and not by customers. The US Bank's parking structure is located approximately 120 feet southwest of the property. It would take an employee approximately less than a minute to walk from the off-site parking structure according to The *Manual on Uniform Traffic Control Devices* (MUTCD) which suggests four feet per second as a normal walking speed. Given the location of the parking spaces on the fifth floor of the parking structure, it would take an additional 3 to 4 minutes of elevator time, for a total of less than 5 minutes. This is considered a convenient distance for employee parking.

Finding:

B. *On-street parking is not being counted towards meeting parking requirements.*

Facts in Support of Finding:

B-1. On-street parking spaces do not exist within close proximity of the project site and are not being used towards meeting the parking requirements of the project.

Finding:

C. *Use of the parking facility will not create undue traffic hazards or impacts in the surrounding area.*

Facts in Support of Finding:

C-1. The use of the parking lot will not create an undue traffic hazard as the proposed project and subject off-site parking lot are located next to one another. This allows employees to walk across the subject property's parking lot, through a pedestrian walkway to the elevator of the parking structure, without crossing any street intersection. The parking structure is accessed through a keycard system and the applicant has agreed to provide their employees with the necessary keycards. Since the off-site parking will be used by employees only, typical noise disturbances associated with restaurant patrons loitering in parking lots is not expected.

Finding:

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

Facts in Support of Finding:

D-1. The off-site parking spaces will be made available for the use of employees of the project on a daily basis, with no restriction on the hours of use. In the event that the applicant loses the ability to provide parking at the off-site location, the applicant will be required to notify the Community Development Director who will establish a reasonable time for substitute parking to be provided or reduce the size of the tenant spaces or change the tenant mix (i.e. less restaurant) in proportion to the parking spaces lost pursuant to Section 20.40.100.D (Loss of Off-Site Parking) of the Municipal Code.

5. Pursuant to Sections 20.40.100 (Off-Site Parking) and 20.40.110.B.2 (Reduction of Required Off-Street Parking) of the Municipal Code, a conditional use permit is required to allow a portion of required parking that is not located on the same site it is intended to serve and to modify the off-street parking requirements and to establish a parking management plan. In accordance with Section 20.52.020.F of the Municipal Code, the following findings and facts in support of such findings are set forth:

Finding:

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

Facts in Support of Finding:

A-1. The proposed commercial development and uses are consistent with MU-H2 General Plan land use designation. An amendment to the Newport Place (PC-11) Planned Community Development Plan to change the zoning designation of the subject property from Restaurant Site 1 to General Commercial Site 8 would allow general commercial uses in addition to food service uses.

Finding:

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

Facts in Support of Finding:

B-1. With the approval an amendment to the Newport Place (PC-11) Planned Community Development Plan to change the zoning designation of the subject property from Restaurant Site 1 to General Commercial Site 8, the proposed general commercial and food service uses would be consistent with the zoning designation and development standards of General Commercial.

Finding:

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

Facts in Support of Finding:

C-1. The project includes conditions of approval to address potential incompatibles. As conditions of approval, the proposed development would be restricted to a total of 5,000 square feet of food service uses. Of that, 1,000 square feet would be allocated for a take-out service, limited food use. The remaining 7,351 square feet would be allocated for general commercial uses as allowed for General Commercial Sites per the Newport Place Planned Community Development Plan. Furthermore, the hours of general commercial uses would not be allowed during the 7:00 to 9:00 morning (AM) peak hour, daily.

C-2. The proposed project has a parking shortage of 3 spaces per the Municipal Code. However, under a shared parking scenario within the project site, there would be a surplus of 2 spaces during peak demand and a surplus of 9 spaces during peak demand under a shared parking scenario with the adjoining restaurant sites. A parking management plan has been prepared to mitigate impacts associated with the reduction in the number of required parking spaces per the Municipal Code. This plan has been reviewed and approved by the City's Traffic Engineer. The off-site parking spaces will be made available for the use of employees of the project on a daily basis, with no restriction on the hours of use.

C-3. The project's location, surrounded by existing retail commercial, office and light industrial developments, is appropriate given the proposed uses are to be compatible and supportive to the surrounding uses. The proposed development would not result in negative impacts to adjacent properties as a result of traffic, parking or noise.

Finding:

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

Facts in Support of Finding:

D-1. Adequate public and emergency vehicle access, public services, and utilities are provided to the subject property. The proposed development will comply with all Building, Public Works, and Fire Codes. All ordinances of the City and all conditions of approval will be complied with.

Finding:

E. Operation of the use at the location proposed would not be detrimental to the harmonious and orderly growth of the City, or endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or general welfare of persons residing or working in the neighborhood of the proposed use.

Facts in Support of Finding:

E-1. The project complies with the development standards prescribed for General Commercial developments, with the exceptions of parking and landscaping requirements.

E-2. The proposed development has been reviewed and includes conditions of approval to ensure that potential conflicts with the surrounding land uses are minimized to the greatest extent possible.

6. In accordance with Section 20.52.050 (Modification Permits), the Planning Commission must make the following findings for approval of a modification permit:

Finding:

A. *The requested modification will be compatible with existing development in the neighborhood.*

Facts in Support of Finding:

A-1. The proposed landscaping to be provided at the project site will be compatible with the adjacent properties and surrounding office and light industrial developments. The proposed ground cover, shrubs, and trees will be provided to enhance the aesthetics of the newly proposed development and seamlessly connect the property boundaries with adjoining sites.

Finding:

B. *The granting of the modification is necessary due to the unique physical characteristic(s) of the property and/or structure, and/or characteristics of the use.*

Facts in Support of Finding:

B-1. One tree per 25 lineal feet of the interior south property line is not provided due to the existing lot configuration. It is logical for the proposed development to be designed and located along the south property line and the needs of providing secondary exits along the back side of this building prevent the provisions of required landscaping.

Finding:

C. *The granting of the modification is necessary due to practical difficulties associated with the property and that the strict application of the Zoning Code results in physical hardships that are inconsistent with the purpose and intent of the Zoning Code.*

Facts in Support of Finding:

C-1. Sufficient landscaping consisting of ground cover, shrubs, and trees are being proposed in conjunction with the new development that meets the intent of the Planned Community Development Standards. The strict application of the Planning Community Development Standards would require reconfiguration of the project and result in physical hardships to the proposed development in terms of site design and building placement.

Finding:

D. *There are no alternatives to the Modification Permit that could provide similar benefits to the applicant with less potential detriment to surrounding owners and occupants, the neighborhood, or to the general public.*

Facts in Support of Finding:

D-1. The provision of the required trees per the landscape development standards of PC-11 (Newport Place Planned Community) would result in a much narrower and less desirable building size and shape and would also reduce the length of the parking stalls and prevent the drive aisle to align with the driveway approaches.

E. *The granting of the modification would not be detrimental to public health, safety, or welfare to the occupants of the property, nearby properties, the neighborhood, or the City, or result in a change in density or intensity that would be inconsistent with the provisions of this Zoning Code.*

Facts in Support of Finding:

E-1. The deviation from the landscape development standards will not result in any detriment to public health, safety, or welfare. The landscaping deviation will not change the density or intensity of the proposed development.

SECTION 4. DECISION.

NOW, THEREFORE, BE IT RESOLVED:

1. The City Council of the City of Newport Beach does hereby find, on the basis of the whole record, that there is no substantial evidence that the project will have a significant effect on the environment and that the Mitigated Negative Declaration reflects the City Council's independent judgment and analysis. The City Council does hereby adopts Mitigated Negative Declaration and Errata, including the Mitigation Monitoring and Reporting Program attached as Exhibit "A". The document and all material, which constitute the record upon which this decision was based, are on file with the Planning Department, City Hall, 3300 Newport Boulevard, Newport Beach, California.

2. The proposed development complies with the Traffic Phasing Ordinance, based on the weight of the evidence in the administrative record, including Traffic Study No. TS2011-002.

3. The City Council of the City of Newport Beach does hereby approve Planned Community Text Amendment No. PD2010-007, Transfer of Development Rights No. TD2010-002, Conditional Use Permit No. UP2011-026, and Modification Permit No. MN2011-014, and waive the requirement for a Development Agreement, subject to the conditions set forth in Exhibit B.

4. This resolution shall take effect immediately upon adoption.

5. This approval was based on the particulars of the individual case and does not in and of itself or in combination with other approvals in the vicinity or Citywide constitute a precedent for future approvals or decisions.

6. This resolution was approved, passed and adopted at a regular meeting of the City Council of the City of Newport Beach, held on the 25th day of October, 2011.

MAYOR

ATTEST:

CITY CLERK

EXHIBIT "A"

MACARTHUR AT DOLPHIN-STRIKER PROJECT
MITIGATION MONITORING PROGRAM
CITY OF NEWPORT BEACH

Mitigation Measure	Phase of Implementation	Responsible Monitoring Party	Completion Date/Initials
Cultural Resources			
5.1. The project applicant shall have a qualified professional archaeologist on site to monitor for any potential impacts to archaeological or historic resources throughout the duration of any demolition and ground disturbing activities. The professional archeologist shall have the authority to halt any activities adversely impacting potentially significant cultural resources until the resources can be formally evaluated. The archaeologist must have knowledge of both prehistoric and historical archaeology. Additionally, the archaeological monitoring program shall include the presence of a local Native American representative (Gabrielino and/or Juaneno). Resources must be recovered, analyzed in accordance with CEQA guidelines, and curated. Suspension of ground disturbance in the vicinity of the discoveries shall not be lifted until the archaeologist has evaluated discoveries to assess whether they are classified as historical resources or unique archaeological sites, pursuant to CEQA.	During construction	City of Newport Beach Community Development Department	
5.2. The project applicant shall retain a qualified professional paleontologist for periodic monitoring for any potential impacts to paleontological resources throughout the duration of ground disturbing activities. In the event paleontological resources are uncovered, the professional paleontologist shall have the authority to halt any activities adversely impacting potentially significant fossil resources until the resources can be formally evaluated. If potentially significant fossils are uncovered they must be recovered, analyzed in accordance with CEQA guidelines, and curated at facilities at the Natural History Museum of Los Angeles County, or other scientific institution accredited for curation and collection of fossil specimens. Suspension of ground disturbances in the vicinity of the discoveries shall not be lifted until the paleontologist has evaluated the significance of the resources pursuant to CEQA.	During construction	City of Newport Beach Community Development Department	
Geology And Soils			
6.1. Prior to issuance of grading permits, a detailed design-engineering-level geotechnical investigation report shall be prepared and submitted with engineered grading plans to further evaluate	Prior to issuance of grading permits	City of Newport Beach Community Development	

expansive soils, soil corrosivity, settlement, foundations, grading constraints, and other soil engineering design conditions, and to provide site-specific recommendations to address these conditions, if determined necessary. The engineering-level report shall include and address each of the recommendations included in the geotechnical reports prepared by Strata-Tech, Inc. (Appendix B). The geotechnical reports shall be prepared and signed/stamped by a Registered Civil Engineer specializing in geotechnical engineering and a Certified Engineering Geologist. Geotechnical rough grading plan review reports shall be prepared in accordance with the City of Newport Beach Grading Ordinance.		Department	
Noise			
12.1. All noise-producing project equipment and vehicles using internal combustion engines shall be equipped with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specification. Mobile or fixed "package" equipment (e.g., arc welders, air compressors) shall be equipped with shrouds and noise control features that are readily available for that type of equipment.	During Construction	City of Newport Beach Community Development Department	
12.2. All mobile and fixed noise-producing equipment used on the proposed project that is regulated for noise output by a local, state, or federal agency shall comply with such regulation while in the course of project activity.	During Construction	City of Newport Beach Community Development Department	
12.3. Electrically powered equipment shall be used instead of pneumatic or internal combustion-powered equipment, where feasible.	During Construction	City of Newport Beach Community Development Department	
12.4. Mobile noise-generating equipment and machinery shall be shut off when not in use.	During Construction	City of Newport Beach Community Development Department	
12.5. Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practical from noise-sensitive receptors.	During Construction	City of Newport Beach Community Development Department	
12.6. Construction site and access road speed limits shall be established and enforced during the construction period.	During Construction	City of Newport Beach Community Development Department	
12.7. The use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only.	During Construction	City of Newport Beach Community Development Department	

12.8. No project-related public address or music system shall be audible at any adjacent receptor.	During Construction	City of Newport Beach Community Development Department	
12.9. The on-site construction supervisor shall have the responsibility and authority to receive and resolve noise complaints. A clear appeal process to the project proponent shall be established prior to construction commencement that shall allow for resolution of noise problems that cannot be immediately solved by the site supervisor.	During Construction	City of Newport Beach Community Development Department	

EXHIBIT "B"

CONDITIONS OF APPROVAL

(Project-specific conditions are in italics)

PLANNING

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

2. *Conditional Use Permit No. UP2011-026 and Modification Permit No. MN2011-014 shall expire unless exercised within 24 months from the date of approval as specified in Section 20.91.050 of the Newport Beach Municipal Code, unless an extension is otherwise granted.*

3. *Uses shall be permitted, or conditionally permitted, within the project consistent with the provisions of the Zoning Code, so long as they do not increase the approved traffic generation for the project (TS2011-002).*

4. *Required parking for this project has been determined based on documentation and a number of assumptions, including:*

    a. *The shared parking analysis as a part of the Traffic Impact Analysis, prepared by Kunzman Associates, Inc., dated October 4, 2011 and the Addendum dated October 7, 2011;*

    b. *A limitation that the maximum Net Public Area (NPA) of the 4,000 square feet high turn-over eating and drinking uses shall be limited to 2,000 square feet with a parking demand of 1 space per 40 square feet of NPA;*

    c. *The take-out service, limited food use shall be limited to 1,000 gross square feet with a parking demand of 1 space per 250 gross square feet and a maximum of 6 seats;*

    d. *The general commercial uses shall be limited to 7,351 net square feet proposed floor area with a parking demand of 1 space per 250 net square feet; and*

    e. *The allowed hours of operation for general commercial uses are from 9:00 a.m. to 7:00 p.m., daily.*

    Any changes to the assumed tenant mix or changes in the type of food use that would increase parking demands may require the preparation of a new shared parking analysis to ensure that adequate parking can be provided on-site and at the approved off-site

parking location, and shall be subject to the review and approval of the Community Development Department.

5. *A total of 65 parking spaces shall be provided on-site and 16 parking spaces shall be provided off-site at 4100 Newport Place, for a total of 81 parking spaces, as illustrated on the approved plans and parking management plan for the project.*

6. *In the event of loss of off-site parking, the applicant shall be required to notify the Community Development Director who will establish a reasonable time for substitute parking to be provided or reduce the size of the tenant spaces or change the tenant mix (i.e. less restaurant) in proportion to the parking spaces lost, in accordance to Section 20.40.100.D (Loss of Off-Site Parking) of the Municipal Code.*

7. *Any minor changes to the parking management plan shall be reviewed and approved by the Community Development Director and City Traffic Engineer prior to implementation. Significant changes may require an amendment to this Conditional Use Permit.*

8. *All employees are required to park off-site at a parking structure located at 4100 Newport Place at all times, until all 16 spaces are occupied, unless otherwise approved by the Community Development Director and may require an amendment to this Conditional Use Permit.*

9. *The hours of operation for the general commercial uses shall not commence before 9:00 a.m., daily.*

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

11. The applicant shall comply with all federal, state, and local laws. Material violation of any of those laws in connection with the use may be cause for revocation of Conditional Use Permit No. UP2011-026 and Modification Permit No. MN2011-014.

12. Any change in operational characteristics, hours of operation, expansion in area, or other modification to the approved plans, shall require an amendment to Conditional Use Permit No. UP2011-026, and/or Modification Permit No. MN2011-014 or the processing of new permits.

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

14. Should this business be sold or otherwise come under different ownership, any future owners or assignees shall be notified in writing of the conditions of this approval by the current owner or leasing company.

15. This Conditional Use Permit and Modification Permit may be modified or revoked by the City Council or Planning Commission should they determine that the proposed development, uses, and/ or conditions under which it is being operated or maintained is detrimental to the public health, welfare or materially injurious to property or improvements in the vicinity or if the property is operated or maintained so as to constitute a public nuisance.

16. Prior to the issuance of a building permit the applicant shall submit a landscape and irrigation plan prepared by a licensed landscape architect. These plans shall incorporate drought tolerant plantings and water efficient irrigation practices, and the plans shall be approved by the Planning Division and the Municipal Operations Department. All planting areas shall be provided with a permanent underground automatic sprinkler irrigation system of a design suitable for the type and arrangement of the plant materials selected. The irrigation system shall be adjustable based upon either a signal from a satellite or an on-site moisture-sensor. Planting areas adjacent to vehicular activity shall be protected by a continuous concrete curb or similar permanent barrier. Landscaping shall be located so as not to impede vehicular sight distance to the satisfaction of the Traffic Engineer.

17. Prior to the final inspection of building permits the applicant shall schedule an inspection by the Planning Division to confirm that all landscaping was installed in accordance with the approved plan.

18. Reclaimed water shall be used whenever available, assuming it is economically feasible.

19. Water leaving the project site due to over-irrigation of landscape shall be minimized. If an incident such as this is reported, a representative from the Code Enforcement Division shall visit the location, investigate, inform and notice the responsible party, and, as appropriate, cite the responsible party and/or shut off the irrigation water.

20. Watering shall be done during the early morning or evening hours (between 4:00 p.m. and 9:00 a.m.) to minimize evaporation the following morning.

21. All leaks shall be investigated by a representative from the Code Enforcement Division and the property owner or operator shall complete all required repairs.

22. Water shall not be used to clean paved surfaces such as sidewalks, driveways, parking areas, etc. except to alleviate immediate safety or sanitation hazards.

23. All noise generated by the proposed use shall comply with the provisions of Chapter 10.26 and other applicable noise control requirements of the Newport Beach Municipal Code. The maximum noise shall be limited to no more than depicted below for the specified time periods unless the ambient noise level is higher:

	Between the hours of 7:00AM and 10:00PM		Between the hours of 10:00PM and 7:00AM	
Location	Interior	Exterior	Interior	Exterior
Residential Property	45dBA	55dBA	40dBA	50dBA
Residential Property located within 100 feet of a commercial property	45dBA	60dBA	45dBA	50dBA
Mixed Use Property	45dBA	60dBA	45dBA	50dBA
Commercial Property	N/A	65dBA	N/A	60dBA

24. Prior to the issuance of a building permit the applicant shall pay any unpaid administrative costs associated with the processing of this application to the Planning Division.

25. Construction activities shall comply with Section 10.28.040 of the Newport Beach Municipal Code, which restricts hours of noise-generating construction activities that produce noise to between the hours of 7:00 a.m. and 6:30 p.m., Monday through Friday and 8:00 a.m. and 6:00 p.m. on Saturday. Noise-generating construction activities are not allowed on Sundays or Holidays.

26. No outside paging system shall be utilized in conjunction with this project.

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

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

29. The exterior of the business shall be maintained free of litter and graffiti at all times. The owner or operator shall provide for daily removal of trash, litter debris and graffiti from the premises and on all abutting sidewalks within 20 feet of the premises.

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

31. Deliveries and refuse collection for the facility shall be prohibited between the hours of 10:00 p.m. and 8:00 a.m., daily, unless otherwise approved by the community Development Director, and may require an amendment to this Conditional Use Permit.

32. Storage outside of the building or within the parking lot of the property shall be prohibited, with the exception of the required trash container enclosure.

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

34. All proposed signs shall be in conformance with the provision of Chapter 20.42 of the Newport Beach Municipal Code and shall be approved by the City Traffic Engineer if located adjacent to the vehicular ingress and egress.

35. The final location of the signs shall be reviewed by the City Traffic Engineer and shall conform to City Standard 110-L to ensure that adequate sight distance is provided.

36. Lighting shall be in compliance with applicable standards of the Zoning Code. Exterior on-site lighting shall be shielded and confined within site boundaries. No direct rays or glare are permitted to shine onto public streets or adjacent sites or create a public nuisance. "Walpak" type fixtures are not permitted. Parking area lighting shall have zero cut-off fixtures.

37. The site shall not be excessively illuminated based on the outdoor lighting standards contained within Section 20.30.070 of the Zoning Code, or, if in the opinion of the Community Development Director, the illumination creates an unacceptable negative impact on surrounding land uses or environmental resources. The Community Development Director may order the dimming of light sources or other remediation upon finding that the site is excessively illuminated.

38. Prior to the issuance of a building permit the applicant shall prepare photometric study in conjunction with a final lighting plan for approval by the Planning Division. The survey shall show that lighting values are "1" or less at all property lines.

39. *Prior to issuance of the certificate of occupancy or final of building permits the applicant shall schedule an evening inspection by the Code Enforcement Division to confirm control of all lighting sources.*

40. A covered wash-out area for refuse containers and kitchen equipment, with minimum useable area dimensions of 36-inches wide, 36-inches deep and 72-inches high, shall be provided for all food uses, and the area shall drain directly into the sewer system, unless otherwise approved by the Building Official and Public Works Director in conjunction with the approval of an alternate drainage plan.

41. Kitchen exhaust fans for all food uses shall be installed/maintained in accordance with the Uniform Mechanical Code. The issues with regard to the control of smoke and odor shall be directed to the South Coast Air Quality Management District.

42. The exhaust systems for any food uses shall be installed with pollution control units to filter and control odors.

43. The construction and equipment staging area shall be located in the least visually prominent area on the site and shall be properly maintained and/or screened to minimize potential unsightly conditions.

44. A six-foot-high screen and security fence shall be placed around the construction site during construction.

45. Construction equipment and materials shall be properly stored on the site when not in use.

46. To the fullest extent permitted by law, applicant shall indemnify, defend and hold harmless City, its City Council, its boards and commissions, officials, officers, employees, and agents from and against any and all claims, demands, obligations, damages, actions, causes of action, suits, losses, judgments, fines, penalties, liabilities, costs and expenses (including without limitation, attorney's fees, disbursements and court costs) of every kind and nature whatsoever which may arise from or in any manner relate (directly or indirectly) to City's approval of the MacArthur at Dolphin-Striker project including, but not limited to, Planned Community Text Amendment No. PD2010-007, Transfer of Development Rights No. TD2010-002, Conditional Use Permit No. UP2011-026, Modification Permit No. MN2011-014, Traffic Study No. TS2011-002 and/or the City's related California Environmental Quality Act determinations, the certification of the Mitigated Negative Declaration and/or the adoption of a Mitigation Monitoring Program for the project. This indemnification shall include, but not be limited to, damages awarded against the City, if any, costs of suit, attorneys' fees, and other expenses incurred in connection with such claim, action, causes of action, suit or proceeding whether incurred by applicant, City, and/or the parties initiating or bringing such proceeding. The applicant shall indemnify the City for all of City's costs, attorneys' fees, and damages which City incurs in enforcing the indemnification provisions set forth in this condition. The applicant shall pay to the City upon demand any amount owed to the City pursuant to the indemnification requirements prescribed in this condition.

Fire Department Conditions

47. Automatic fire sprinklers shall be required for any structure that exceeds 5,000 square feet regardless of occupancy. Additionally, food service uses shall require fire sprinklers when fire area has an occupant load of 100 or more. The sprinkler system shall be monitored by a UL certified alarm service company.

Building Division Conditions

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

49. Prior to the issuance of grading permits a Storm Water Pollution Prevention Plan (SWPPP) and Notice of Intent (NOI) to comply with the General Permit for Construction Activities shall be prepared, submitted to the State Water Quality Control Board for approval and made part of the construction program. The project applicant will provide the City with a copy of the NOI and their application check as proof of filing with the State Water Quality Control Board. This plan will detail measures and practices that will be in effect during construction to minimize the project's impact on water quality.

50. Prior to issuance of grading permits the applicant shall prepare and submit a Water Quality Management Plan (WQMP) for the proposed project, subject to the approval of the Building Division and Code and Water Quality Enforcement Division. The WQMP shall provide appropriate Best Management Practices (BMPs) to ensure that no violations of water quality standards or waste discharge requirements occur.

51. A list of "good house-keeping" practices will be incorporated into the long-term post-construction operation of the site to minimize the likelihood that pollutants will be used, stored or spilled on the site that could impair water quality. These may include frequent parking area vacuum truck sweeping, removal of wastes or spills, limited use of harmful fertilizers or pesticides, and the diversion of storm water away from potential sources of pollution (e.g., trash receptacles and parking structures). The Stage 2 WQMP shall list and describe all structural and non-structural BMPs. In addition, the WQMP must also identify the entity responsible for the long-term inspection, maintenance, and funding for all structural (and if applicable Treatment Control) BMPs.

52. The applicant shall comply with SCAQMD Rule 403 requirements as follows:

    Land Clearing/Earth-Moving

    a. Exposed pits (i.e., gravel, soil, dirt) with five percent or greater silt content shall be watered twice daily, enclosed, covered, or treated with non-toxic soil stabilizers according to manufacturers' specifications.

    b. All other active sites shall be watered twice daily.

    c. All grading activities shall cease during second stage smog alerts and periods of high winds (i.e., greater than 25 mph) if soil is being transported to off-site locations and cannot be controlled by watering.

d. All trucks hauling dirt, sand, soil, or other loose materials off-site shall be covered or wetted or shall maintain at least two feet of freeboard (i.e., minimum vertical distance between the top of the load and the top of the trailer).

e. Portions of the construction site to remain inactive longer than a period of three months shall be seeded and watered until grass cover is grown or otherwise stabilized in a manner acceptable to the City.

f. All vehicles on the construction site shall travel at speeds less than 15 mph.

g. All diesel-powered vehicles and equipment shall be properly operated and maintained.

h. All diesel-powered vehicles and gasoline-powered equipment shall be turned off when not in use for more than five minutes.

j. The construction contractor shall utilize electric or natural gas-powered equipment instead of gasoline or diesel-powered engines, where feasible.

Paved Roads

k. All construction roads internal to the construction site that have a traffic volume of more than 50 daily trips by construction equipment, or 150 total daily trips for all vehicles, shall be surfaced with base material or decomposed granite, or shall be paved.

l. Streets shall be swept hourly if visible soil material has been carried onto adjacent public paved roads.

m. Construction equipment shall be visually inspected prior to leaving the site and loose dirt shall be washed off with wheel washers as necessary.

Unpaved Staging Areas or Roads

n. Water or non-toxic soil stabilizers shall be applied, according to manufacturers' specifications, as needed to reduce off-site transport of fugitive dust from all unpaved staging areas and unpaved road surfaces.

Public Works Conditions

53. The existing OCSD easement along MacArthur Boulevard frontage shall be shown on plans. Any encroachment (wall, stairs and ADA ramps) within the existing OCSD easement requires approval from OCSD. The applicant shall provide said approval as part of the plan check process.

54. The parking lot layout plan shall be fully dimensioned. All parking spaces within the project site shall have a minimum of 26 feet of back up area/drive aisle. The parking

layout shall comply with City Standard STD-805-L-A and STD-805-L-B. The centerlines of the drive aisles that straddle the adjacent properties shall match. If the entire site (all 3 properties) is planned to be restriped, the entire site shall comply with City Standard STD-805-L-A and STD-805-L-B.

55. Prior to issuance of building permits, a signage and striping parking lot plan shall be submitted for review and approval.

56. The proposed project is required to stripe a 120-foot minimum dedicated right-turn lane into the project site along southbound MacArthur Boulevard. The travel lane adjacent to the new right-turn lane shall be 12-foot wide minimum. The applicant shall provide plans showing the proposed striping on MacArthur Boulevard.

57. New sidewalk, curb, gutter and driveway approach shall be installed along the MacArthur Boulevard and Dolphin Striker Way project frontage per the applicable City standards. The applicant may be required to provide a sidewalk easement along the driveway approach along MacArthur Boulevard if an ADA compliant path of travel can not be accommodate across the driveway approach.

58. The proposed project shall modify the southbound MacArthur Boulevard left turn pocket at the MacArthur Boulevard/Von Karman Avenue-Newport Place Drive intersection and restriping MacArthur Boulevard to accommodate the left turn access into the site. The design shall maintain a minimum left turn pocket length of 270 feet at the southbound MacArthur Boulevard/Von Karman Avenue-Newport Place Drive intersection with a transition length of 140 feet minimum. The transition length at the proposed left turn into the driveway shall be 120 feet minimum. The buffer between the two left turn pockets shall be a minimum of 50 feet. The applicant shall provide plans showing the proposed striping on MacArthur Boulevard.

59. All improvements shall be constructed as required by Ordinance and the Public Works Department.

60. An encroachment permit is required for all work activities within the public right-of-way.

61. In case of damage done to public improvements within the public right-of-way surrounding the development site by the private construction, additional reconstruction within the public right-of-way may be required at the discretion of the Public Works Inspector.

62. All on-site drainage shall comply with the latest City Water Quality requirements.

63. All improvements shall comply with the City's sight distance requirement. See City Standard 110-L.

64. Traffic circulation and signage is subject to further review by the City Traffic Engineer.

65. County Sanitation District fees shall be paid prior to the issuance of any building permits.

Mitigation Measures

66. *The applicant shall comply with all mitigation measures and standard conditions contained within the approved Mitigation Monitoring and Reporting Program of the adopted Mitigated Negative Declaration (Exhibit A) for the project.*

STATE OF CALIFORNIA }
COUNTY OF ORANGE } ss.
CITY OF NEWPORT BEACH }

I, Leilani I. Brown, City Clerk of the City of Newport Beach, California, do hereby certify that the whole number of members of the City Council is seven; that the foregoing resolution, being Resolution No. 2011-101 was duly and regularly introduced before and adopted by the City Council of said City at a regular meeting of said Council, duly and regularly held on the 25th day of October, 2011, and that the same was so passed and adopted by the following vote, to wit:

Ayes: Hill, Rosansky, Gardner, Selich, Curry, Daigle, Mayor Henn

Noes: None

Absent: None

Abstain: None

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed the official seal of said City this 26th day of October, 2011.

Leilani I. Brown

City Clerk
Newport Beach, California

(Seal)

Attachment No. PC 5

POLICE DEPARTMENT MEMORANDUM
AND STATISTICAL INFORMATION
UP2012-003 (PA2012-025)
4221 MACARTHUR BOULEVARD

City of Newport Beach
Police Department

Memorandum

March 22, 2012

TO: Javier Garcia, Senior Planner

FROM: Detective Brian Haas

SUBJECT: 7-Eleven, Inc. (Applicant)
4221 MacArthur Blvd., Suite B-01, UP 2012-003 (PA2012-025)

At your request, the Police Department has reviewed the project application for 7-Eleven, Inc., located at 4221 MacArthur Blvd., Suite B-01, Newport Beach. The applicant requests approval of a 2,369 square-foot, 24-hour convenience store (7-Eleven) and off-sale alcoholic beverage outlet (beer and wine only). The store will be located within the recently approved 12,479 square-foot commercial center to be constructed on the site.

The applicant will apply for a Type 20 (Beer & Wine) license with the Department of Alcoholic Beverage Control. The license will be conditioned appropriately to protect the health, safety and welfare of the community.

This new location is within an area where the number of crimes is above the City wide reporting district average. Additionally, this location is within an RD that is over the Orange County per capita of ABC licenses.

Applicant History:
7-Eleven was founded in 1927 and has close to 8500 stores in the United States. Each franchisee must meet the high standards set by 7-Eleven at all times in order to be able to continue as an operator. A 7-Eleven market manager meets with each franchisee at least twice per month to ensure that the operator complies with these high standards. There are currently two (2) 7-Eleven franchises within the City of Newport Beach.

Hours of Operation:
The 7-Eleven market would be operational 24 hours per day, 7 days per week.

Security:
No recommendations from the Police Department.

Additional Comments:
The Police Department has no objection to the operation as described by the applicant.

Signs and Displays:
Any signs or displays would need to conform to City requirements. There shall be no exterior advertising or signs of any kind or type, including advertising directed to the exterior from within, promoting or indicating the availability of alcoholic beverages. Interior displays of alcoholic beverages or signs, which are clearly visible to the exterior, shall constitute a violation of this condition.

We also recommend that the displays, shelving, etc. be positioned in such a way that the clerk can be seen from outside the building.

Employee Training:
Require all owners, managers, and employees selling alcoholic beverages to undergo and successfully complete a certified training program in responsible methods and skills for serving and selling alcoholic beverages.

Other Recommended Conditions:
In addition, the Police Department has determined that the following conditions would be appropriate for the Conditional Use Permit for the business:

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

2. The Petitioner(s) shall post and maintain a professional quality sign facing the premises parking lot(s) that read as follows:

   NO LOITERING, NO LITTERING
   NO DRINKING OF ALCOHOLIC BEVERAGES
   VIOLATORS ARE SUBJECT TO ARREST

   The sign shall be at least two feet square with two inch block lettering. The sign shall be in English and Spanish.

3. Beer, malt beverages and wine coolers in containers of 16 oz. or less cannot be sold by single container, but must be sold in manufacturer pre-packaged multi-unit quantities.

4. Wine shall not be sold in bottles or containers smaller than 750 ml.

5. No person under the age of 21 shall sell or deliver alcoholic beverages.

6. The petitioner(s) shall be responsible for maintaining free of litter the area adjacent to the premises over which they have control, as depicted.

7. No alcoholic beverages shall be sold between the hours of 2:00 a.m. and 6:00 a.m.

If you have any questions, please contact Detective Brian Haas at (949) 644-3709.

Brian Haas, Vice/Intel/ABC
Detective Division

Dennis Birch, Lieutenant
Detective Division Commander

NEWPORT BEACH POLICE DEPARTMENT

870 Santa Barbara, P.O. Box 7000, Newport Beach, CA 92658-7000

MEMORANDUM

March 26, 2012

TO: Javier S. Garcia, Senior Planner

FROM: Caroline Staub, Acting Crime Analyst

SUBJECT: Alcohol Related Statistics

At your request, our office has reviewed police services data for the **7-Eleven convenience store** at **4221 MacArthur Blvd, Suite B-01.** This area encompasses our reporting district (RD) number 34 as well as part of Census Tract 626.10. This report reflects **City of Newport Beach** crime data for calendar year 2011, which is the most current data available.

Calls for Service Information

City wide there were approximately 65,411 calls for police services during this time, of which 1,758 were in **RD 34**. A "call for service" is defined as ***any contact of the police department by a citizen which results in the dispatching of a unit or causes the contacted employee to take some sort of action,*** such as criminal investigations, alarm responses, traffic accidents, parking problems, animal control calls, etc.

Crime Information

There were 5,751 crimes reported to the Newport Beach Police Department during this period. Of this total, 2,408 were Part One Crimes. Part One crimes are the eight most serious crimes (***Homicide, Forcible Rape, Robbery, Aggravated Assault, Burglary, Larceny-Theft, Auto Theft and Arson***) as defined by the FBI in the Uniform Crime Reports. The remaining 3,343 reports were Part Two crimes. The Part One crime rate for the entire city during this same period was 2,820.46 per 100,000 people. The national Part One crime rate was 3,345.52[1] per 100,000 people.

Crimes	RD 34	Newport Beach[2]	California[1]	National[1]
Part 1	112	2,408	1,146,072	10,329,135
Part 2	133	3,343	N/A	N/A
Crime Rate	4,984.42	2,820.46	3,076.38	3345.52

This reporting district had a total of 245 reported crimes as compared to a city-wide reporting district average of 152 reported crimes. This reporting district is **93 crimes over** or **61.18% above** the city-wide reporting district average.

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[1] Figures based on the 2010 Uniform Crime Reports, which is the most recent edition.

[2] The Newport Beach population figure used for calculations is 85,376, as estimated by the CA Department of Finance.

ABC License Information

The number of active ABC licenses in this RD is 27 or a per capita ratio of one license for every 84 residents. This location is within an RD that is over the Orange County per capita average of ABC licenses.[3]

Arrest Information

In 2011, there were 40 DUI/Drunkenness arrests in RD 34 compared to 1,304 DUI/Drunkenness arrests for the entire city. This RD amounts to 4.87% of the DUI/Drunk arrests made in the entire City. According to a recent national study by the Department of Justice, more than 36% of adult offenders convicted of crimes in 2009 had been drinking at the time of their arrest.

Arrests	RD 34	Newport Beach	California[1]	National[1]
DUI/Drunk	40	1,304	4,663	1,972,941
Total Arrests	122	3,198	1,357,573	13,120,947

Additional Information

The Alcoholic Beverage Outlets ordinance states that the Planning Commission shall consider the crime rate in the adjacent reporting districts. The two adjacent reporting districts requested are RD 31 and RD 33.

Crimes	RD 31	RD 33
Part 1	54	108
Part 2	29	65
Crime Rate	2,403.20	4,806.41
Arrests (DUI/Drunk)	3	17
Total Arrests	32	50
Calls For Service	664	776
Active ABC Licenses	1	6
Per capita license ratio	2,247	375

If you are in need of any further assistance, please feel free to contact me.

Sincerely,

Caroline Staub
Crime Scene Investigator
Crime Analysis Unit
(949) 644-3791
cstaub@nbpd.org

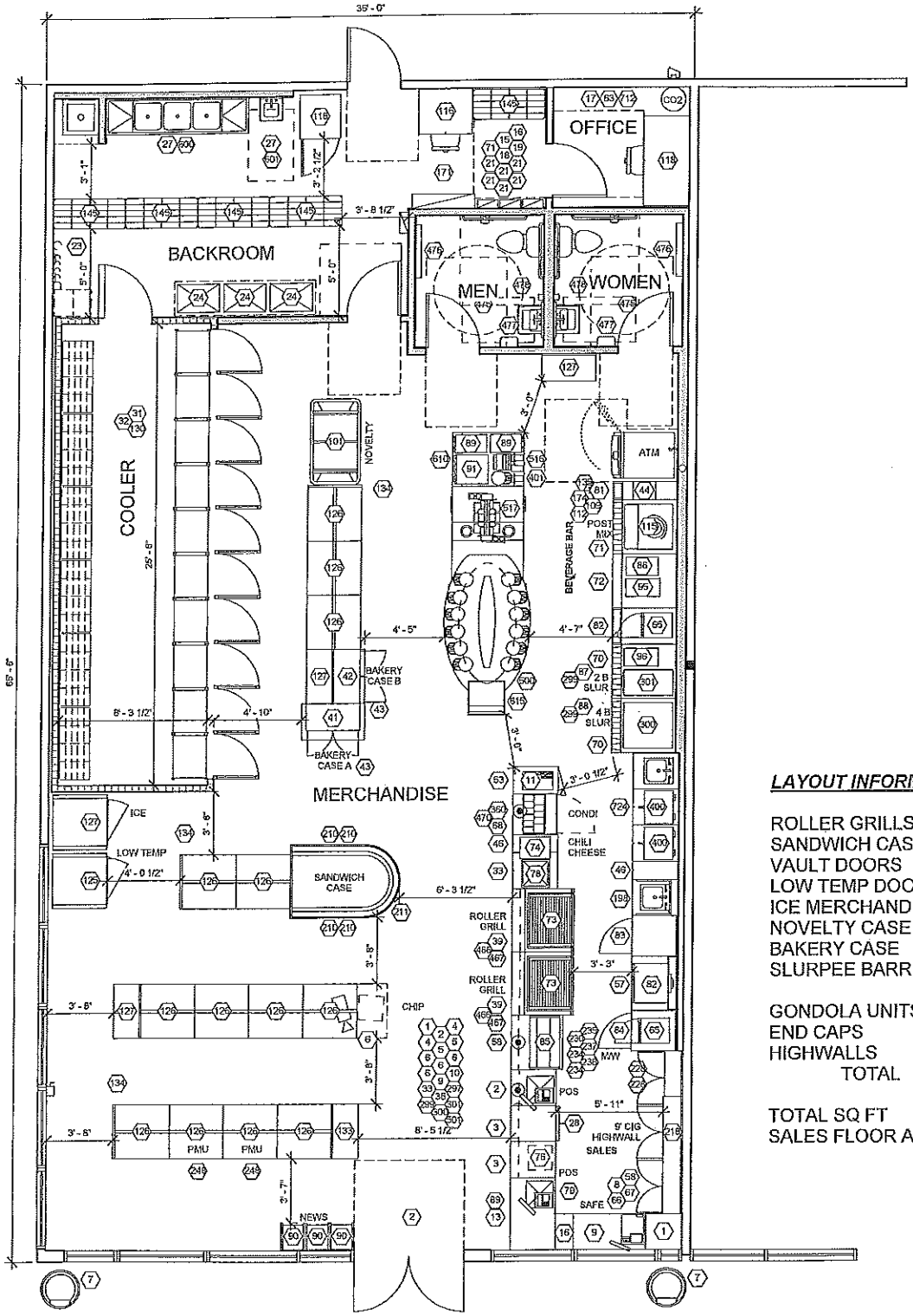
[3] The number of active ABC licenses is the total of all types of licenses known to the police department as of the date of this document. As of June 30, 2011 the Orange County average of active, retail ABC licenses was one license for every 518 residents. (5,839 licenses and a population of 3,018,963)

Attachment No. PC 6

PROJECT PLANS

UP2012-003 (PA2012-025)

4221 MACARTHUR BOULEVARD



LAYOUT INFORMATION

ROLLER GRILLS	2
SANDWICH CASE	CID
VAULT DOORS	10
LOW TEMP DOORS	1
ICE MERCHANDISER	1 DR
NOVELTY CASE	1
BAKERY CASE	2
SLURPEE BARRELS	6
GONDOLA UNITS	27
END CAPS	4
HIGHWALLS	0
TOTAL	31
TOTAL SQ FT	= 2,358
SALES FLOOR AREA	= 1,542

1030888 NEWPORT BEACH, CA - EQUIPMENT LAYOUT 4

01-18-2012

MACARTHUR AND DOLPHIN STRIKER

HFA #12-00038

LAYOUT APPROVED 01-18-12

N

Attachment No. PC 7

TRAFFIC PHASING ORDINANCE STUDY –
Traffic Study No. TS2012-001 (PA2012-025)
4221 MACARTHUR BOULEVARD

KUNZMAN ASSOCIATES, INC.
OVER 35 YEARS OF EXCELLENT SERVICE

April 16, 2012

Mr. David Keely, Senior Civil Engineer
CITY OF NEWPORT BEACH
3300 Newport Boulevard
Newport Beach, CA 92663-3884

Dear Mr. Keely:

INTRODUCTION

The firm of Kunzman Associates, Inc. is pleased to provide this traffic analysis as an addendum to the 4221 Dolphin Striker Traffic Impact Analysis (May 31, 2011) prepared by Kunzman Associates, Inc. for the 4221 Dolphin Striker project in the City of Newport Beach. The purpose of this addendum is to update the "with project" analyses of the traffic impact analysis due to changes to the proposed land uses. The project site is located at 4221 Dolphin Striker Way in the City of Newport Beach and the site plan is shown on Figure 2.

This report summarizes our methodology, analysis and findings. We trust that the findings, which are summarized in the front of the report, will be of immediate as well as continuing value to you and the City of Newport Beach.

Although this is a technical report, every effort has been made to write the report clearly and concisely. To assist the reader with those terms unique to transportation engineering, a glossary of terms is provided within Appendix A.

The revised table and figure numbers provided in this addendum will remain consistent with those in listed in the 4221 Dolphin Striker Traffic Impact Analysis (May 31, 2011). To remain consistent, the revised pages of Appendices D and F are also included in this addendum under Appendices D and F.

REVISED PROJECT DESCRIPTION

The proposed project is a redevelopment of an approximately 48,221 square-foot (1.11 acres) site. Approximately 12,351 gross square feet of new bank, 24-hour convenience market, dental office, commercial retail, high turnover dining establishment, and fast food restaurant (without drive-thru) are proposed to replace the existing single-story 7,996 square-foot vacant quality restaurant. The new development will consist of two, free-standing, single-story buildings. Each has a maximum building height of 29 feet.

1111 TOWN & COUNTRY ROAD, SUITE 34
ORANGE, CALIFORNIA 92868
(714) 973-8383

WWW.TRAFFIC-ENGINEER.COM

Approximately 4,000 gross square feet of the proposed new development will be allocated for bank use and 2,400 gross square feet will be allocated for 24-hour convenience market use. The development will allocate 1,200 square feet for dental office use.

Approximately 1,500 gross square feet of new development will be allocated for general commercial retail uses (i.e. computer electronic service or cellular service/retail stores). It is anticipated the commercial retail uses would have daily hours of operation from 9:00 AM to 7:00 PM.

Approximately 1,417 gross square feet of the proposed new development will be allocated for high turnover dining establishments (i.e. small sit-down boutique restaurants). Anticipated hours of operation will be daily from 11:00 AM to 10:00 PM for the high turnover dining establishments. Approximately 1,834 gross square feet of the proposed new development will be allocated for a fast food restaurant (without drive-thru).

PROJECT TRAFFIC

Trip generation rates were determined for daily traffic, morning peak hour inbound and outbound traffic, and evening peak hour inbound and outbound traffic for the proposed land uses. By multiplying the traffic generation rates by the land use quantities, the project-generated traffic volumes are determined. Table 2 exhibits the traffic generation rates. The trip generation rates are derived from the Institute of Transportation Engineers, Trip Generation, 8th Edition, 2008. Table 3 shows the project peak hour volumes and project daily traffic volumes.

The existing site development generated a total of approximately 719 daily vehicle trips, 6 of which occur during the morning peak hour and 60 of which occur during the evening peak hour. The proposed project is projected to generate a total of approximately 3,973 daily vehicle trips, 283 of which would occur during the morning peak hour and 244 of which would occur during the evening peak hour.

It should be noted that for the bank, 24-hour convenience market, high turnover (sit-down) restaurant, and fast food restaurant (without drive-thru) land uses, a portion of the traffic would come from pass-by trips. Pass-by trips are trips that are currently on the roadway system. The traffic volumes have been reduced by 61% for the 24-hour convenience market and 43% for the high turnover sit down and fast food restaurants, as a result of pass-by trips obtained from the Institute of Transportation Engineers. The bank has been reduced by 23% as a result of pass-by trips obtained from the San Diego Association of Governments. Based upon the difference in trips generated (less pass-by trips) between the current approval and proposed project, the proposed project is projected to generate a total of approximately 1,703 more daily vehicle trips, 135 more of which would occur during the morning peak hour and 95 more of which would occur during the evening peak hour.

Based on the identified traffic generation and distributions, project morning and evening peak hour intersection turning movement volumes are shown on Figures 11 and 12, respectively. Project (net increase) morning and evening peak hour intersection turning movement volumes are shown on Figures 13 and 14, respectively.

INTERSECTION CAPACITY UTILIZATION AND SIGNIFICANCE CRITERIA

The City of Newport Beach methodology used to assess the operation of a signalized intersection is known as Intersection Capacity Utilization. To calculate an Intersection Capacity Utilization value the volume of traffic using the intersection is compared with the capacity of the intersection. An Intersection Capacity Utilization value is usually expressed as a decimal. The decimal represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

The City of Newport Beach intersection significance criteria requires an increase of one-percent or more at a study area intersection operating at worse than Level of Service D during the morning/evening peak hours.

EXISTING (2011) PLUS PROJECT ANALYSIS

The Levels of Service for existing (Year 2011) + project traffic conditions have been calculated and are shown in Table 4. Existing (Year 2011) + project morning and evening peak hour intersection turning movement volumes have been calculated and are shown on Figures 15 and 16, respectively. Existing (Year 2011) + project Intersection Capacity Utilization worksheets and the Level of Service description are provided in Appendix D.

For existing (Year 2011) + project traffic conditions, the study area intersections are projected to operate at Level of Service C or better during the morning/evening peak hours.

As shown in Table 4 for the existing (Year 2011) + project analysis, the project-generated traffic did not result in a significant impact at the study area intersections; therefore, no improvements are recommended at the study area intersections.

TPO ANALYSIS

The existing site development was still occupied at the time the existing intersection turning movement volumes were obtained. Therefore, the TPO analysis has credited the existing site development and analyzes the net increase of project traffic generation.

The City of Newport Beach staff provided the approved projects in the study area for the TPO analysis. The approved projects consist of development that has been approved but are not fully completed.

To account for regional growth on roadways, Year 2013 traffic volumes have been calculated based on a 1 percent annual growth rate over a two-year period. The regional growth rate has been obtained from the City of Newport Beach. The project is expected to open in Year 2012; therefore the traffic analysis is one year after opening year.

One-Percent Methodology

One-percent of the projected peak hour volumes of each approach of each study area intersection were compared with the peak hour distributed volumes from the proposed project. A summary of this TPO comparison is shown within Appendix D.

If one-percent of the existing + growth (Year 2013) + approved projects traffic peak hour volumes of each approach is greater than the peak hour project generated approach volumes, no further analysis is required. Existing + growth (Year 2013) + approved projects + project morning and evening peak hour intersection turning movement volumes have been calculated and are shown on Figures 21 and 22, respectively. If project generated peak hour approach volumes are higher than one-percent of the projected peak hour volumes on any approach of an intersection, the intersection would require analysis utilizing the Intersection Capacity Utilization methodology.

Comparison of the one-percent of the existing + growth (Year 2013) + approved projects traffic peak hour approach volumes with the project generated peak hour approach volumes resulted in the following study area intersections exceeding the one-percent threshold and requiring additional analysis (see Table 6 and Appendix F):

MacArthur Boulevard (NS) at:
- Campus Drive (EW) – Morning Peak Hour
- Birch Street (EW) – Morning Peak Hour
- Von Karman Avenue (EW) – Morning Peak Hour & Evening Peak Hour
- Jamboree Road (EW) – Morning Peak Hour & Evening Peak Hour

Campus Drive/Irvine Avenue (NS) at:
- Bristol Street North (EW) – Morning Peak Hour

Von Karman Avenue (NS) at:
- Campus Drive (EW) – Morning Peak Hour & Evening Peak Hour
- Birch Street (EW) – Morning Peak Hour & Evening Peak Hour

Jamboree Road (NS) at:
- Campus Drive (EW) – Morning Peak Hour
- Bristol Street South (EW) – Morning Peak Hour

Intersection Capacity Utilization

The Levels of Service for existing + growth (Year 2013) + approved projects + project traffic conditions have been calculated and are shown in Table 7. Existing + growth (Year 2013) + approved projects + project Intersection Capacity Utilization worksheets and the Level of Service description are provided in Appendix D.

For existing + growth (Year 2013) + approved projects + project traffic conditions, the study area intersections are projected to operate at Level of Service C or better during the morning/evening peak hours.

As shown in Table 7 for the TPO analysis, the project-generated traffic did not result in a significant impact at the study area intersections; therefore, no improvements are recommended at the study area intersections.

CEQA ANALYSIS

The CEQA traffic volumes were obtained by adding the cumulative projects traffic volumes to the TPO traffic volumes. In order to analyze a "conservative" scenario in terms of the assignment of traffic, the CEQA analysis does not credit the existing site development.

The Levels of Service for existing + growth (Year 2013) + approved projects + cumulative projects + project traffic conditions have been calculated and are shown in Table 9. Existing +growth (Year 2013) + approved projects + cumulative projects + project morning and evening peak hour intersection turning movement volumes have been calculated and are shown on Figures 27 and 28, respectively. Existing + growth (Year 2013) + approved projects + cumulative projects + project Intersection Capacity Utilization worksheets and the Level of Service description are provided in Appendix D.

For existing + growth (Year 2013) + approved projects + cumulative projects + project traffic conditions, the study area intersections are projected to operate at Level of Service C or better during the morning/evening peak hours.

As shown in Table 9 for the CEQA analysis, the project-generated traffic did not result in a significant impact at the study area intersections; therefore, no improvements are recommended at the study area intersections.

ORANGE COUNTY CONGESTION MANAGEMENT PROGRAM

To determine whether the addition of project generated trips results in a significant impact at the CMP study facility and thus requires mitigation, the Orange County CMP utilizes the following thresholds of significance:

- A significant project impact occurs when a proposed project increases traffic demand at a CMP study facility by more than three percent of capacity (V/C > 0.03), causing or worsening Level of Service F (V/C > 1.00).

Based upon the CMP thresholds above, the project-generated traffic did not result in a significant impact at the study area intersections; therefore, no improvements are recommended at the study area intersections.

CONCLUSIONS

Based upon the traffic analyses presented in this addendum, the revised project description does not alter the findings and recommendations presented in the 4221 Dolphin Striker Traffic Impact Analysis (May 31, 2011).

It has been a pleasure to service your needs on the 4221 Dolphin Striker project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 973-8383.

Sincerely,

KUNZMAN ASSOCIATES, INC.

Carl Ballard, LEED GA
Principal Associate

#4839f

REGISTERED PROFESSIONAL ENGINEER
WILLIAM A. KUNZMAN
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Principal

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Table 2

Traffic Generation Rates[1]

Land Use	Units[2]	Peak Hour						Daily
		Morning			Evening			
		Inbound	Outbound	Total	Inbound	Outbound	Total	
Quality Restaurant	TSF	0.66	0.15	0.81	5.02	2.47	7.49	89.95
Bank	TSF	4.20	1.80	6.00	4.80	7.20	12.00	150.00
24-Hour Convenience Market	TSF	33.52	33.52	67.03	26.73	25.68	52.41	737.99
Dental Office	TSF	1.82	0.48	2.30	0.93	2.53	3.46	36.13
Retail	TSF	NOM[3]	NOM	NOM	1.19	1.52	2.71	44.32
High Turnover (Sit-Down) Restaurant	TSF	5.99	5.53	11.52	6.58	4.57	11.15	127.15
Fast Food Restaurant Without Drive-Thru	TSF	26.32	17.55	43.87	13.34	12.81	26.15	716.00

[1] Source: Institute of Transportation Engineers, Trip Generation, 8th Edition, 2008, Land Use Categories 720, 814, 851, 931, 932 and 933.
San Diego Association of Governments, (Not So) Brief Guide of Vehicular Traffic Generation Rates, April, 2002.

[2] TSF = Thousand Square Feet

[3] NOM = Nominal. It is anticipated the retail commercial uses would have hours of operations from 9:00 AM to 7:00 PM, daily.

Table 3

Project Traffic Generation

Traffic Phasing Ordinance (TPO)									
			Peak Hour						
			Morning			Evening			
Land Use	Quantity	Units[1]	Inbound	Outbound	Total	Inbound	Outbound	Total	Daily
Existing Use									
Quality Restaurant	7.996	TSF	5	1	6	40	20	60	719
Pass-By (43%)			-2	-1	-3	-17	-9	-26	-309
Total			3	0	3	23	11	34	410
Proposed Uses									
Bank	4.000	TSF	17	7	24	19	29	48	600
24-Hour Convenience Market	2.400	TSF	80	80	160	64	62	126	1,771
Dental Office	1.200	TSF	2	1	3	1	3	4	43
Retail	1.500	TSF	NOM[2]	NOM	NOM	2	2	4	66
High Turnover (Sit-Down) Restaurant	1.417	TSF	8	8	16	9	6	15	180
Fast Food Restaurant Without Drive-Thru	1.834	TSF	48	32	80	24	23	47	1,313
Subtotal	12.351	TSF	155	128	283	119	125	244	3,973
Pass-By[3]			-77	-68	-145	-58	-57	-115	-1,860
Total			78	60	138	61	68	129	2,113
Difference			75	60	135	38	57	95	1,703

California Environmental Quality Act (CEQA)									
			Peak Hour						
			Morning			Evening			
Land Use	Quantity	Units[1]	Inbound	Outbound	Total	Inbound	Outbound	Total	Daily
Proposed Uses									
Bank	4.000	TSF	17	7	24	19	29	48	600
24-Hour Convenience Market	2.400	TSF	80	80	160	64	62	126	1,771
Dental Office	1.200	TSF	2	1	3	1	3	4	43
Retail	1.500	TSF	NOM[2]	NOM	NOM	2	2	4	66
High Turnover (Sit-Down) Restaurant	1.417	TSF	8	8	16	9	6	15	180
Fast Food Restaurant Without Drive-Thru	1.834	TSF	48	32	80	24	23	47	1,313
Subtotal	12.351	TSF	155	128	283	119	125	244	3,973
Pass-By[3]			-77	-68	-145	-58	-57	-115	-1,860
Total			78	60	138	61	68	129	2,113

[1] TSF = Thousand Square Feet

[2] NOM = Nominal. It is anticipated the retail commercial uses would have hours of operations from 9:00 AM to 7:00 PM, daily.

[3] The traffic volumes have been reduced by 61% for the 24-hour convenience market and 43% for the high turn-over (sit down) and fast food restaurants, as a result of pass-by trips obtained from the Institute of Transportation Engineers, Trip Generation Handbook, 2004. The bank has been reduced by 23% as a result of pass-by trips obtained from the San Diego Association of Governments, (Not So) Brief Guide of Vehicular Traffic Generation Rates, April, 2002.

Table 4

Existing (Year 2011) + Project Intersection Capacity Utilization and Levels of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[2]												Peak Hour ICU-LOS[1]				ICU Increase	
		Northbound			Southbound			Eastbound			Westbound			Existing (Year 2011)		Existing (Year 2011) + Project			
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening	Morning	Evening	Morning	Evening
MacArthur Boulevard (NS) at:																			
Campus Drive (EW)	TS	1	4	1	1	4	1	2	2.5	0.5	2	3	1>>	0.435-A	0.635-B	0.438-A	0.635-B	+0.003	+0.000
Birch Street (EW)	TS	1	3	1	1	3.5	0.5	1.5	1	0.5	1	2	1>>	0.380-A	0.457-A	0.381-A	0.459-A	+0.001	+0.002
Von Karman Avenue (EW)	TS	1	3	1	1	3	1	1	2	1	2	1	1	0.552-A	0.558-A	0.564-A	0.566-A	+0.012	+0.008
Jamboree Road (EW)	TS	2	3	1>	2	3	1>>	2	3	1	2	3	1	0.601-B	0.678-B	0.608-B	0.681-B	+0.007	+0.003
Campus Drive/Irvine Avenue (NS) at:																			
Bristol Street North (EW)	TS	2	3	0	0	4	2	0	0	0	1	3.5	0.5	0.488-A	0.742-C	0.491-A	0.744-C	+0.003	+0.002
Bristol Street South (EW)	TS	0	4.5	0.5	1	3	0	1.5	2.5	2	0	0	0	0.634-B	0.465-A	0.636-B	0.466-A	+0.002	+0.001
Birch Street (NS) at:																			
Bristol Street North (EW)	TS	2	2	0	0	1.5	2.5	0	0	0	1.5	3	0.5	0.532-A	0.527-A	0.533-A	0.527-A	+0.001	+0.000
Bristol Street South (EW)	TS	0	2.5	1.5	2	2	0	1.5	3	0.5	0	0	0	0.391-A	0.436-A	0.392-A	0.437-A	+0.001	+0.001
Von Karman Avenue (NS) at:																			
Campus Drive (EW)	TS	1	2	1>>	1	1.5	0.5	1	2	1	1	1.5	0.5	0.462-A	0.563-A	0.465-A	0.565-A	+0.003	+0.002
Birch Street (EW)	TS	1	2	1	1	2	1	1	2	1	1	2	1	0.285-A	0.351-A	0.288-A	0.352-A	+0.003	+0.001
Bayview Place (NS) at:																			
Bristol Street South (EW)	TS	0	0	2	0	0	0	0	4	1	0	0	0	0.417-A	0.540-A	0.417-A	0.540-A	+0.000	+0.000
Jamboree Road (NS) at:																			
Campus Drive (EW)	TS	2	3.5	0.5	2	2.5	0.5	2	2	1>>	2	2	1	0.615-B	0.583-A	0.620-B	0.585-A	+0.005	+0.002
Birch Street (EW)	TS	1	2.5	0.5	1	3	1>>	1.5	0.5	1>>	0	1	0	0.514-A	0.421-A	0.517-A	0.423-A	+0.003	+0.002
Bristol Street North (EW)	TS	2	1.5	1.5>>	0	2.5	1.5	0	0	0	0	0	0	0.426-A	0.489-A	0.428-A	0.491-A	+0.002	+0.002
Bristol Street South (EW)	TS	0	4.5	0.5	0	3	0	1.5	1.5	2	0	0	0	0.611-B	0.661-B	0.613-B	0.663-B	+0.002	+0.002

[1] ICU-LOS = Intersection Capacity Utilization - Level of Service (see Appendix D).

[2] L = Left; T = Through; R = Right; >> = Free Right Turn; > = Right Turn Overlap

[3] TS = Traffic Signal

Table 6

TPO Analysis One-Percent Threshold

Intersection	Peak Hour	Approach Direction[1]			
		Northbound	Southbound	Eastbound	Westbound
MacArthur Boulevard (NS) at:					
Campus Drive (EW)	AM	No	No	No	**Yes**
	PM	No	No	No	No
Birch Street (EW)	AM	No	**Yes**	No	No
	PM	No	No	No	No
Von Karman Avenue (EW)	AM	**Yes**	**Yes**	No	**Yes**
	PM	**Yes**	**Yes**	No	No
Jamboree Road (EW)	AM	No	**Yes**	No	No
	PM	No	**Yes**	No	No
Campus Drive/Irvine Avenue (NS) at:					
Bristol Street North (EW)	AM	No	**Yes**	No	No
	PM	No	No	No	No
Bristol Street South (EW)	AM	No	No	No	No
	PM	No	No	No	No
Birch Street (NS) at:					
Bristol Street North (EW)	AM	No	No	No	No
	PM	No	No	No	No
Bristol Street South (EW)	AM	No	No	No	No
	PM	No	No	No	No
Von Karman Avenue (NS) at:					
Campus Drive (EW)	AM	**Yes**	**Yes**	No	**Yes**
	PM	**Yes**	No	No	No
Birch Street (EW)	AM	**Yes**	No	No	No
	PM	**Yes**	No	No	No
Bayview Place (NS) at:					
Bristol Street South (EW)	AM	No	No	No	No
	PM	No	No	No	No
Jamboree Road (NS) at:					
Campus Drive (EW)	AM	No	No	**Yes**	No
	PM	No	No	No	No
Birch Street (EW)	AM	No	No	No	No
	PM	No	No	No	No
Bristol Street North (EW)	AM	No	No	No	No
	PM	No	No	No	No
Bristol Street South (EW)	AM	No	**Yes**	No	No
	PM	No	No	No	No

[1] Project traffic is estimated to be equal to or greater than 1% of projected peak hour traffic. Intersection Capacity Utilization analysis is required.

Table 7

TPO Analysis Intersection Capacity Utilization and Levels of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[2]												Peak Hour ICU-LOS[1]				ICU Increase	
		Northbound			Southbound			Eastbound			Westbound			Existing + Growth (Year 2013) + Approved Projects		Existing + Growth (Year 2013) + Approved Projects + Project			
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening	Morning	Evening	Morning	Evening
MacArthur Boulevard (NS) at:																			
Campus Drive (EW)	TS	1	4	1	1	4	1	2	2.5	0.5	2	3	1>>	0.45-A	0.65-B	0.45-A	0.65-B	+0.00	+0.00
Birch Street (EW)	TS	1	3	1	1	3.5	0.5	1.5	1	0.5	1	2	1>>	0.39-A	0.48-A	0.39-A	0.48-A	+0.00	+0.00
Von Karman Avenue (EW)	TS	1	3	1	1	3	1	1	2	1	2	1	1	0.56-A	0.57-A	0.57-A	0.57-A	+0.01	+0.00
Jamboree Road (EW)	TS	2	3	1>	2	3	1>>	2	3	1	2	3	1	0.62-B	0.71-C	0.63-B	0.71-C	+0.01	+0.00
Campus Drive/Irvine Avenue (NS) at:																			
Bristol Street North (EW)	TS	2	3	0	0	4	2	0	0	0	1	3.5	0.5	0.50-A	0.76-C	0.50-A	0.76-C	+0.00	+0.00
Bristol Street South (EW)	TS	0	4.5	0.5	1	3	0	1.5	2.5	2	0	0	0	0.64-B	0.47-A	0.64-B	0.47-A	+0.00	+0.00
Birch Street (NS) at:																			
Bristol Street North (EW)	TS	2	2	0	0	1.5	2.5	0	0	0	1.5	3	0.5	0.53-A	0.54-A	0.54-A	0.54-A	+0.01	+0.00
Bristol Street South (EW)	TS	0	2.5	1.5	2	2	0	1.5	3	0.5	0	0	0	0.40-A	0.46-A	0.40-A	0.46-A	+0.00	+0.00
Von Karman Avenue (NS) at:																			
Campus Drive (EW)	TS	1	2	1>>	1	1.5	0.5	1	2	1	1	1.5	0.5	0.47-A	0.57-A	0.47-A	0.57-A	+0.00	+0.00
Birch Street (EW)	TS	1	2	1	1	2	1	1	2	1	1	2	1	0.29-A	0.35-A	0.29-A	0.35-A	+0.00	+0.00
Bayview Place (NS) at:																			
Bristol Street South (EW)	TS	0	0	2	0	0	0	0	4	1	0	0	0	0.43-A	0.55-A	0.43-A	0.55-A	+0.00	+0.00
Jamboree Road (NS) at:																			
Campus Drive (EW)	TS	2	3.5	0.5	2	2.5	0.5	2	2	1>>	2	2	1	0.64-B	0.61-B	0.65-B	0.61-B	+0.01	+0.00
Birch Street (EW)	TS	1	2.5	0.5	1	3	1>>	1.5	0.5	1>>	0	1	0	0.54-A	0.44-A	0.54-A	0.44-A	+0.00	+0.00
Bristol Street North (EW)	TS	2	1.5	1.5>>	0	2.5	1.5	0	0	0	0	0	0	0.46-A	0.52-A	0.46-A	0.52-A	+0.00	+0.00
Bristol Street South (EW)	TS	0	4.5	0.5	0	3	0	1.5	1.5	2	0	0	0	0.65-B	0.70-C	0.65-B	0.70-C	+0.00	+0.00

[1] ICU-LOS = Intersection Capacity Utilization - Level of Service (see Appendix D).

[2] L = Left; T = Through; R = Right; >> = Free Right Turn; > = Right Turn Overlap

[3] TS = Traffic Signal

Table 9

CEQA Analysis Intersection Capacity Utilization and Levels of Service

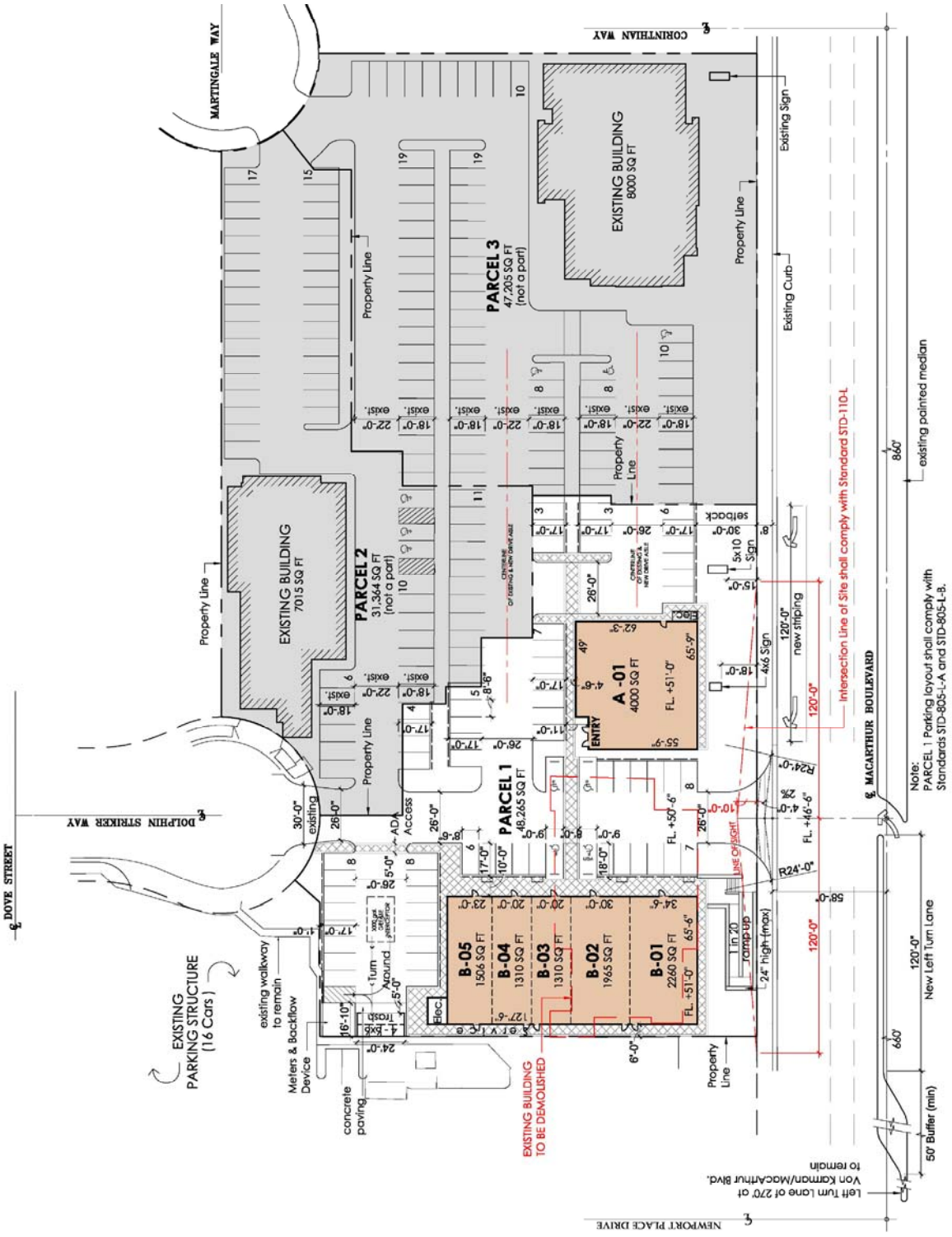
Intersection	Traffic Control[3]	Intersection Approach Lanes[2]												Peak Hour ICU-LOS[1]				ICU Increase	
		Northbound			Southbound			Eastbound			Westbound			Existing + Growth (Year 2013) + Approved Projects + Cumulative Projects		Existing + Growth (Year 2013) + Approved Projects + Cumulative Projects + Project			
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening	Morning	Evening	Morning	Evening
MacArthur Boulevard (NS) at:																			
Campus Drive (EW)	TS	1	4	1	1	4	1	2	2.5	0.5	2	3	1>>	0.470-A	0.659-B	0.473-A	0.659-B	+0.003	+0.000
Birch Street (EW)	TS	1	3	1	1	3.5	0.5	1.5	1	0.5	1	2	1>>	0.413-A	0.495-A	0.414-A	0.497-A	+0.001	+0.002
Von Karman Avenue (EW)	TS	1	3	1	1	3	1	1	2	1	2	1	1	0.569-A	0.601-B	0.581-A	0.609-B	+0.012	+0.008
Jamboree Road (EW)	TS	2	3	1>	2	3	1>>	2	3	1	2	3	1	0.682-B	0.763-C	0.689-B	0.766-C	+0.007	+0.003
Campus Drive/Irvine Avenue (NS) at:																			
Bristol Street North (EW)	TS	2	3	0	0	4	2	0	0	0	1	3.5	0.5	0.515-A	0.773-C	0.517-A	0.775-C	+0.002	+0.002
Bristol Street South (EW)	TS	0	4.5	0.5	1	3	0	1.5	2.5	2	0	0	0	0.647-B	0.486-A	0.649-B	0.487-A	+0.002	+0.001
Birch Street (NS) at:																			
Bristol Street North (EW)	TS	2	2	0	0	1.5	2.5	0	0	0	1.5	3	0.5	0.555-A	0.549-A	0.556-A	0.549-A	+0.001	+0.000
Bristol Street South (EW)	TS	0	2.5	1.5	2	2	0	1.5	3	0.5	0	0	0	0.401-A	0.467-A	0.401-A	0.467-A	+0.000	+0.000
Von Karman Avenue (NS) at:																			
Campus Drive (EW)	TS	1	2	1>>	1	1.5	0.5	1	2	1	1	1.5	0.5	0.482-A	0.578-A	0.485-A	0.581-A	+0.003	+0.003
Birch Street (EW)	TS	1	2	1	1	2	1	1	2	1	1	2	1	0.295-A	0.354-A	0.298-A	0.355-A	+0.003	+0.001
Bayview Place (NS) at:																			
Bristol Street South (EW)	TS	0	0	2	0	0	0	0	4	1	0	0	0	0.430-A	0.568-A	0.430-A	0.568-A	+0.000	+0.000
Jamboree Road (NS) at:																			
Campus Drive (EW)	TS	2	3.5	0.5	2	2.5	0.5	2	2	1>>	2	2	1	0.665-B	0.638-B	0.669-B	0.639-B	+0.004	+0.001
Birch Street (EW)	TS	1	2.5	0.5	1	3	1>>	1.5	0.5	1>>	0	1	0	0.557-A	0.480-A	0.559-A	0.482-A	+0.002	+0.002
Bristol Street North (EW)	TS	2	1.5	1.5>>	0	2.5	1.5	0	0	0	0	0	0	0.484-A	0.539-A	0.486-A	0.540-A	+0.002	+0.001
Bristol Street South (EW)	TS	0	4.5	0.5	0	3	0	1.5	1.5	2	0	0	0	0.663-B	0.735-C	0.665-B	0.736-C	+0.002	+0.001

[1] ICU-LOS = Intersection Capacity Utilization - Level of Service (see Appendix D).

[2] L = Left; T = Through; R = Right; >> = Free Right Turn; > = Right Turn Overlap; **1** = Improvement

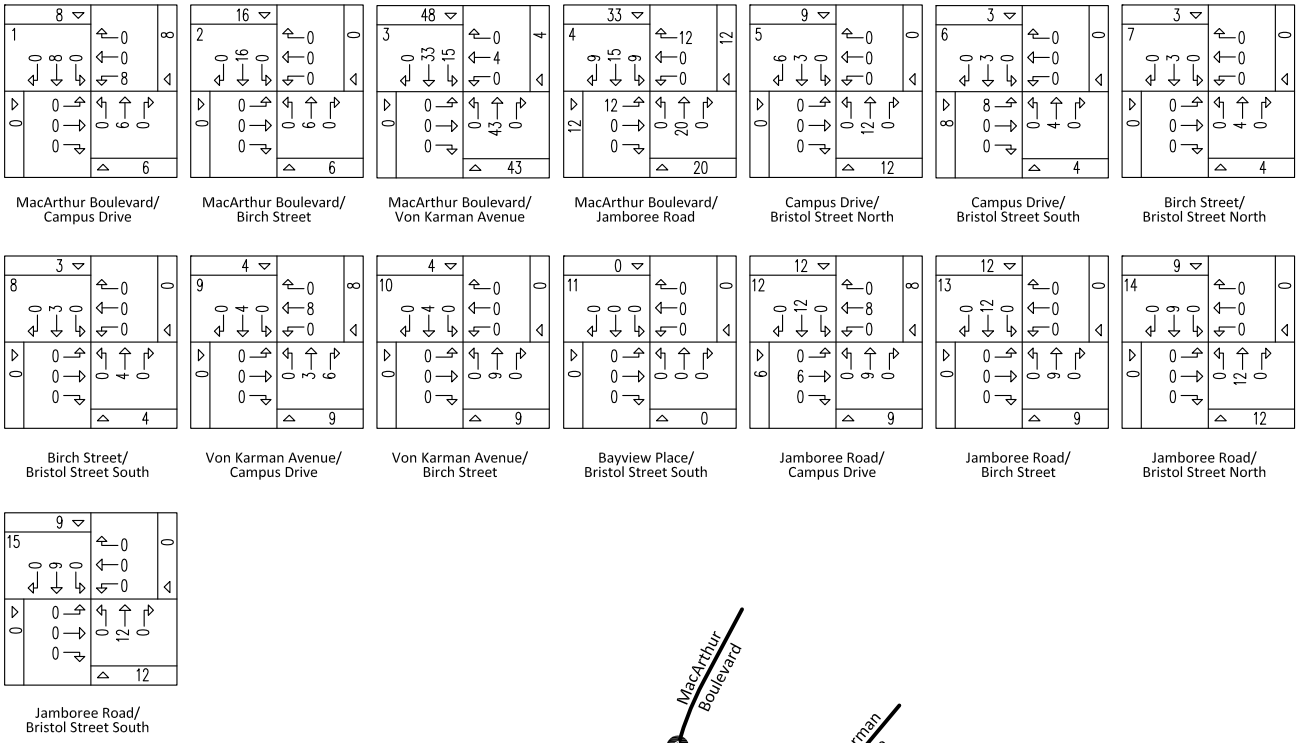
[3] TS = Traffic Signal

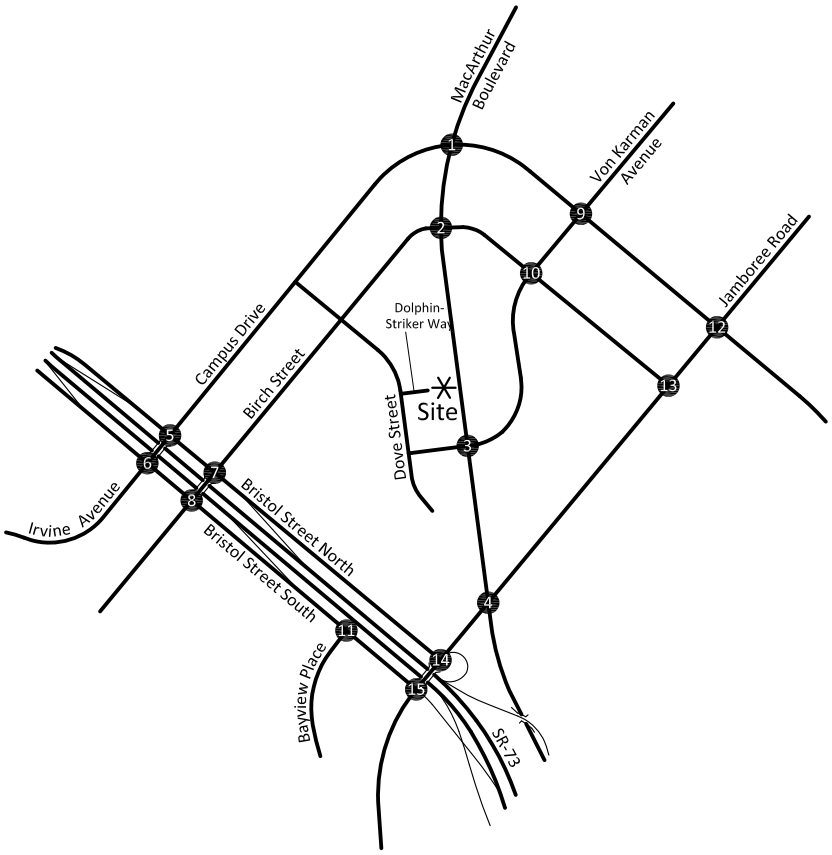
Figure 2
Site Plan



4839f/2

Figure 11
Project Morning Peak Hour
Intersection Turning Movement Volumes

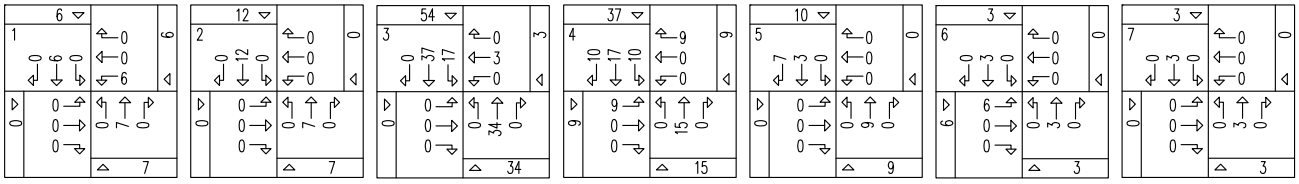




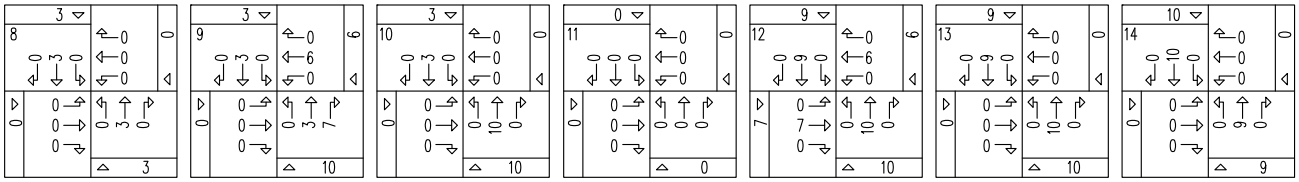
4839f/11

Intersection reference numbers are in upper left corner of turning movement boxes.

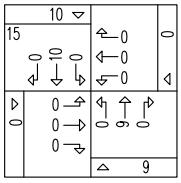
Figure 12
Project Evening Peak Hour
Intersection Turning Movement Volumes



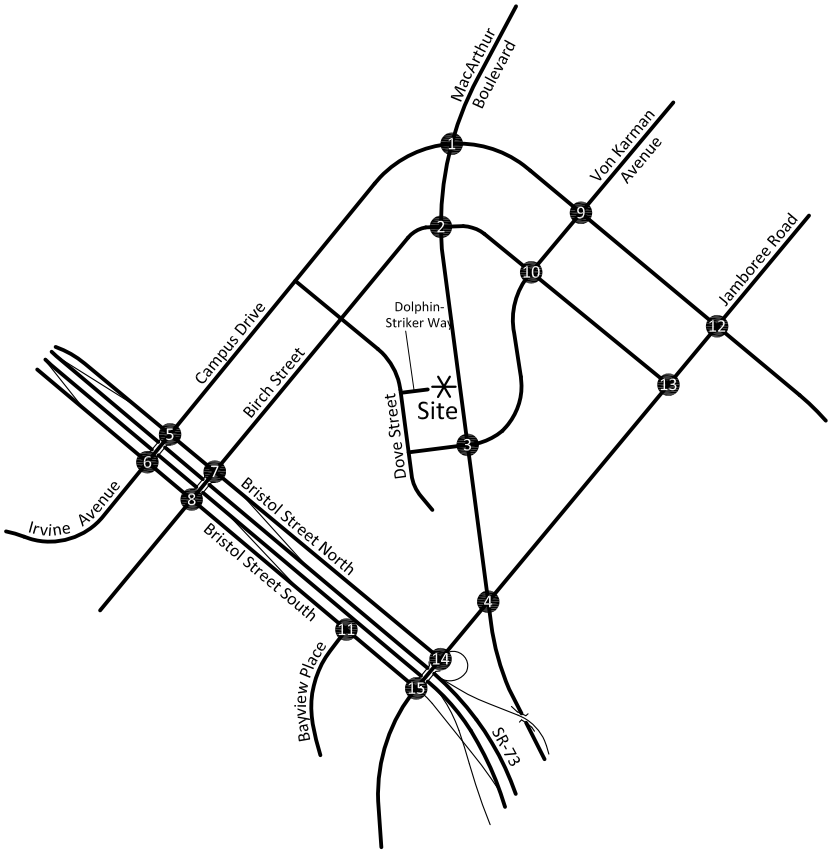
MacArthur Boulevard/ Campus Drive | MacArthur Boulevard/ Birch Street | MacArthur Boulevard/ Von Karman Avenue | MacArthur Boulevard/ Jamboree Road | Campus Drive/ Bristol Street North | Campus Drive/ Bristol Street South | Birch Street/ Bristol Street North



Birch Street/ Bristol Street South | Von Karman Avenue/ Campus Drive | Von Karman Avenue/ Birch Street | Bayview Place/ Bristol Street South | Jamboree Road/ Campus Drive | Jamboree Road/ Birch Street | Jamboree Road/ Bristol Street North



Jamboree Road/ Bristol Street South



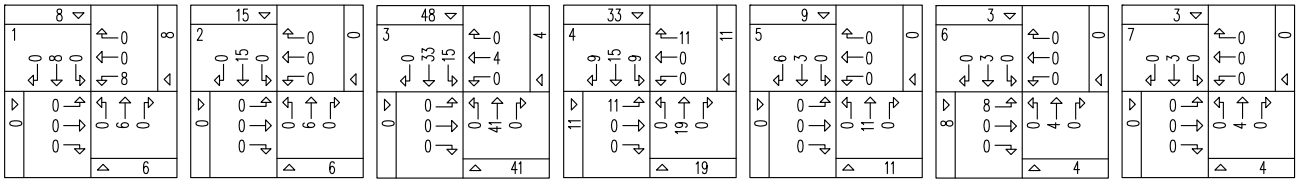
N

NTS

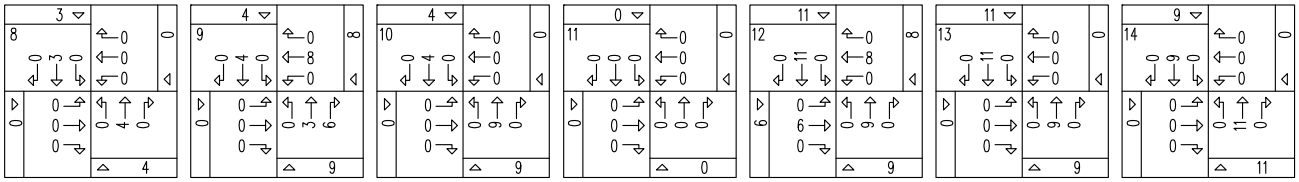
4839f/12

Intersection reference numbers are in upper left corner of turning movement boxes.

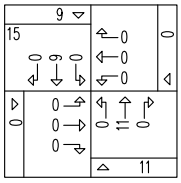
Figure 13
Project (Net Increase)
Morning Peak Hour Intersection Turning Movement Volumes



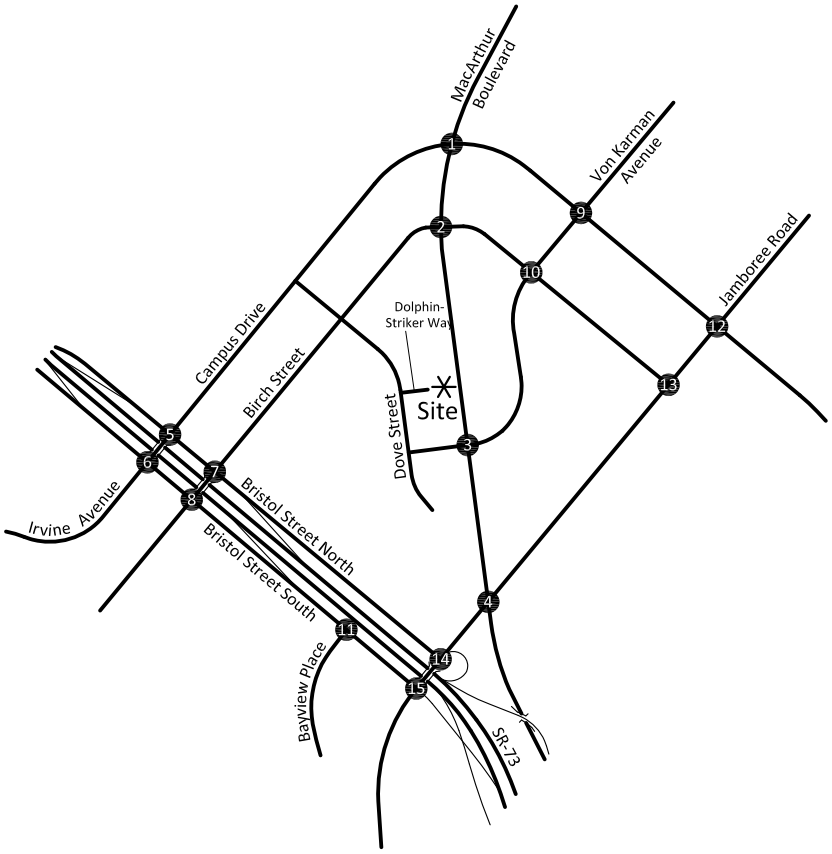
MacArthur Boulevard/ Campus Drive | MacArthur Boulevard/ Birch Street | MacArthur Boulevard/ Von Karman Avenue | MacArthur Boulevard/ Jamboree Road | Campus Drive/ Bristol Street North | Campus Drive/ Bristol Street South | Birch Street/ Bristol Street North



Birch Street/ Bristol Street South | Von Karman Avenue/ Campus Drive | Von Karman Avenue/ Birch Street | Bayview Place/ Bristol Street South | Jamboree Road/ Campus Drive | Jamboree Road/ Birch Street | Jamboree Road/ Bristol Street North



Jamboree Road/ Bristol Street South



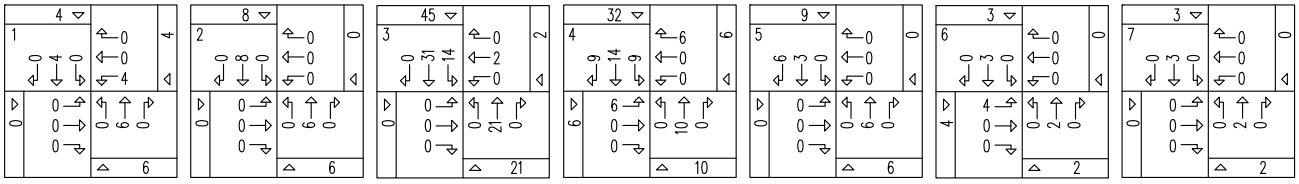
N

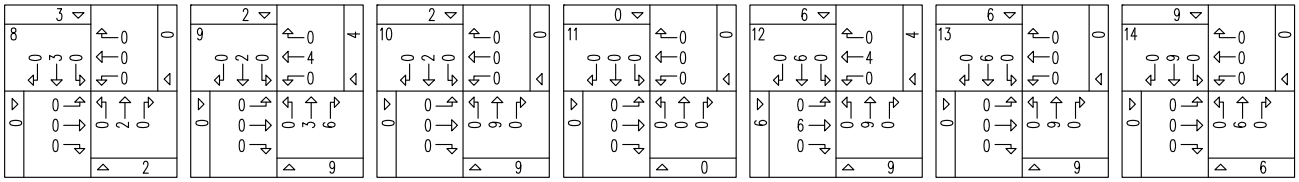
NTS

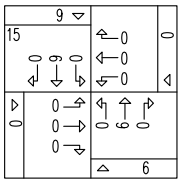
4839f/13

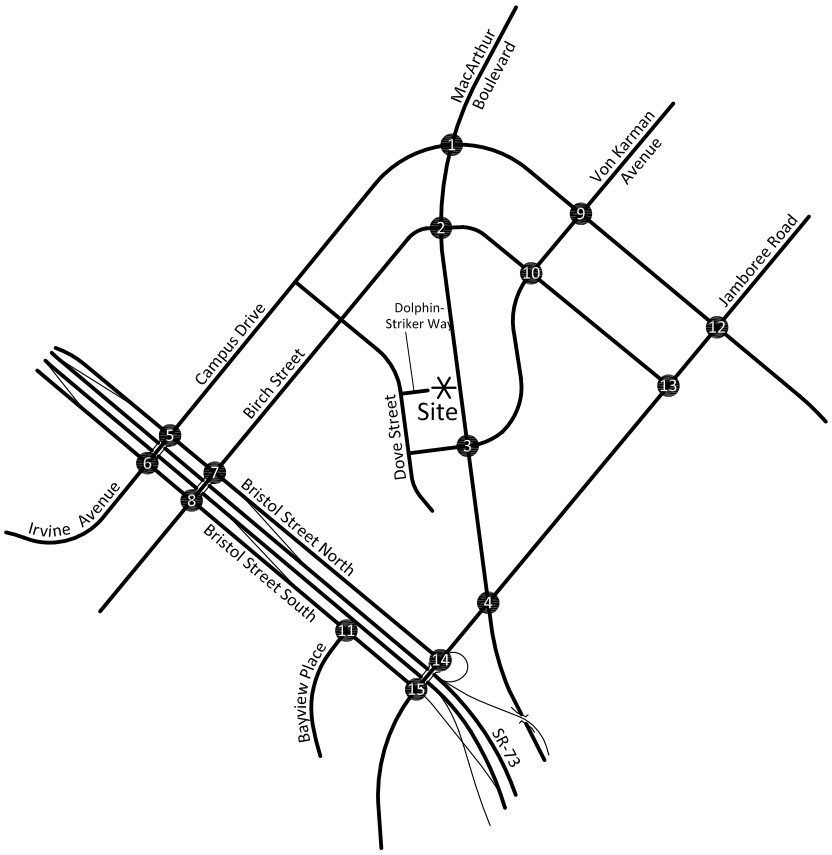
Intersection reference numbers are in upper left corner of turning movement boxes.

Figure 14
Project (Net Increase)
Evening Peak Hour Intersection Turning Movement Volumes







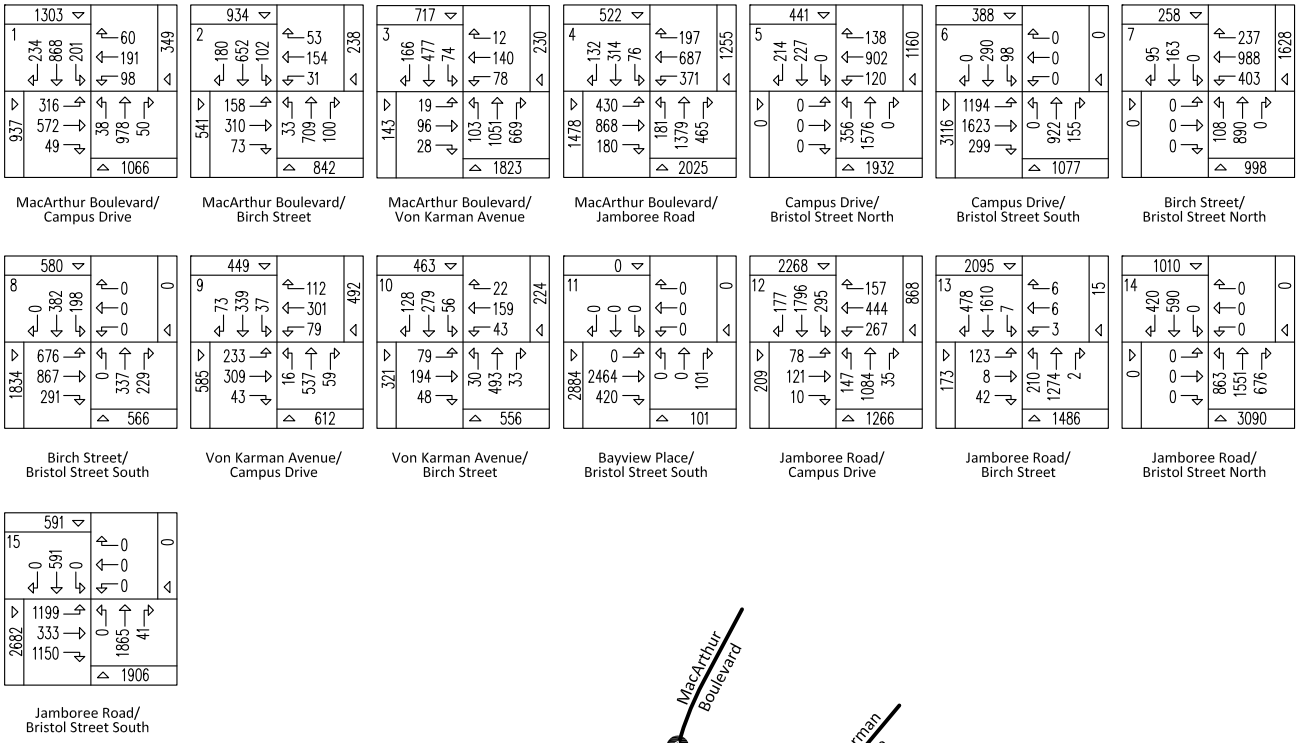


NTS

4839f/14

Intersection reference numbers are in upper left corner of turning movement boxes.

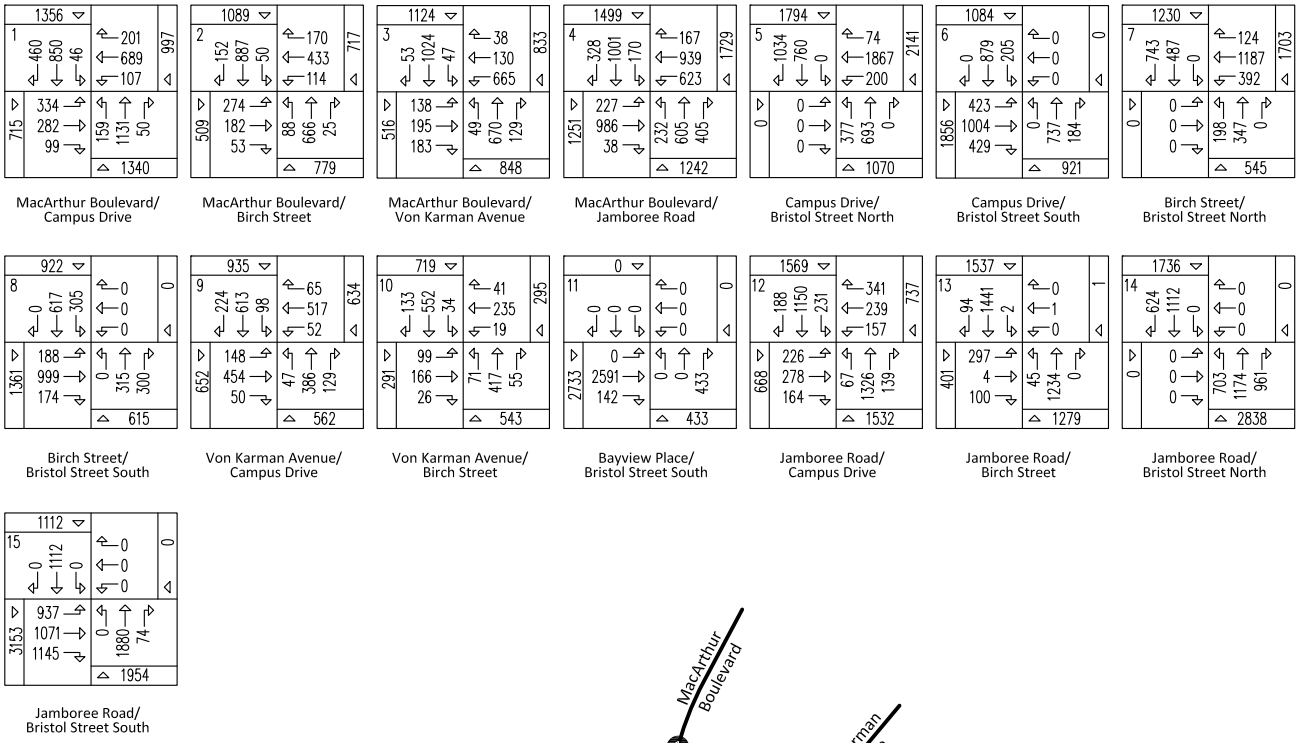
Figure 15
Existing (Year 2011) + Project
Morning Peak Hour Intersection Turning Movement Volumes



4839f/15

Intersection reference numbers are in upper left corner of turning movement boxes.

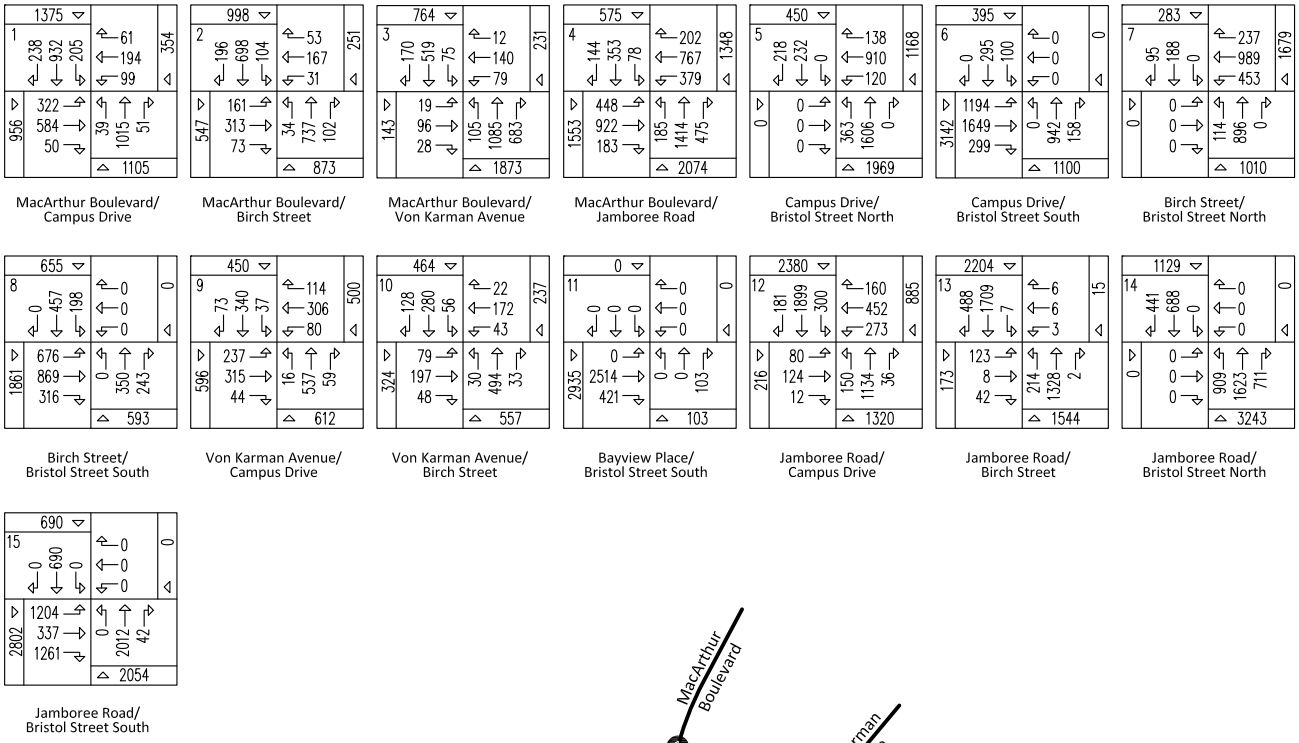
Figure 16
Existing (Year 2011) + Project
Evening Peak Hour Intersection Turning Movement Volumes



4839f/16

Intersection reference numbers are in upper left corner of turning movement boxes.

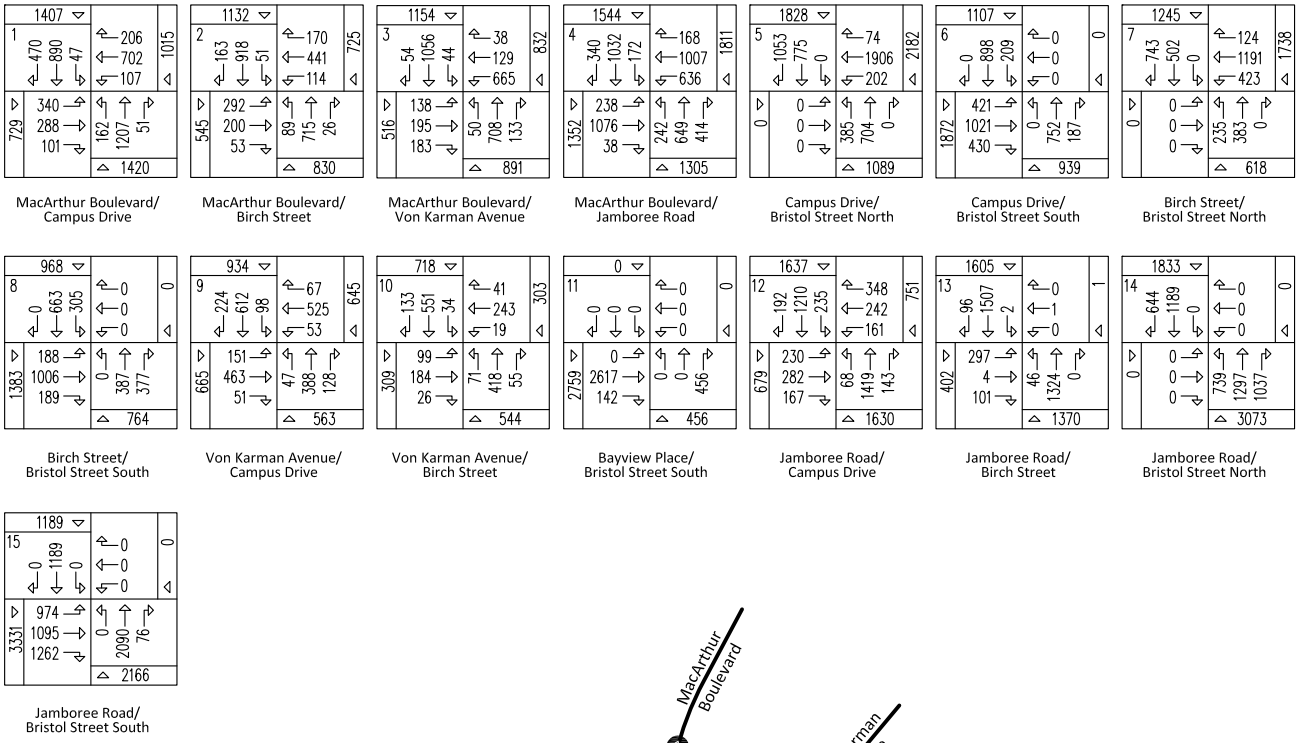
Figure 21
Existing + Growth (Year 2013) + Approved Projects + Project
Morning Peak Hour Intersection Turning Movement Volumes



4839f/21

Intersection reference numbers are in upper left corner of turning movement boxes.

Figure 22
Existing + Growth (Year 2013) + Approved Projects + Project
Evening Peak Hour Intersection Turning Movement Volumes

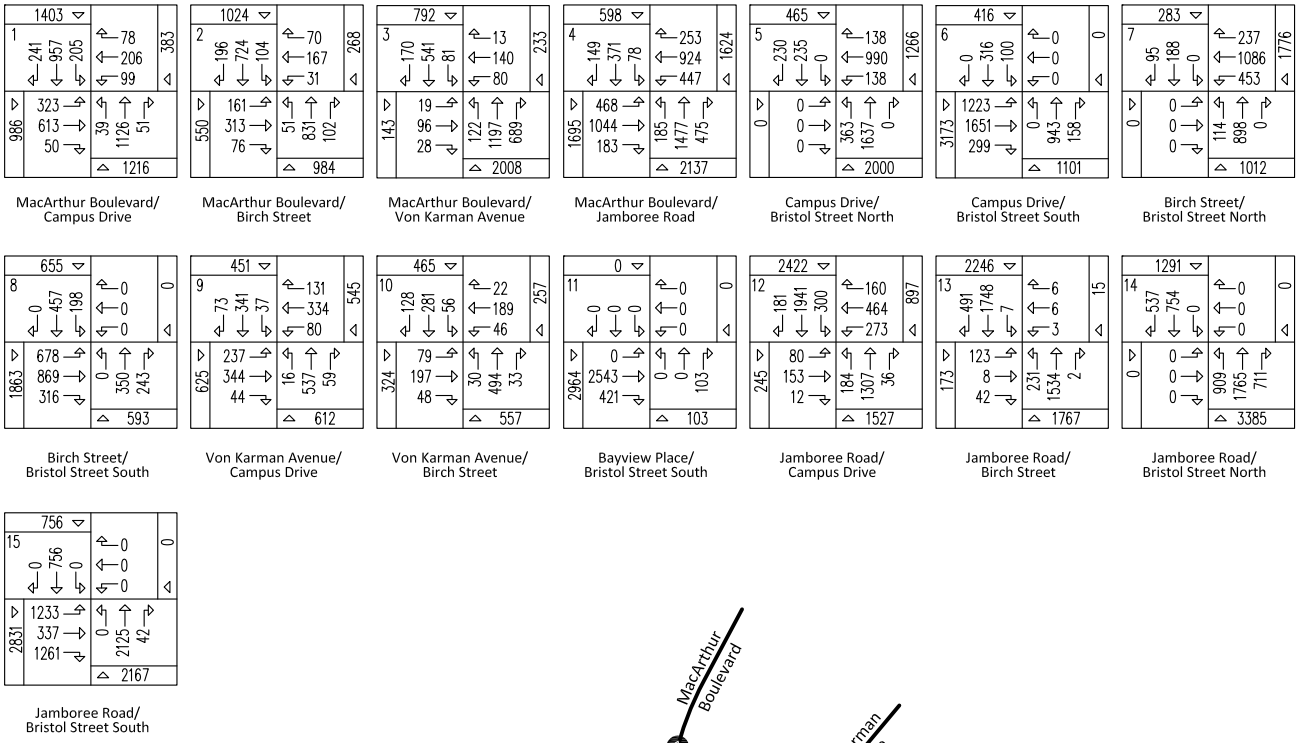


4839f/22

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 27
Existing + Growth (Year 2013) + Approved Projects + Cumulative Projects + Project Morning Peak Hour Intersection Turning Movement Volumes

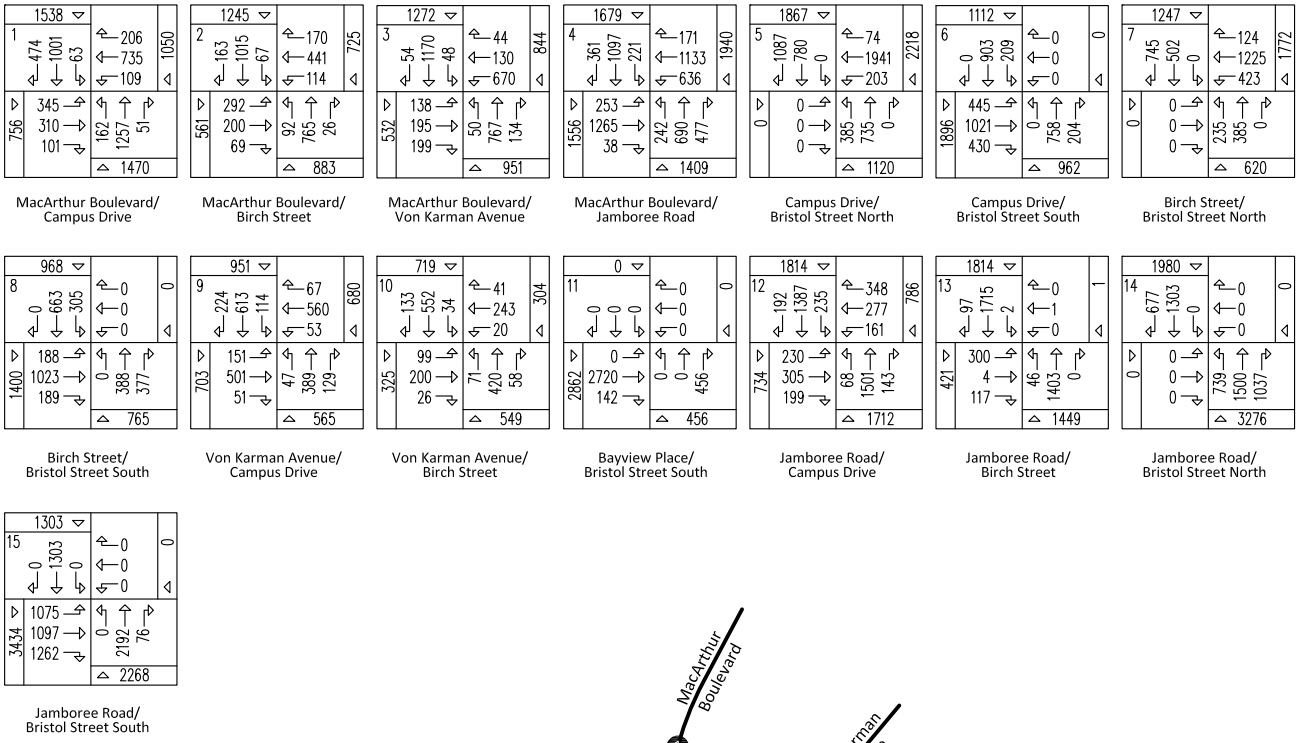


4839f/27

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 28
Existing + Growth (Year 2013) + Approved Projects + Cumulative Projects + Project Evening Peak Hour Intersection Turning Movement Volumes



4839f/28

Intersection reference numbers are in upper left corner of turning movement boxes.

APPENDIX A

Glossary of Transportation Terms

GLOSSARY OF TRANSPORTATION TERMS

COMMON ABBREVIATIONS

AC:	Acres
ADT:	Average Daily Traffic
Caltrans:	California Department of Transportation
DU:	Dwelling Unit
ICU:	Intersection Capacity Utilization
LOS:	Level of Service
TSF:	Thousand Square Feet
V/C:	Volume/Capacity
VMT:	Vehicle Miles Traveled

TERMS

AVERAGE DAILY TRAFFIC: The total volume during a year divided by the number of days in a year. Usually only weekdays are included.

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

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

CAPACITY: The maximum number of vehicles that can be reasonably expected to pass over a given section of a lane or a roadway in a given time period.

CHANNELIZATION: The separation or regulation of conflicting traffic movements into definite paths of travel by the use of pavement markings, raised islands, or other suitable means to facilitate the safe and orderly movements of both vehicles and pedestrians.

CLEARANCE INTERVAL: Nearly same as yellow time. If there is an all red interval after the end of a yellow, then that is also added into the clearance interval.

CORDON: An imaginary line around an area across which vehicles, persons, or other items are counted (in and out).

CYCLE LENGTH: The time period in seconds required for one complete signal cycle.

CUL-DE-SAC STREET: A local street open at one end only, and with special provisions for turning around.

DAILY CAPACITY: The daily volume of traffic that will result in a volume during the peak hour equal to the capacity of the roadway.

DELAY: The time consumed while traffic is impeded in its movement by some element over which it has no control, usually expressed in seconds per vehicle.

DEMAND RESPONSIVE SIGNAL: Same as traffic-actuated signal.

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

DETECTOR: A device that responds to a physical stimulus and transmits a resulting impulse to the signal controller.

DESIGN SPEED: A speed selected for purposes of design. Features of a highway, such as curvature, superelevation, and sight distance (upon which the safe operation of vehicles is dependent) are correlated to design speed.

DIRECTIONAL SPLIT: The percent of traffic in the peak direction at any point in time.

DIVERSION: The rerouting of peak hour traffic to avoid congestion.

FORCED FLOW: Opposite of free flow.

FREE FLOW: Volumes are well below capacity. Vehicles can maneuver freely and travel is unimpeded by other traffic.

GAP: Time or distance between successive vehicles in a traffic stream, rear bumper to front bumper.

HEADWAY: Time or distance spacing between successive vehicles in a traffic stream, front bumper to front bumper.

INTERCONNECTED SIGNAL SYSTEM: A number of intersections that are connected to achieve signal progression.

LEVEL OF SERVICE: A qualitative measure of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs.

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

MINIMUM ACCEPTABLE GAP: Smallest time headway between successive vehicles in a traffic stream into which another vehicle is willing and able to cross or merge.

MULTI-MODAL: More than one mode; such as automobile, bus transit, rail rapid transit, and bicycle transportation modes.

OFFSET: The time interval in seconds between the beginning of green at one intersection and the beginning of green at an adjacent intersection.

PLATOON: A closely grouped component of traffic that is composed of several vehicles moving, or standing ready to move, with clear spaces ahead and behind.

ORIGIN-DESTINATION SURVEY: A survey to determine the point of origin and the point of destination for a given vehicle trip.

PASSENGER CAR EQUIVALENTS (PCE): One car is one Passenger Car Equivalent. A truck is equal to 2 or 3 Passenger Car Equivalents in that a truck requires longer to start, goes slower, and accelerates slower. Loaded trucks have a higher Passenger Car Equivalent than empty trucks.

PEAK HOUR: The 60 consecutive minutes with the highest number of vehicles.

PRETIMED SIGNAL: A type of traffic signal that directs traffic to stop and go on a predetermined time schedule without regard to traffic conditions. Also, fixed time signal.

PROGRESSION: A term used to describe the progressive movement of traffic through several signalized intersections.

SCREEN-LINE: An imaginary line or physical feature across which all trips are counted, normally to verify the validity of mathematical traffic models.

SIGNAL CYCLE: The time period in seconds required for one complete sequence of signal indications.

SIGNAL PHASE: The part of the signal cycle allocated to one or more traffic movements.

STARTING DELAY: The delay experienced in initiating the movement of queued traffic from a stop to an average running speed through a signalized intersection.

TRAFFIC-ACTUATED SIGNAL: A type of traffic signal that directs traffic to stop and go in accordance with the demands of traffic, as registered by the actuation of detectors.

TRIP: The movement of a person or vehicle from one location (origin) to another (destination). For example, from home to store to home is two trips, not one.

TRIP-END: One end of a trip at either the origin or destination; i.e. each trip has two trip-ends. A trip-end occurs when a person, object, or message is transferred to or from a vehicle.

TRIP GENERATION RATE: The quality of trips produced and/or attracted by a specific land use stated in terms of units such as per dwelling, per acre, and per 1,000 square feet of floor space.

TRUCK: A vehicle having dual tires on one or more axles, or having more than two axles.

UNBALANCED FLOW: Heavier traffic flow in one direction than the other. On a daily basis, most facilities have balanced flow. During the peak hours, flow is seldom balanced in an urban area.

VEHICLE MILES OF TRAVEL: A measure of the amount of usage of a section of highway, obtained by multiplying the average daily traffic by length of facility in miles.

APPENDIX D

Explanation and Calculation of Intersection Capacity Utilization

EXPLANATION AND CALCULATION OF INTERSECTION CAPACITY UTILIZATION

Overview

The ability of a roadway to carry traffic is referred to as capacity. The capacity is usually greater between intersections and less at intersections because traffic flows continuously between them and only during the green phase at them. Capacity at intersections is best defined in terms of vehicles per lane per hour of green. If capacity is 1,600 vehicles per lane per hour of green, and if the green phase is 50 percent of the cycle and there are three lanes, then the capacity is 1,600 times 50 percent times 3 lanes, or 2,400 vehicles per hour for that approach.

The technique used to compare the volume and capacity at an intersection is known as Intersection Capacity Utilization. Intersection Capacity Utilization, usually expressed as a decimal, is the proportion of an hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity. If an intersection is operating at 0.800 of capacity (i.e., an Intersection Capacity Utilization of 0.800), then 0.200 of the traffic signal cycle is not used. The traffic signal could show red on all indications 0.200 of the time and the traffic signal would just accommodate approaching traffic.

Intersection Capacity Utilization analysis consists of (a) determining the proportion of traffic signal time needed to serve each conflicting movement of traffic, (b) summing the times for the movements, and (c) comparing the total time required to the total time available. For example, if for north-south traffic the northbound traffic is 1,600 vehicles per hour, the southbound traffic is 1,200 vehicles per hour, and the capacity of either direction is 3,200 vehicles per hour, then the northbound traffic is critical and requires 1,600/3,200 or 0.500 of the traffic signal time. If for east-west traffic, 0.300 of the traffic signal time is required, then it can be seen that the Intersection Capacity Utilization is 0.500 plus 0.300, or 0.800. When left turn arrows (left turn phasing) exist, they are incorporated into the analysis. The critical movements are usually the heavy left turn movements and the opposing through movements.

The Intersection Capacity Utilization technique is an ideal tool to quantify existing as well as future intersection operation. The impact of adding a lane can be quickly determined by examining the effect the lane has on the Intersection Capacity Utilization.

Intersection Capacity Utilization Worksheets That Follow This Discussion

The Intersection Capacity Utilization worksheet table contains the following information:

1. Peak hour turning movement volumes.

2. Number of lanes that serve each movement.

3. For right turn lanes, whether the lane is a free right turn lane, whether it has a right turn arrow, and the percent of right turns on red that are assumed.

4. Capacity assumed per lane.

5. Capacity available to serve each movement (number of lanes times capacity per lane).

6. Volume to capacity ratio for each movement.

7. Whether the movement's volume to capacity ratio is critical and adds to the Intersection Capacity Utilization value.

8. The yellow time or clearance interval assumed.

9. Adjustments for right turn movements.

10. The Intersection Capacity Utilization and Level of Service.

The Intersection Capacity Utilization worksheet also has two graphics on the same page. These two graphics show the following:

1. Peak hour turning movement volumes.

2. Number of lanes that serve each movement.

3. The approach and exit leg volumes.

4. The two-way leg volumes.

5. An estimate of daily traffic volumes that is fairly close to actual counts and is based strictly on the peak hour leg volumes multiplied by a factor.

6. Percent of daily traffic in peak hours.

7. Percent of peak hour leg volume that is inbound versus outbound.

A more detailed discussion of Intersection Capacity Utilization and Level of Service follows.

Level of Service

Level of Service is used to describe the quality of traffic flow. Levels of Service A to C operate quite well. Level of Service C is typically the standard to which rural roadways are designed.

Level of Service D is characterized by fairly restricted traffic flow. Level of Service D is the standard to which urban roadways are typically designed. Level of Service E is the maximum volume a facility can accommodate and will result in possible stoppages of momentary duration. Level of Service F occurs when a facility is overloaded and is characterized by stop-and-go traffic with stoppages of long duration.

A description of the various Levels of Service appears at the end of the Intersection Capacity Utilization description, along with the relationship between Intersection Capacity Utilization and Level of Service.

Signalized and Unsignalized Intersections

Although calculating an Intersection Capacity Utilization value for an unsignalized intersection is invalid, the presumption is that a traffic signal can be installed and the calculation shows whether the geometrics are capable of accommodating the expected volumes with a traffic signal. A traffic signal becomes warranted before Level of Service D is reached for a signalized intersection.

Traffic Signal Timing

The Intersection Capacity Utilization calculation assumes that a traffic signal is properly timed. It is possible to have an Intersection Capacity Utilization well below 1.000, yet have severe traffic congestion. This would occur if one or more movements is not getting sufficient green time to satisfy its demand, and excess green time exists on other movements. This is an operational problem that should be remedied.

Lane Capacity

Capacity is often defined in terms of roadway width; however, standard lanes have approximately the same capacity whether they are 11 or 14 feet wide. Our data indicates a typical lane, whether a through lane or a left turn lane, has a capacity of approximately 1,750 vehicles per hour of green time, with nearly all locations showing a capacity greater than 1,600 vehicles per hour of green per lane. Right turn lanes have a slightly lower capacity; however 1,600 vehicles per hour is a valid capacity assumption for right turn lanes.

This finding is published in the August 1978 issue of the Institute of Transportation Engineers Journal in the article entitled, "Another Look at Signalized Intersection Capacity" by William Kunzman, P.E. A capacity of 1,600 vehicles per hour per lane with no yellow time penalty, or 1,700 vehicles per hour with a 0.030 or 0.050 yellow time penalty is reasonable.

Yellow Time

The yellow time can either be assumed to be completely used and no penalty applied, or it can be assumed to be only partially usable. Total yellow time accounts for approximately 0.100 of a traffic signal cycle, and a penalty of 0.030 to 0.050 is reasonable.

During peak hour traffic operation the yellow times are nearly completely used. If there is no left turn phasing, the left turn vehicles completely use the yellow time. Even if there is left turn phasing, the through traffic continues to enter the intersection on the yellow until just a split second before the red.

Shared Lanes

Shared lanes occur in many locations. A shared lane is often found at the end of an off ramp where the ramp forms an intersection with the cross street. Often at a diamond interchange off ramp, there are three lanes. In the case of a diamond interchange, the middle lane is sometimes shared, and the driver can turn left, go through, or turn right from that lane.

If one assumes a three lane off ramp as described above, and if one assumes that each lane has 1,600 capacity, and if one assumes that there are 1,000 left turns per hour, 500 right turns per hour, and 100 through vehicles per hour, then how should one assume that the three lanes operate. There are three ways that it is done.

One way is to just assume that all 1,600 vehicles (1,000 plus 500 plus 100) are served simultaneously by three lanes. When this is done, the capacity is 3 times 1,600 or 4,800, and the amount of green time needed to serve the ramp is 1,600 vehicles divided by 4,800 capacity or 33.3 percent. This assumption effectively assumes perfect lane distribution between the three lanes that is not realistic. It also means a left turn can be made from the right lane.

Another way is to equally split the capacity of a shared lane and in this case to assume there are 1.33 left turn lanes, 1.33 right turn lanes, and 0.33 through lanes. With this assumption, the critical movement is the left turns and the 1,000 left turns are served by a capacity of 1.33 times 1,600, or 2,133. The volume to capacity ratio of the critical move is 1,000 divided by 2,133 or 46.9 percent.

The first method results in a critical move of 33.3 percent and the second method results in a critical move of 46.9 percent. Neither is very accurate, and the difference in the calculated Level of Service will be approximately 1.5 Levels of Service (one Level of Service is 10 percent).

The way Kunzman Associates, Inc. does it is to assign fractional lanes in a reasonable way. In this example, it would be assumed that there is 1.1 right turn lanes, 0.2 through lanes, and 1.7 left turn lanes. The volume to capacity ratios for each movement would be 31.3 percent for the through traffic, 28.4 percent for the right turn movement, and 36.8 percent for the left turn movement. The critical movement would be the 36.8 percent for the left turns.

Right Turn on Red

Kunzman Associates, Inc. software treats right turn lanes in one of five different ways. Each right turn lane is classified into one of five cases. The five cases are (1) free right turn lane, (2) right turn lane with separate right turn arrow, (3) standard right turn lane with no right turns on red allowed, (4) standard right turn lane with a certain percentage of right turns on red allowed, and (5) separate right turn arrow and a certain percentage of right turns on red allowed.

Free Right Turn Lane

If it is a free right turn lane, then it is given a capacity of one full lane with continuous or 1.000 green time. A free right turn lane occurs when there is a separate approach lane for right turning

vehicles, there is a separate departure lane for the right turning vehicles after they turn and are exiting the intersection, and the through cross street traffic does not interfere with the vehicles after they turn right.

Separate Right Turn Arrow

If there is a separate right turn arrow, then it is assumed that vehicles are given a green indication and can proceed on what is known as the left turn overlap.

The left turn overlap for a northbound right turn is the westbound left turn. When the left turn overlap has a green indication, the right turn lane is also given a green arrow indication. Thus, if there is a northbound right turn arrow, then it can be turned green for the period of time that the westbound left turns are proceeding.

If there are more right turns than can be accommodated during the northbound through green and the time that the northbound right turn arrow is on, then an adjustment is made to the Intersection Capacity Utilization to account for the green time that needs to be added to the northbound through green to accommodate the northbound right turns.

Standard Right Turn Lane, No Right Turns on Red

A standard right turn lane, with no right turn on red assumed, proceeds only when there is a green indication displayed for the adjacent through movement. If additional green time is needed above that amount of time, then in the Intersection Capacity Utilization calculation a right turn adjustment green time is added above the green time that is needed to serve the adjacent through movement.

Standard Right Turn Lane, With Right Turns on Red

A standard right turn lane with say 20 percent of the right turns allowed to turn right on a red indication is calculated the same as the standard right turn case where there is no right turn on red allowed, except that the right turn adjustment is reduced to account for the 20 percent of the right turning vehicles that can logically turn right on a red light. The right turns on red are never allowed to exceed the time the overlap left turns take plus the unused part of the green cycle that the cross street traffic moving from left to right has.

As an example of how 20 percent of the cars are allowed to turn right on a red indication, assume that the northbound right turn volume needs 40 percent of the traffic signal cycle to be satisfied. To allow 20 percent of the northbound right turns to turn right on red, then during 8 percent of the traffic signal cycle (40 percent of traffic signal cycle times 20 percent that can turn right on red) right turns on red will be allowed if it is feasible.

For this example, assume that 15 percent of the traffic signal cycle is green for the northbound through traffic, and that means that 15 percent of the traffic signal cycle is available to satisfy northbound right turns. After the northbound through traffic has received its green, 25 percent of the traffic signal cycle is still needed to satisfy the northbound right turns (40 percent of the

traffic signal cycle minus the 15 percent of the traffic signal cycle that the northbound through used).

Assume that the westbound left turns require a green time of 6 percent of the traffic signal cycle. This 6 percent of the traffic signal cycle is used by northbound right turns on red. After accounting for the northbound right turns that occur on the westbound overlap left turn, 19 percent of the traffic signal cycle is still needed for the northbound right turns (25 percent of the cycle was needed after the northbound through green time was accounted for [see above paragraph], and 6 percent was served during the westbound left turn overlap). Also, at this point 6 percent of the traffic signal cycle has been used for northbound right turns on red, and still 2 percent more of the right turns will be allowed to occur on the red if there is unused eastbound through green time.

For purpose of this example, assume that the westbound through green is critical, and that 15 percent of the traffic signal cycle is unused by eastbound through traffic. Thus, 2 percent more of the traffic signal cycle can be used by the northbound right turns on red since there is 15 seconds of unused green time being given to the eastbound through traffic.

At this point, 8 percent of the traffic signal cycle was available to serve northbound right turning vehicles on red, and 15 percent of the traffic signal cycle was available to serve right turning vehicles on the northbound through green. So 23 percent of the traffic signal cycle has been available for northbound right turns.

Because 40 percent of the traffic signal cycle is needed to serve northbound right turns, there is still a need for 17 percent more of the traffic signal cycle to be available for northbound right turns. What this means is the northbound through traffic green time is increased by 17 percent of the cycle length to serve the unserved right turn volume, and a 17 percent adjustment is added to the Intersection Capacity Utilization to account for the northbound right turns that were not served on the northbound through green time or when right turns on red were assumed.

Separate Right Turn Arrow, With Right Turns on Red

A right turn lane with a separate right turn arrow, plus a certain percentage of right turns allowed on red is calculated the same way as a standard right turn lane with a certain percentage of right turns allowed on red, except the turns which occur on the right turn arrow are not counted as part of the percentage of right turns that occur on red.

Critical Lane Method

Intersection Capacity Utilization parallels another calculation procedure known as the Critical Lane Method with one exception. Critical Lane Method dimensions capacity in terms of standardized vehicles per hour per lane. A Critical Lane Method result of 800 vehicles per hour means that the intersection operates as though 800 vehicles were using a single lane continuously. If one assumes a lane capacity of 1,600 vehicles per hour, then a Critical Lane Method calculation resulting in 800 vehicles per hour is the same as an Intersection Capacity Utilization calculation of 50 percent since 800/1,600 is 50 percent. It is our opinion that the

Critical Lane Method is inferior to the Intersection Capacity Utilization method simply because a statement such as "The Critical Lane Method value is 800 vehicles per hour" means little to most persons, whereas a statement such as "The Intersection Capacity Utilization is 50 percent" communicates clearly. Critical Lane Method results directly correspond to Intersection Capacity Utilization results. The correspondence is as follows, assuming a lane capacity of 1,600 vehicles per hour and no clearance interval.

Critical Lane Method Result	**Intersection Capacity Utilization Result**
800 vehicles per hour	50 percent
960 vehicles per hour	60 percent
1,120 vehicles per hour	70 percent
1,280 vehicles per hour	80 percent
1,440 vehicles per hour	90 percent
1,600 vehicles per hour	100 percent
1,760 vehicles per hour	110 percent

Existing (Year 2011) + Project

4221 Dolphin-Striker Project
Existing (Year 2011) Plus Project
Morning Peak Hour

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

Intersection #1 MacArthur Boulevard (NS) at Campus Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.438
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	4 0	1	1 0	4 0	1	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	37	944	49	195	835	227	307	555	48	87	185	58
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	38	972	50	201	860	234	316	572	49	90	191	60
Added Vol:	0	6	0	0	8	0	0	0	0	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	978	50	201	868	234	316	572	49	98	191	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	38	978	50	201	868	234	316	572	49	98	191	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	978	50	201	868	234	316	572	49	98	191	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	38	978	50	201	868	234	316	572	49	98	191	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	2.76	0.24	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	1600	6400	1600	3200	4418	382	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.03	0.13	0.14	0.15	0.10	0.13	0.13	0.03	0.04	0.00
Crit Moves:		****		****				****		****		

4221 Dolphin-Striker Project
Existing (Year 2011) Plus Project
Evening Peak Hour

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

Intersection #1 MacArthur Boulevard (NS) at Campus Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.635
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	4 0	1	1 0	4 0	1	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	154	1091	49	45	819	447	324	274	96	98	669	195
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	159	1124	50	46	844	460	334	282	99	101	689	201
Added Vol:	0	7	0	0	6	0	0	0	0	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	1131	50	46	850	460	334	282	99	107	689	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	159	1131	50	46	850	460	334	282	99	107	689	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	1131	50	46	850	460	334	282	99	107	689	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	159	1131	50	46	850	460	334	282	99	107	689	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	2.22	0.78	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	1600	6400	1600	3200	3555	1245	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.03	0.03	0.13	0.29	0.10	0.08	0.08	0.03	0.14	0.00
Crit Moves:	****					****	****				****	

4221 Dolphin-Striker Project
Existing (Year 2011) Plus Project
Morning Peak Hour

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

Intersection #2 MacArthur Boulevard (NS) at Birch Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.381
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3 0 1			1 0 3 1 0			1 1 0 1 0			1 0 2 0 1		
Volume Module:												
Base Vol:	32	689	98	100	624	176	158	310	73	31	154	53
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	703	100	102	636	180	158	310	73	31	154	53
Added Vol:	0	6	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	709	100	102	652	180	158	310	73	31	154	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	33	709	100	102	652	180	158	310	73	31	154	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	709	100	102	652	180	158	310	73	31	154	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	33	709	100	102	652	180	158	310	73	31	154	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.14	0.86	1.00	1.60	0.40	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	5019	1381	1600	2556	644	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.06	0.06	0.13	0.13	0.10	0.12	0.11	0.02	0.05	0.00
Crit Moves:		****		****				****			****	

4221 Dolphin-Striker Project
Existing (Year 2011) Plus Project
Evening Peak Hour

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

Intersection #2 MacArthur Boulevard (NS) at Birch Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.459
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3 0 1			1 0 3 1 0			1 1 0 1 0			1 0 2 0 1		
Volume Module:												
Base Vol:	86	646	25	49	858	149	274	182	53	114	433	170
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	659	26	50	875	152	274	182	53	114	433	170
Added Vol:	0	7	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	666	26	50	887	152	274	182	53	114	433	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	88	666	26	50	887	152	274	182	53	114	433	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	666	26	50	887	152	274	182	53	114	433	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	88	666	26	50	887	152	274	182	53	114	433	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.42	0.59	1.61	1.07	0.31	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	5464	936	2582	1717	500	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.02	0.03	0.16	0.16	0.11	0.11	0.11	0.07	0.14	0.00
Crit Moves:	****				****		****				****	

4221 Dolphin-Striker Project
Existing (Year 2011) Plus Project
Morning Peak Hour

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

Intersection #3 MacArthur Boulevard (NS) at Von Karman Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.564
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	0	1	1 0 3	0	1	1 0 2	0	1	2 0 1	0	1
Volume Module:												
Base Vol:	101	988	656	58	435	163	19	96	28	78	136	12
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	1008	669	59	444	166	19	96	28	78	136	12
Added Vol:	0	43	0	15	33	0	0	0	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	1051	669	74	477	166	19	96	28	78	140	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	1051	669	74	477	166	19	96	28	78	140	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	1051	669	74	477	166	19	96	28	78	140	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	1051	669	74	477	166	19	96	28	78	140	12
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.42	0.05	0.10	0.10	0.01	0.03	0.02	0.02	0.09	0.01
Crit Moves:			****	****			****				****	

4221 Dolphin-Striker Project
Existing (Year 2011) Plus Project
Evening Peak Hour

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

Intersection #3 MacArthur Boulevard (NS) at Von Karman Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3 0 1			1 0 3 0 1			1 0 2 0 1			2 0 1 0 1		
Volume Module:												
Base Vol:	48	624	126	29	968	52	138	195	183	665	127	38
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	636	129	30	987	53	138	195	183	665	127	38
Added Vol:	0	34	0	17	37	0	0	0	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	670	129	47	1024	53	138	195	183	665	130	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	670	129	47	1024	53	138	195	183	665	130	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	670	129	47	1024	53	138	195	183	665	130	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	670	129	47	1024	53	138	195	183	665	130	38
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.08	0.03	0.21	0.03	0.09	0.06	0.11	0.21	0.08	0.02
Crit Moves:	****				****				****	****		

4221 Dolphin-Striker Project
Existing (Year 2011) Plus Project
Morning Peak Hour

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

Intersection #4 MacArthur Boulevard (NS) at Jamboree Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.608
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 3 0 1			2 0 3 0 1			2 0 3 0 1			2 0 3 0 1		
Volume Module:												
Base Vol:	177	1332	456	66	293	121	410	851	176	364	674	181
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	181	1359	465	67	299	123	418	868	180	371	687	185
Added Vol:	0	20	0	9	15	9	12	0	0	0	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	181	1379	465	76	314	132	430	868	180	371	687	197
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	181	1379	465	76	314	0	430	868	180	371	687	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	1379	465	76	314	0	430	868	180	371	687	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	181	1379	465	76	314	0	430	868	180	371	687	197
OvlAdjVol:			279									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.29	0.02	0.07	0.00	0.13	0.18	0.11	0.12	0.14	0.12
OvlAdjV/S:			0.17									
Crit Moves:		****		****				****		****		

4221 Dolphin-Striker Project
Existing (Year 2011) Plus Project
Evening Peak Hour

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

Intersection #4 MacArthur Boulevard (NS) at Jamboree Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.681
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	227	578	397	157	965	312	214	967	37	611	921	155
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	232	590	405	160	984	318	218	986	38	623	939	158
Added Vol:	0	15	0	10	17	10	9	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	232	605	405	170	1001	328	227	986	38	623	939	167
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	232	605	405	170	1001	0	227	986	38	623	939	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	605	405	170	1001	0	227	986	38	623	939	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	232	605	405	170	1001	0	227	986	38	623	939	167
OvlAdjVol:			93									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.25	0.05	0.21	0.00	0.07	0.21	0.02	0.19	0.20	0.10
OvlAdjV/S:			0.06									
Crit Moves:	****				****			****			****	

4221 Dolphin-Striker Project
Existing (Year 2011) Plus Project
Morning Peak Hour

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

Intersection #5 Campus Drive/Irvine Avenue (NS) at Bristol Street North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.491
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 3 0 0			0 0 4 0 2			0 0 0 0 0			1 0 3 1 0		
Volume Module:												
Base Vol:	349	1533	0	0	220	204	0	0	0	120	902	138
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	356	1564	0	0	224	208	0	0	0	120	902	138
Added Vol:	0	12	0	0	3	6	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	356	1576	0	0	227	214	0	0	0	120	902	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	356	1576	0	0	227	214	0	0	0	120	902	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	356	1576	0	0	227	214	0	0	0	120	902	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	356	1576	0	0	227	214	0	0	0	120	902	138
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	2.00	0.00	0.00	0.00	1.00	3.47	0.53
Final Sat.:	3200	4800	0	0	6400	3200	0	0	0	1600	5551	849
Capacity Analysis Module:												
Vol/Sat:	0.11	0.33	0.00	0.00	0.04	0.07	0.00	0.00	0.00	0.08	0.16	0.16
Crit Moves:		****		****							****	

4221 Dolphin-Striker Project
Existing (Year 2011) Plus Project
Evening Peak Hour

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

Intersection #5 Campus Drive/Irvine Avenue (NS) at Bristol Street North (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.744
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	0	0 0	4 0	2	0 0	0 0	0	1 0	3 1	0
Volume Module:												
Base Vol:	370	671	0	0	742	1007	0	0	0	200	1867	74
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	377	684	0	0	757	1027	0	0	0	200	1867	74
Added Vol:	0	9	0	0	3	7	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	377	693	0	0	760	1034	0	0	0	200	1867	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	377	693	0	0	760	1034	0	0	0	200	1867	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	377	693	0	0	760	1034	0	0	0	200	1867	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	377	693	0	0	760	1034	0	0	0	200	1867	74
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	2.00	0.00	0.00	0.00	1.00	3.85	0.15
Final Sat.:	3200	4800	0	0	6400	3200	0	0	0	1600	6156	244
Capacity Analysis Module:												
Vol/Sat:	0.12	0.14	0.00	0.00	0.12	0.32	0.00	0.00	0.00	0.13	0.30	0.30
Crit Moves:	****					****					****	

4221 Dolphin-Striker Project
Existing (Year 2011) Plus Project
Morning Peak Hour

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

Intersection #6 Campus Drive/Irvine Avenue (NS) at Bristol Street South (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.636
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 4	1 0		1 0 3	0 0		1 1 2	0 2		0 0 0	0 0	
Volume Module:												
Base Vol:	0	900	152	96	281	0	1186	1623	299	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	918	155	98	287	0	1186	1623	299	0	0	0
Added Vol:	0	4	0	0	3	0	8	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	922	155	98	290	0	1194	1623	299	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	922	155	98	290	0	1194	1623	299	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	922	155	98	290	0	1194	1623	299	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	922	155	98	290	0	1194	1623	299	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.28	0.72	1.00	3.00	0.00	1.70	2.30	2.00	0.00	0.00	0.00
Final Sat.:	0	6848	1152	1600	4800	0	2713	3687	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.06	0.06	0.00	0.44	0.44	0.09	0.00	0.00	0.00
Crit Moves:		****		****			****					

4221 Dolphin-Striker Project
Existing (Year 2011) Plus Project
Evening Peak Hour

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

Intersection #6 Campus Drive/Irvine Avenue (NS) at Bristol Street South (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.466
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 4	1 0		1 0 3	0 0		1 1 2	0 2		0 0 0	0 0	
Volume Module:												
Base Vol:	0	720	180	201	859	0	417	1004	429	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	734	184	205	876	0	417	1004	429	0	0	0
Added Vol:	0	3	0	0	3	0	6	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	737	184	205	879	0	423	1004	429	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	737	184	205	879	0	423	1004	429	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	737	184	205	879	0	423	1004	429	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	737	184	205	879	0	423	1004	429	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	1.00	3.00	0.00	1.19	2.81	2.00	0.00	0.00	0.00
Final Sat.:	0	6405	1595	1600	4800	0	1897	4503	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.13	0.18	0.00	0.22	0.22	0.13	0.00	0.00	0.00
Crit Moves:		****		****			****					

4221 Dolphin-Striker Project
Existing (Year 2011) Plus Project
Morning Peak Hour

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

Intersection #7 Birch Street (NS) at Bristol Street North (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.533
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	0	0 0	1 1	2	0 0	0 0	0	1 1	2 1	0
Volume Module:												
Base Vol:	108	886	0	0	160	95	0	0	0	403	988	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	886	0	0	160	95	0	0	0	403	988	237
Added Vol:	0	4	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	890	0	0	163	95	0	0	0	403	988	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	890	0	0	163	95	0	0	0	403	988	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	890	0	0	163	95	0	0	0	403	988	237
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	890	0	0	163	95	0	0	0	403	988	237
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.16	3.26	0.58
Final Sat.:	3200	3200	0	0	3200	3200	0	0	0	1854	5217	929
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.00	0.00	0.05	0.03	0.00	0.00	0.00	0.22	0.19	0.26
Crit Moves:		****		****								****

4221 Dolphin-Striker Project
Existing (Year 2011) Plus Project
Evening Peak Hour

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

Intersection #7 Birch Street (NS) at Bristol Street North (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.527
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	0	0 0	1 1	2	0 0	0 0	0	1 1	2 1	0
Volume Module:												
Base Vol:	198	344	0	0	484	743	0	0	0	392	1187	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	344	0	0	484	743	0	0	0	392	1187	124
Added Vol:	0	3	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	347	0	0	487	743	0	0	0	392	1187	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	347	0	0	487	743	0	0	0	392	1187	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	347	0	0	487	743	0	0	0	392	1187	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	347	0	0	487	743	0	0	0	392	1187	124
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.58	2.42	0.00	0.00	0.00	1.00	3.72	0.28
Final Sat.:	3200	3200	0	0	2534	3866	0	0	0	1600	5946	454
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.25	0.20	0.27
Crit Moves:	****				****							****

4221 Dolphin-Striker Project
Existing (Year 2011) Plus Project
Morning Peak Hour

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

Intersection #8 Birch Street (NS) at Bristol Street South (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.392
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 1	1	2 0	2 0	0	1 1	2 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	333	229	198	379	0	676	867	291	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	333	229	198	379	0	676	867	291	0	0	0
Added Vol:	0	4	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	337	229	198	382	0	676	867	291	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	337	229	198	382	0	676	867	291	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	337	229	198	382	0	676	867	291	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	337	229	198	382	0	676	867	291	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.38	1.62	2.00	2.00	0.00	1.75	2.49	0.75	0.00	0.00	0.00
Final Sat.:	0	3811	2589	3200	3200	0	2804	3990	1206	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.06	0.12	0.00	0.24	0.22	0.24	0.00	0.00	0.00
Crit Moves:		****		****					****			

4221 Dolphin-Striker Project
Existing (Year 2011) Plus Project
Evening Peak Hour

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

Intersection #8 Birch Street (NS) at Bristol Street South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.437
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	0	2	1	1		2	0	2	0	0		1	1	2	1	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	0		312		300		305		614		0		188		999		174		0		0		0	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0		312		300		305		614		0		188		999		174		0		0		0	
Added Vol:	0		3		0		0		3		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	0		315		300		305		617		0		188		999		174		0		0		0	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0		315		300		305		617		0		188		999		174		0		0		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	0		315		300		305		617		0		188		999		174		0		0		0	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	0		315		300		305		617		0		188		999		174		0		0		0	
Saturation Flow Module:																								
Sat/Lane:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	0.00		2.05		1.95		2.00		2.00		0.00		1.00		3.56		0.45		0.00		0.00		0.00	
Final Sat.:	0		3278		3122		3200		3200		0		1600		5688		712		0		0		0	
Capacity Analysis Module:																								
Vol/Sat:	0.00		0.10		0.10		0.10		0.19		0.00		0.12		0.18		0.24		0.00		0.00		0.00	
Crit Moves:	****								****								****							

4221 Dolphin-Striker Project
Existing (Year 2011) Plus Project
Morning Peak Hour

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

Intersection #9 Von Karman Avenue (NS) at Campus Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.465
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			1 0 1 1 0			1 0 2 0 1			1 0 1 1 0		
Volume Module:												
Base Vol:	16	534	53	37	335	73	228	303	42	77	287	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	16	534	53	37	335	73	233	309	43	79	293	112
Added Vol:	0	3	6	0	4	0	0	0	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	537	59	37	339	73	233	309	43	79	301	112
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	537	0	37	339	73	233	309	43	79	301	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	537	0	37	339	73	233	309	43	79	301	112
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	537	0	37	339	73	233	309	43	79	301	112
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.65	0.35	1.00	2.00	1.00	1.00	1.46	0.54
Final Sat.:	1600	3200	1600	1600	2633	567	1600	3200	1600	1600	2331	869
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.00	0.02	0.13	0.13	0.15	0.10	0.03	0.05	0.13	0.13
Crit Moves:		****		****			****				****	

4221 Dolphin-Striker Project
Existing (Year 2011) Plus Project
Evening Peak Hour

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

Intersection #9 Von Karman Avenue (NS) at Campus Drive (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.565
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			1 0 1 1 0			1 0 2 0 1			1 0 1 1 0		
Volume Module:												
Base Vol:	47	383	122	98	610	224	145	445	49	51	501	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	47	383	122	98	610	224	148	454	50	52	511	65
Added Vol:	0	3	7	0	3	0	0	0	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	386	129	98	613	224	148	454	50	52	517	65
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	386	0	98	613	224	148	454	50	52	517	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	386	0	98	613	224	148	454	50	52	517	65
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	386	0	98	613	224	148	454	50	52	517	65
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.46	0.54	1.00	2.00	1.00	1.00	1.78	0.22
Final Sat.:	1600	3200	1600	1600	2344	856	1600	3200	1600	1600	2841	359
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.00	0.06	0.26	0.26	0.09	0.14	0.03	0.03	0.18	0.18
Crit Moves:	****				****		****				****	

4221 Dolphin-Striker Project
Existing (Year 2011) Plus Project
Morning Peak Hour

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

Intersection #10 Von Karman Avenue (NS) at Birch Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.288
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	30	484	33	56	275	128	79	194	48	43	159	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	484	33	56	275	128	79	194	48	43	159	22
Added Vol:	0	9	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	493	33	56	279	128	79	194	48	43	159	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	493	33	56	279	128	79	194	48	43	159	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	493	33	56	279	128	79	194	48	43	159	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	493	33	56	279	128	79	194	48	43	159	22
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.02	0.04	0.09	0.08	0.05	0.06	0.03	0.03	0.05	0.01
Crit Moves:		****		****			****				****	

4221 Dolphin-Striker Project
Existing (Year 2011) Plus Project
Evening Peak Hour

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

Intersection #10 Von Karman Avenue (NS) at Birch Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.352
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	71	407	55	34	549	133	99	166	26	19	235	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	407	55	34	549	133	99	166	26	19	235	41
Added Vol:	0	10	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	417	55	34	552	133	99	166	26	19	235	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	417	55	34	552	133	99	166	26	19	235	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	417	55	34	552	133	99	166	26	19	235	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	417	55	34	552	133	99	166	26	19	235	41
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.03	0.02	0.17	0.08	0.06	0.05	0.02	0.01	0.07	0.03
Crit Moves:	****				****		****				****	

4221 Dolphin-Striker Project
Existing (Year 2011) Plus Project
Morning Peak Hour

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

Intersection #11 Bayview Place (NS) at Bristol Street South (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.417
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	2	0 0	0 0	0	0 0	4 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	0	101	0	0	0	0	2464	420	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	101	0	0	0	0	2464	420	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	101	0	0	0	0	2464	420	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	101	0	0	0	0	2464	420	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	101	0	0	0	0	2464	420	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	101	0	0	0	0	2464	420	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.39	0.26	0.00	0.00	0.00
Crit Moves:			****					****				

4221 Dolphin-Striker Project
Existing (Year 2011) Plus Project
Evening Peak Hour

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

Intersection #11 Bayview Place (NS) at Bristol Street South (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.540
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	2	0 0	0 0	0	0 0	4 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	0	433	0	0	0	0	2591	142	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	433	0	0	0	0	2591	142	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	433	0	0	0	0	2591	142	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	433	0	0	0	0	2591	142	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	433	0	0	0	0	2591	142	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	433	0	0	0	0	2591	142	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.40	0.09	0.00	0.00	0.00
Crit Moves:			****					****				

4221 Dolphin-Striker Project
Existing (Year 2011) Plus Project
Morning Peak Hour

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

Intersection #12 Jamboree Road (NS) at Campus Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.620
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 1	0	2 0	2 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	143	1044	34	286	1732	172	76	112	10	259	423	152
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	147	1075	35	295	1784	177	78	115	10	267	436	157
Added Vol:	0	9	0	0	12	0	0	6	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	1084	35	295	1796	177	78	121	10	267	444	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	147	1084	35	295	1796	177	78	121	0	267	444	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	1084	35	295	1796	177	78	121	0	267	444	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	147	1084	35	295	1796	177	78	121	0	267	444	157
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.87	0.13	2.00	2.73	0.27	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6200	200	3200	4369	431	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.17	0.09	0.41	0.41	0.02	0.04	0.00	0.08	0.14	0.10
Crit Moves:	****				****		****				****	

4221 Dolphin-Striker Project
Existing (Year 2011) Plus Project
Evening Peak Hour

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

Intersection #12 Jamboree Road (NS) at Campus Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.585
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 3 1 0			2 0 2 1 0			2 0 2 0 1			2 0 2 0 1		
Volume Module:												
Base Vol:	65	1278	135	224	1108	183	219	263	159	152	226	331
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	67	1316	139	231	1141	188	226	271	164	157	233	341
Added Vol:	0	10	0	0	9	0	0	7	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	1326	139	231	1150	188	226	278	164	157	239	341
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	67	1326	139	231	1150	188	226	278	0	157	239	341
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	1326	139	231	1150	188	226	278	0	157	239	341
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	67	1326	139	231	1150	188	226	278	0	157	239	341
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.62	0.38	2.00	2.58	0.42	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	5793	607	3200	4124	676	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.23	0.07	0.28	0.28	0.07	0.09	0.00	0.05	0.07	0.21
Crit Moves:		****		****			****					****

4221 Dolphin-Striker Project
Existing (Year 2011) Plus Project
Morning Peak Hour

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

Intersection #13 Jamboree Road (NS) at Birch Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.517
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	1 0		1 0 3	0 1		1 1 0	0 1		0 0 1!	0 0	
Volume Module:												
Base Vol:	204	1228	2	7	1551	464	123	8	42	3	6	6
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	1265	2	7	1598	478	123	8	42	3	6	6
Added Vol:	0	9	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	1274	2	7	1610	478	123	8	42	3	6	6
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	210	1274	2	7	1610	0	123	8	0	3	6	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	1274	2	7	1610	0	123	8	0	3	6	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	210	1274	2	7	1610	0	123	8	0	3	6	6
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	3.00	1.00	1.88	0.12	1.00	0.20	0.40	0.40
Final Sat.:	1600	4792	8	1600	4800	1600	3005	195	1600	320	640	640
Capacity Analysis Module:												
Vol/Sat:	0.13	0.27	0.27	0.00	0.34	0.00	0.04	0.04	0.00	0.01	0.01	0.01
Crit Moves:	****				****		****				****	

4221 Dolphin-Striker Project
Existing (Year 2011) Plus Project
Evening Peak Hour

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

Intersection #13 Jamboree Road (NS) at Birch Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.423
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	1 0		1 0 3	0 1		1 1 0	0 1		0 0 1	0 0	
Volume Module:												
Base Vol:	44	1188	0	2	1390	91	297	4	100	0	1	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	1224	0	2	1432	94	297	4	100	0	1	0
Added Vol:	0	10	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1234	0	2	1441	94	297	4	100	0	1	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	45	1234	0	2	1441	0	297	4	0	0	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1234	0	2	1441	0	297	4	0	0	1	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	45	1234	0	2	1441	0	297	4	0	0	1	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	3.00	1.00	1.97	0.03	1.00	0.00	1.00	0.00
Final Sat.:	1600	4800	0	1600	4800	1600	3157	43	1600	0	1600	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.00	0.00	0.30	0.00	0.09	0.09	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****				****	

4221 Dolphin-Striker Project
Existing (Year 2011) Plus Project
Morning Peak Hour

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

Intersection #14 Jamboree Road (NS) at Bristol Street North (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.428
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1 1	1	0 0	2 1	1	0 0	0 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	846	1509	663	0	570	412	0	0	0	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	863	1539	676	0	581	420	0	0	0	0	0	0
Added Vol:	0	12	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	863	1551	676	0	590	420	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	863	1551	0	0	590	420	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	863	1551	0	0	590	420	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	863	1551	0	0	590	420	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	0.00	2.34	1.66	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	3200	1600	0	3739	2661	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.48	0.00	0.00	0.16	0.16	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

4221 Dolphin-Striker Project
Existing (Year 2011) Plus Project
Evening Peak Hour

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

Intersection #14 Jamboree Road (NS) at Bristol Street North (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.491
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 1	1 1		0 0 2	1 1		0 0 0	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	689	1142	942	0	1080	612	0	0	0	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	703	1165	961	0	1102	624	0	0	0	0	0	0
Added Vol:	0	9	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	703	1174	961	0	1112	624	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	703	1174	0	0	1112	624	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	703	1174	0	0	1112	624	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	703	1174	0	0	1112	624	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	0.00	2.56	1.44	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	3200	1600	0	4098	2302	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.37	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

4221 Dolphin-Striker Project
Existing (Year 2011) Plus Project
Morning Peak Hour

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

Intersection #15 Jamboree Road (NS) at Bristol Street South (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.613
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 4	1	0	0 0 3	0	0	1 1 1	0	2	0 0 0	0	0
Volume Module:												
Base Vol:	0	1817	40	0	571	0	1199	333	1150	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1853	41	0	582	0	1199	333	1150	0	0	0
Added Vol:	0	12	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1865	41	0	591	0	1199	333	1150	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1865	41	0	591	0	1199	333	1150	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1865	41	0	591	0	1199	333	1150	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1865	41	0	591	0	1199	333	1150	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.89	0.11	0.00	3.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7829	171	0	4800	0	3200	1600	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.00	0.12	0.00	0.37	0.21	0.36	0.00	0.00	0.00
Crit Moves:		****		****			****					

4221 Dolphin-Striker Project
Existing (Year 2011) Plus Project
Evening Peak Hour

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

Intersection #15 Jamboree Road (NS) at Bristol Street South (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.663
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 4	1	0	0 0 3	0	0	1 1 1	0	2	0 0 0	0	0
Volume Module:												
Base Vol:	0	1834	73	0	1080	0	937	1071	1145	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1871	74	0	1102	0	937	1071	1145	0	0	0
Added Vol:	0	9	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1880	74	0	1112	0	937	1071	1145	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1880	74	0	1112	0	937	1071	1145	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1880	74	0	1112	0	937	1071	1145	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1880	74	0	1112	0	937	1071	1145	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.81	0.19	0.00	3.00	0.00	1.40	1.60	2.00	0.00	0.00	0.00
Final Sat.:	0	7695	305	0	4800	0	2240	2560	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.00	0.23	0.00	0.42	0.42	0.36	0.00	0.00	0.00
Crit Moves:		****		****			****					

Existing + Growth (Year 2013) + Approved Projects + Project

4221 Dolphin-Striker Project
Existing + Growth (Year 2013) + Approved Projects + Project
Morning Peak Hour

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

Intersection #1 MacArthur Boulevard (NS) at Campus Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.450
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	4 0	1	1 0	4 0	1	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	37	944	49	195	835	227	307	555	48	87	185	58
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	39	991	51	205	877	238	322	583	50	91	194	61
Added Vol:	0	6	0	0	8	0	0	0	0	8	0	0
PasserByVol:	0	18	0	0	47	0	0	1	0	0	0	0
Initial Fut:	39	1015	51	205	932	238	322	584	50	99	194	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	39	1015	51	205	932	238	322	584	50	99	194	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1015	51	205	932	238	322	584	50	99	194	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	39	1015	51	205	932	238	322	584	50	99	194	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	2.76	0.24	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	1600	6400	1600	3200	4419	381	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.03	0.13	0.15	0.15	0.10	0.13	0.13	0.03	0.04	0.00
Crit Moves:		****		****				****		****		

4221 Dolphin-Striker Project
Existing + Growth (Year 2013) + Approved Projects + Project
Evening Peak Hour

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

Intersection #1 MacArthur Boulevard (NS) at Campus Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.648
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 4 0 1			1 0 4 0 1			2 0 2 1 0			2 0 3 0 1		
Volume Module:												
Base Vol:	154	1091	49	45	819	447	324	274	96	98	669	195
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	162	1146	51	47	860	469	340	288	101	103	702	205
Added Vol:	0	6	0	0	4	0	0	0	0	4	0	0
PasserByVol:	0	55	0	0	26	1	0	0	0	0	0	1
Initial Fut:	162	1207	51	47	890	470	340	288	101	107	702	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	162	1207	51	47	890	470	340	288	101	107	702	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	1207	51	47	890	470	340	288	101	107	702	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	162	1207	51	47	890	470	340	288	101	107	702	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	2.22	0.78	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	1600	6400	1600	3200	3555	1245	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.03	0.03	0.14	0.29	0.11	0.08	0.08	0.03	0.15	0.00
Crit Moves:	****					****	****				****	

4221 Dolphin-Striker Project
Existing + Growth (Year 2013) + Approved Projects + Project
Morning Peak Hour

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

Intersection #2 MacArthur Boulevard (NS) at Birch Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.393
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 1	0	1 1	0 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	32	689	98	100	624	176	158	310	73	31	154	53
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	717	102	104	649	183	158	310	73	31	154	53
Added Vol:	0	6	0	0	15	0	0	0	0	0	0	0
PasserByVol:	1	14	0	0	34	13	3	3	0	0	13	0
Initial Fut:	34	737	102	104	698	196	161	313	73	31	167	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	34	737	102	104	698	196	161	313	73	31	167	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	737	102	104	698	196	161	313	73	31	167	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	34	737	102	104	698	196	161	313	73	31	167	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.12	0.88	1.00	1.60	0.40	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4997	1403	1600	2560	640	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.06	0.07	0.14	0.14	0.10	0.12	0.11	0.02	0.05	0.00
Crit Moves:		****		****				****			****	

4221 Dolphin-Striker Project
Existing + Growth (Year 2013) + Approved Projects + Project
Evening Peak Hour

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

Intersection #2 MacArthur Boulevard (NS) at Birch Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.476
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3 0 1			1 0 3 1 0			1 1 0 1 0			1 0 2 0 1		
Volume Module:												
Base Vol:	86	646	25	49	858	149	274	182	53	114	433	170
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	672	26	51	892	155	274	182	53	114	433	170
Added Vol:	0	6	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	37	0	0	18	8	18	18	0	0	8	0
Initial Fut:	89	715	26	51	918	163	292	200	53	114	441	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	89	715	26	51	918	163	292	200	53	114	441	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	715	26	51	918	163	292	200	53	114	441	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	89	715	26	51	918	163	292	200	53	114	441	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.40	0.60	1.60	1.10	0.29	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	5435	965	2567	1764	469	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.02	0.03	0.17	0.17	0.11	0.11	0.11	0.07	0.14	0.00
Crit Moves:	****					****	****				****	

4221 Dolphin-Striker Project
Existing + Growth (Year 2013) + Approved Projects + Project
Morning Peak Hour

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

Intersection #3 MacArthur Boulevard (NS) at Von Karman Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.573
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3 0 1			1 0 3 0 1			1 0 2 0 1			2 0 1 0 1		
Volume Module:												
Base Vol:	101	988	656	58	435	163	19	96	28	78	136	12
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	1028	682	60	452	170	19	96	28	78	136	12
Added Vol:	0	41	0	15	33	0	0	0	0	0	4	0
PasserByVol:	0	16	1	0	34	0	0	0	0	1	0	0
Initial Fut:	105	1085	683	75	519	170	19	96	28	79	140	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	1085	683	75	519	170	19	96	28	79	140	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	1085	683	75	519	170	19	96	28	79	140	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	1085	683	75	519	170	19	96	28	79	140	12
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.43	0.05	0.11	0.11	0.01	0.03	0.02	0.02	0.09	0.01
Crit Moves:			****	****			****				****	

4221 Dolphin-Striker Project
Existing + Growth (Year 2013) + Approved Projects + Project
Evening Peak Hour

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

Intersection #3 MacArthur Boulevard (NS) at Von Karman Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.573
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3 0 1			1 0 3 0 1			1 0 2 0 1			2 0 1 0 1		
Volume Module:												
Base Vol:	48	624	126	29	968	52	138	195	183	665	127	38
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	649	131	30	1007	54	138	195	183	665	127	38
Added Vol:	0	21	0	14	31	0	0	0	0	0	2	0
PasserByVol:	0	38	2	0	18	0	0	0	0	0	0	0
Initial Fut:	50	708	133	44	1056	54	138	195	183	665	129	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	708	133	44	1056	54	138	195	183	665	129	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	708	133	44	1056	54	138	195	183	665	129	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	708	133	44	1056	54	138	195	183	665	129	38
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.08	0.03	0.22	0.03	0.09	0.06	0.11	0.21	0.08	0.02
Crit Moves:	****				****				****	****		

4221 Dolphin-Striker Project
Existing + Growth (Year 2013) + Approved Projects + Project
Morning Peak Hour

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

Intersection #4 MacArthur Boulevard (NS) at Jamboree Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.629
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	177	1332	456	66	293	121	410	851	176	364	674	181
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	184	1385	474	69	305	126	426	885	183	379	701	188
Added Vol:	0	19	0	9	15	9	11	0	0	0	0	11
PasserByVol:	1	10	1	0	33	9	11	37	0	0	66	3
Initial Fut:	185	1414	475	78	353	144	448	922	183	379	767	202
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	1414	475	78	353	0	448	922	183	379	767	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	1414	475	78	353	0	448	922	183	379	767	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	1414	475	78	353	0	448	922	183	379	767	202
OvlAdjVol:			286									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.30	0.02	0.07	0.00	0.14	0.19	0.11	0.12	0.16	0.13
OvlAdjV/S:			0.18									
Crit Moves:		****		****				****			****	

4221 Dolphin-Striker Project
Existing + Growth (Year 2013) + Approved Projects + Project
Evening Peak Hour

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

Intersection #4 MacArthur Boulevard (NS) at Jamboree Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.714
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 3 0 1			2 0 3 0 1			2 0 3 0 1			2 0 3 0 1		
Volume Module:												
Base Vol:	227	578	397	157	965	312	214	967	37	611	921	155
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	236	601	413	163	1004	324	223	1006	38	635	958	161
Added Vol:	0	10	0	9	14	9	6	0	0	0	0	6
PasserByVol:	6	38	1	0	14	7	9	70	0	1	49	1
Initial Fut:	242	649	414	172	1032	340	238	1076	38	636	1007	168
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	242	649	414	172	1032	0	238	1076	38	636	1007	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	649	414	172	1032	0	238	1076	38	636	1007	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	242	649	414	172	1032	0	238	1076	38	636	1007	168
OvlAdjVol:			96									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.26	0.05	0.21	0.00	0.07	0.22	0.02	0.20	0.21	0.11
OvlAdjV/S:			0.06									
Crit Moves:	****				****			****			****	

4221 Dolphin-Striker Project
Existing + Growth (Year 2013) + Approved Projects + Project
Morning Peak Hour

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

Intersection #5 Campus Drive/Irvine Avenue (NS) at Bristol Street North (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.498
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	0	0 0	4 0	2	0 0	0 0	0	1 0	3 1	0
Volume Module:												
Base Vol:	349	1533	0	0	220	204	0	0	0	120	902	138
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	363	1594	0	0	229	212	0	0	0	120	902	138
Added Vol:	0	11	0	0	3	6	0	0	0	0	0	0
PasserByVol:	0	1	0	0	0	0	0	0	0	0	8	0
Initial Fut:	363	1606	0	0	232	218	0	0	0	120	910	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	363	1606	0	0	232	218	0	0	0	120	910	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	363	1606	0	0	232	218	0	0	0	120	910	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	363	1606	0	0	232	218	0	0	0	120	910	138
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	2.00	0.00	0.00	0.00	1.00	3.47	0.53
Final Sat.:	3200	4800	0	0	6400	3200	0	0	0	1600	5557	843
Capacity Analysis Module:												
Vol/Sat:	0.11	0.33	0.00	0.00	0.04	0.07	0.00	0.00	0.00	0.08	0.16	0.16
Crit Moves:		****		****								****

4221 Dolphin-Striker Project
Existing + Growth (Year 2013) + Approved Projects + Project
Evening Peak Hour

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

Intersection #5 Campus Drive/Irvine Avenue (NS) at Bristol Street North (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.759
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	0	0 0	4 0	2	0 0	0 0	0	1 0	3 1	0
Volume Module:												
Base Vol:	370	671	0	0	742	1007	0	0	0	200	1867	74
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	385	698	0	0	772	1047	0	0	0	200	1867	74
Added Vol:	0	6	0	0	3	6	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	2	39	0
Initial Fut:	385	704	0	0	775	1053	0	0	0	202	1906	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	385	704	0	0	775	1053	0	0	0	202	1906	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	385	704	0	0	775	1053	0	0	0	202	1906	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	385	704	0	0	775	1053	0	0	0	202	1906	74
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	2.00	0.00	0.00	0.00	1.00	3.85	0.15
Final Sat.:	3200	4800	0	0	6400	3200	0	0	0	1600	6161	239
Capacity Analysis Module:												
Vol/Sat:	0.12	0.15	0.00	0.00	0.12	0.33	0.00	0.00	0.00	0.13	0.31	0.31
Crit Moves:	****					****					****	

4221 Dolphin-Striker Project
Existing + Growth (Year 2013) + Approved Projects + Project
Morning Peak Hour

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

Intersection #6 Campus Drive/Irvine Avenue (NS) at Bristol Street South (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.644
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 4 1 0			1 0 3 0 0			1 1 2 0 2			0 0 0 0 0		
Volume Module:												
Base Vol:	0	900	152	96	281	0	1186	1623	299	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	936	158	100	292	0	1186	1623	299	0	0	0
Added Vol:	0	4	0	0	3	0	8	0	0	0	0	0
PasserByVol:	0	2	0	0	0	0	0	26	0	0	0	0
Initial Fut:	0	942	158	100	295	0	1194	1649	299	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	942	158	100	295	0	1194	1649	299	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	942	158	100	295	0	1194	1649	299	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	942	158	100	295	0	1194	1649	299	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.28	0.72	1.00	3.00	0.00	1.68	2.32	2.00	0.00	0.00	0.00
Final Sat.:	0	6850	1150	1600	4800	0	2688	3712	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.06	0.06	0.00	0.44	0.44	0.09	0.00	0.00	0.00
Crit Moves:		****		****			****					

4221 Dolphin-Striker Project
Existing + Growth (Year 2013) + Approved Projects + Project
Evening Peak Hour

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

Intersection #6 Campus Drive/Irvine Avenue (NS) at Bristol Street South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.473
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0		0		0	0		0		0	0		0		0	0		0	
Lanes:	0	0	4	1	0	1	0	3	0	0	1	1	2	0	2	0	0	0	0	0
Volume Module:																				
Base Vol:	0	720		180		201	859		0		417	1004		429		0	0		0	
Growth Adj:	1.04	1.04		1.04		1.04	1.04		1.04		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	0	749		187		209	893		0		417	1004		429		0	0		0	
Added Vol:	0	2		0		0	3		0		4	0		0		0	0		0	
PasserByVol:	0	1		0		0	2		0		0	17		1		0	0		0	
Initial Fut:	0	752		187		209	898		0		421	1021		430		0	0		0	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	0	752		187		209	898		0		421	1021		430		0	0		0	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	0	752		187		209	898		0		421	1021		430		0	0		0	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
FinalVolume:	0	752		187		209	898		0		421	1021		430		0	0		0	
Saturation Flow Module:																				
Sat/Lane:	1600	1600		1600		1600	1600		1600		1600	1600		1600		1600	1600		1600	
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	0.00	4.00		1.00		1.00	3.00		0.00		1.17	2.83		2.00		0.00	0.00		0.00	
Final Sat.:	0	6405		1595		1600	4800		0		1869	4531		3200		0	0		0	
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.12		0.12		0.13	0.19		0.00		0.23	0.23		0.13		0.00	0.00		0.00	
Crit Moves:		****				****					****									

4221 Dolphin-Striker Project
Existing + Growth (Year 2013) + Approved Projects + Project
Morning Peak Hour

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

Intersection #7 Birch Street (NS) at Bristol Street North (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.535
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 2 0 0			0 0 1 1 2			0 0 0 0 0			1 1 2 1 0		
Volume Module:												
Base Vol:	108	886	0	0	160	95	0	0	0	403	988	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	886	0	0	160	95	0	0	0	403	988	237
Added Vol:	0	4	0	0	3	0	0	0	0	0	0	0
PasserByVol:	6	6	0	0	25	0	0	0	0	50	1	0
Initial Fut:	114	896	0	0	188	95	0	0	0	453	989	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	896	0	0	188	95	0	0	0	453	989	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	896	0	0	188	95	0	0	0	453	989	237
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	896	0	0	188	95	0	0	0	453	989	237
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.26	3.16	0.58
Final Sat.:	3200	3200	0	0	3200	3200	0	0	0	2011	5062	928
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.00	0.00	0.06	0.03	0.00	0.00	0.00	0.23	0.20	0.26
Crit Moves:		****		****								****

4221 Dolphin-Striker Project
Existing + Growth (Year 2013) + Approved Projects + Project
Evening Peak Hour

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

Intersection #7 Birch Street (NS) at Bristol Street North (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.542
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	0	0 0	1 1	2	0 0	0 0	0	1 1	2 1	0
Volume Module:												
Base Vol:	198	344	0	0	484	743	0	0	0	392	1187	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	344	0	0	484	743	0	0	0	392	1187	124
Added Vol:	0	2	0	0	3	0	0	0	0	0	0	0
PasserByVol:	37	37	0	0	15	0	0	0	0	31	4	0
Initial Fut:	235	383	0	0	502	743	0	0	0	423	1191	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	235	383	0	0	502	743	0	0	0	423	1191	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	383	0	0	502	743	0	0	0	423	1191	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	235	383	0	0	502	743	0	0	0	423	1191	124
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.61	2.39	0.00	0.00	0.00	1.05	3.67	0.28
Final Sat.:	3200	3200	0	0	2581	3819	0	0	0	1677	5870	453
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.25	0.20	0.27
Crit Moves:	****				****							****

4221 Dolphin-Striker Project
Existing + Growth (Year 2013) + Approved Projects + Project
Morning Peak Hour

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

Intersection #8 Birch Street (NS) at Bristol Street South (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.401
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2 1 1			2 0 2 0 0			1 1 2 1 0			0 0 0 0 0		
Volume Module:												
Base Vol:	0	333	229	198	379	0	676	867	291	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	333	229	198	379	0	676	867	291	0	0	0
Added Vol:	0	4	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	13	14	0	75	0	0	2	25	0	0	0
Initial Fut:	0	350	243	198	457	0	676	869	316	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	350	243	198	457	0	676	869	316	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	350	243	198	457	0	676	869	316	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	350	243	198	457	0	676	869	316	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.36	1.64	2.00	2.00	0.00	1.75	2.45	0.80	0.00	0.00	0.00
Final Sat.:	0	3777	2623	3200	3200	0	2800	3920	1280	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.06	0.14	0.00	0.24	0.22	0.25	0.00	0.00	0.00
Crit Moves:		****		****					****			

4221 Dolphin-Striker Project
Existing + Growth (Year 2013) + Approved Projects + Project
Evening Peak Hour

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

Intersection #8 Birch Street (NS) at Bristol Street South (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.464
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	1	1	2 0 2	0	0	1 1 2	1	0	0 0 0	0	0
Volume Module:												
Base Vol:	0	312	300	305	614	0	188	999	174	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	312	300	305	614	0	188	999	174	0	0	0
Added Vol:	0	2	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	73	77	0	46	0	0	7	15	0	0	0
Initial Fut:	0	387	377	305	663	0	188	1006	189	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	387	377	305	663	0	188	1006	189	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	387	377	305	663	0	188	1006	189	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	387	377	305	663	0	188	1006	189	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.03	1.97	2.00	2.00	0.00	1.00	3.53	0.47	0.00	0.00	0.00
Final Sat.:	0	3242	3158	3200	3200	0	1600	5641	759	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.10	0.21	0.00	0.12	0.18	0.25	0.00	0.00	0.00
Crit Moves:		****		****					****			

4221 Dolphin-Striker Project
Existing + Growth (Year 2013) + Approved Projects + Project
Morning Peak Hour

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

Intersection #9 Von Karman Avenue (NS) at Campus Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.471
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	16	534	53	37	335	73	228	303	42	77	287	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	16	534	53	37	335	73	237	315	44	80	298	114
Added Vol:	0	3	6	0	4	0	0	0	0	0	8	0
PasserByVol:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	16	537	59	37	340	73	237	315	44	80	306	114
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	537	0	37	340	73	237	315	44	80	306	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	537	0	37	340	73	237	315	44	80	306	114
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	537	0	37	340	73	237	315	44	80	306	114
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.65	0.35	1.00	2.00	1.00	1.00	1.46	0.54
Final Sat.:	1600	3200	1600	1600	2634	566	1600	3200	1600	1600	2330	870
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.00	0.02	0.13	0.13	0.15	0.10	0.03	0.05	0.13	0.13
Crit Moves:		****		****			****				****	

4221 Dolphin-Striker Project
Existing + Growth (Year 2013) + Approved Projects + Project
Evening Peak Hour

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

Intersection #9 Von Karman Avenue (NS) at Campus Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.570
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			1 0 1 1 0			1 0 2 0 1			1 0 1 1 0		
Volume Module:												
Base Vol:	47	383	122	98	610	224	145	445	49	51	501	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	47	383	122	98	610	224	151	463	51	53	521	67
Added Vol:	0	3	6	0	2	0	0	0	0	0	4	0
PasserByVol:	0	2	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	388	128	98	612	224	151	463	51	53	525	67
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	388	0	98	612	224	151	463	51	53	525	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	388	0	98	612	224	151	463	51	53	525	67
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	388	0	98	612	224	151	463	51	53	525	67
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.46	0.54	1.00	2.00	1.00	1.00	1.78	0.23
Final Sat.:	1600	3200	1600	1600	2343	857	1600	3200	1600	1600	2840	360
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.00	0.06	0.26	0.26	0.09	0.14	0.03	0.03	0.18	0.18
Crit Moves:	****				****		****				****	

4221 Dolphin-Striker Project
Existing + Growth (Year 2013) + Approved Projects + Project
Morning Peak Hour

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

Intersection #10 Von Karman Avenue (NS) at Birch Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.293
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	30	484	33	56	275	128	79	194	48	43	159	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	484	33	56	275	128	79	194	48	43	159	22
Added Vol:	0	9	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	1	0	0	1	0	0	3	0	0	13	0
Initial Fut:	30	494	33	56	280	128	79	197	48	43	172	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	494	33	56	280	128	79	197	48	43	172	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	494	33	56	280	128	79	197	48	43	172	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	494	33	56	280	128	79	197	48	43	172	22
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.02	0.04	0.09	0.08	0.05	0.06	0.03	0.03	0.05	0.01
Crit Moves:		****		****			****				****	

4221 Dolphin-Striker Project
Existing + Growth (Year 2013) + Approved Projects + Project
Evening Peak Hour

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

Intersection #10 Von Karman Avenue (NS) at Birch Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.354
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	71	407	55	34	549	133	99	166	26	19	235	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	407	55	34	549	133	99	166	26	19	235	41
Added Vol:	0	9	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	2	0	0	0	0	0	18	0	0	8	0
Initial Fut:	71	418	55	34	551	133	99	184	26	19	243	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	418	55	34	551	133	99	184	26	19	243	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	418	55	34	551	133	99	184	26	19	243	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	418	55	34	551	133	99	184	26	19	243	41
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.03	0.02	0.17	0.08	0.06	0.06	0.02	0.01	0.08	0.03
Crit Moves:	****				****		****				****	

4221 Dolphin-Striker Project
Existing + Growth (Year 2013) + Approved Projects + Project
Morning Peak Hour

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

Intersection #11 Bayview Place (NS) at Bristol Street South (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.425
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 2			0 0 0 0 0			0 0 4 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	0	0	101	0	0	0	0	2464	420	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	101	0	0	0	0	2464	420	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	2	0	0	0	0	50	1	0	0	0
Initial Fut:	0	0	103	0	0	0	0	2514	421	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	103	0	0	0	0	2514	421	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	103	0	0	0	0	2514	421	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	103	0	0	0	0	2514	421	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.39	0.26	0.00	0.00	0.00
Crit Moves:			****					****				

4221 Dolphin-Striker Project
Existing + Growth (Year 2013) + Approved Projects + Project
Evening Peak Hour

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

Intersection #11 Bayview Place (NS) at Bristol Street South (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.551
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	2	0 0	0 0	0	0 0	4 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	0	433	0	0	0	0	2591	142	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	433	0	0	0	0	2591	142	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	23	0	0	0	0	26	0	0	0	0
Initial Fut:	0	0	456	0	0	0	0	2617	142	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	456	0	0	0	0	2617	142	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	456	0	0	0	0	2617	142	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	456	0	0	0	0	2617	142	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.41	0.09	0.00	0.00	0.00
Crit Moves:			****					****				

4221 Dolphin-Striker Project
Existing + Growth (Year 2013) + Approved Projects + Project
Morning Peak Hour

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

Intersection #12 Jamboree Road (NS) at Campus Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.646
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 1	0	2 0	2 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	143	1044	34	286	1732	172	76	112	10	259	423	152
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	150	1096	36	300	1819	181	80	118	11	272	444	160
Added Vol:	0	9	0	0	11	0	0	6	0	0	8	0
PasserByVol:	0	29	0	0	69	0	0	0	1	1	0	0
Initial Fut:	150	1134	36	300	1899	181	80	124	12	273	452	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	150	1134	36	300	1899	181	80	124	0	273	452	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1134	36	300	1899	181	80	124	0	273	452	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	150	1134	36	300	1899	181	80	124	0	273	452	160
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.88	0.12	2.00	2.74	0.26	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6205	195	3200	4383	417	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.18	0.09	0.43	0.43	0.02	0.04	0.00	0.09	0.14	0.10
Crit Moves:	****				****		****				****	

4221 Dolphin-Striker Project
Existing + Growth (Year 2013) + Approved Projects + Project
Evening Peak Hour

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

Intersection #12 Jamboree Road (NS) at Campus Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.607
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 3 1 0			2 0 2 1 0			2 0 2 0 1			2 0 2 0 1		
Volume Module:												
Base Vol:	65	1278	135	224	1108	183	219	263	159	152	226	331
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	68	1342	142	235	1163	192	230	276	167	160	237	348
Added Vol:	0	9	0	0	6	0	0	6	0	0	4	0
PasserByVol:	0	68	1	0	41	0	0	0	0	1	1	0
Initial Fut:	68	1419	143	235	1210	192	230	282	167	161	242	348
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	68	1419	143	235	1210	192	230	282	0	161	242	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1419	143	235	1210	192	230	282	0	161	242	348
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	68	1419	143	235	1210	192	230	282	0	161	242	348
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.63	0.37	2.00	2.59	0.41	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	5815	585	3200	4142	658	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.07	0.29	0.29	0.07	0.09	0.00	0.05	0.08	0.22
Crit Moves:		****		****			****					****

4221 Dolphin-Striker Project
Existing + Growth (Year 2013) + Approved Projects + Project
Morning Peak Hour

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

Intersection #13 Jamboree Road (NS) at Birch Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.540
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 1 0			1 0 3 0 1			1 1 0 0 1			0 0 1! 0 0		
Volume Module:												
Base Vol:	204	1228	2	7	1551	464	123	8	42	3	6	6
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	214	1289	2	7	1629	487	123	8	42	3	6	6
Added Vol:	0	9	0	0	11	0	0	0	0	0	0	0
PasserByVol:	0	30	0	0	69	1	0	0	0	0	0	0
Initial Fut:	214	1328	2	7	1709	488	123	8	42	3	6	6
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	214	1328	2	7	1709	0	123	8	0	3	6	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	1328	2	7	1709	0	123	8	0	3	6	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	214	1328	2	7	1709	0	123	8	0	3	6	6
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	3.00	1.00	1.88	0.12	1.00	0.20	0.40	0.40
Final Sat.:	1600	4792	8	1600	4800	1600	3005	195	1600	320	640	640
Capacity Analysis Module:												
Vol/Sat:	0.13	0.28	0.28	0.00	0.36	0.00	0.04	0.04	0.00	0.01	0.01	0.01
Crit Moves:	****				****		****				****	

4221 Dolphin-Striker Project
Existing + Growth (Year 2013) + Approved Projects + Project
Evening Peak Hour

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

Intersection #13 Jamboree Road (NS) at Birch Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.437
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 1 0			1 0 3 0 1			1 1 0 0 1			0 0 1 0 0		
Volume Module:												
Base Vol:	44	1188	0	2	1390	91	297	4	100	0	1	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	1247	0	2	1460	96	297	4	100	0	1	0
Added Vol:	0	9	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	68	0	0	41	0	0	0	1	0	0	0
Initial Fut:	46	1324	0	2	1507	96	297	4	101	0	1	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	46	1324	0	2	1507	0	297	4	0	0	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	1324	0	2	1507	0	297	4	0	0	1	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	46	1324	0	2	1507	0	297	4	0	0	1	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	3.00	1.00	1.97	0.03	1.00	0.00	1.00	0.00
Final Sat.:	1600	4800	0	1600	4800	1600	3157	43	1600	0	1600	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.00	0.00	0.31	0.00	0.09	0.09	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****				****	

4221 Dolphin-Striker Project
Existing + Growth (Year 2013) + Approved Projects + Project
Morning Peak Hour

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

Intersection #14 Jamboree Road (NS) at Bristol Street North (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.461
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 1	1 1		0	0 2	1 1		0	0 0	0 0		0	0 0	0 0	
Volume Module:																
Base Vol:	846	1509	663		0	570	412		0	0	0		0	0	0	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	880	1569	690		0	593	428		0	0	0		0	0	0	
Added Vol:	0	11	0		0	9	0		0	0	0		0	0	0	
PasserByVol:	29	43	21		0	86	13		0	0	0		0	0	0	
Initial Fut:	909	1623	711		0	688	441		0	0	0		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	909	1623	0		0	688	441		0	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	909	1623	0		0	688	441		0	0	0		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	909	1623	0		0	688	441		0	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		0.00	2.44	1.56		0.00	0.00	0.00		0.00	0.00	0.00	
Final Sat.:	3200	3200	1600		0	3898	2502		0	0	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.28	0.51	0.00		0.00	0.18	0.18		0.00	0.00	0.00		0.00	0.00	0.00	
Crit Moves:	****					****										

4221 Dolphin-Striker Project
Existing + Growth (Year 2013) + Approved Projects + Project
Evening Peak Hour

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

Intersection #14 Jamboree Road (NS) at Bristol Street North (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.517
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1 1	1	0 0	2 1	1	0 0	0 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	689	1142	942	0	1080	612	0	0	0	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	717	1188	980	0	1123	636	0	0	0	0	0	0
Added Vol:	0	6	0	0	9	0	0	0	0	0	0	0
PasserByVol:	22	103	57	0	57	8	0	0	0	0	0	0
Initial Fut:	739	1297	1037	0	1189	644	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	739	1297	0	0	1189	644	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	739	1297	0	0	1189	644	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	739	1297	0	0	1189	644	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	0.00	2.59	1.41	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	3200	1600	0	4151	2249	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.41	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

4221 Dolphin-Striker Project
Existing + Growth (Year 2013) + Approved Projects + Project
Morning Peak Hour

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

Intersection #15 Jamboree Road (NS) at Bristol Street South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.651
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 4 1 0			0 0 3 0 0			1 1 1 0 2			0 0 0 0 0		
Volume Module:												
Base Vol:	0	1817	40	0	571	0	1199	333	1150	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1890	42	0	594	0	1199	333	1150	0	0	0
Added Vol:	0	11	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	111	0	0	87	0	5	4	111	0	0	0
Initial Fut:	0	2012	42	0	690	0	1204	337	1261	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2012	42	0	690	0	1204	337	1261	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2012	42	0	690	0	1204	337	1261	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2012	42	0	690	0	1204	337	1261	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.90	0.10	0.00	3.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7838	162	0	4800	0	3200	1600	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.00	0.14	0.00	0.38	0.21	0.39	0.00	0.00	0.00
Crit Moves:		****		****					****			

4221 Dolphin-Striker Project
Existing + Growth (Year 2013) + Approved Projects + Project
Evening Peak Hour

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

Intersection #15 Jamboree Road (NS) at Bristol Street South (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.702
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 4 1 0			0 0 3 0 0			1 1 1 0 2			0 0 0 0 0		
Volume Module:												
Base Vol:	0	1834	73	0	1080	0	937	1071	1145	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1907	76	0	1123	0	937	1071	1145	0	0	0
Added Vol:	0	6	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	177	0	0	57	0	37	24	117	0	0	0
Initial Fut:	0	2090	76	0	1189	0	974	1095	1262	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2090	76	0	1189	0	974	1095	1262	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2090	76	0	1189	0	974	1095	1262	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2090	76	0	1189	0	974	1095	1262	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.82	0.18	0.00	3.00	0.00	1.41	1.59	2.00	0.00	0.00	0.00
Final Sat.:	0	7720	280	0	4800	0	2260	2540	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.00	0.25	0.00	0.43	0.43	0.39	0.00	0.00	0.00
Crit Moves:		****		****			****					

Existing + Growth (Year 2013) + Approved Projects + Cumulative Projects + Project

4221 Dolphin-Striker Project
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #1 MacArthur Boulevard (NS) at Campus Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.473
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 4 0 1			1 0 4 0 1			2 0 2 1 0			2 0 3 0 1		
Volume Module:												
Base Vol:	37	944	49	195	835	227	307	555	48	87	185	58
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	39	991	51	205	877	238	322	583	50	91	194	61
Added Vol:	0	117	0	0	33	3	1	29	0	8	12	17
PasserByVol:	0	18	0	0	47	0	0	1	0	0	0	0
Initial Fut:	39	1126	51	205	957	241	323	613	50	99	206	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	39	1126	51	205	957	241	323	613	50	99	206	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1126	51	205	957	241	323	613	50	99	206	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	39	1126	51	205	957	241	323	613	50	99	206	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	2.77	0.23	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	1600	6400	1600	3200	4435	365	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.03	0.13	0.15	0.15	0.10	0.14	0.14	0.03	0.04	0.00
Crit Moves:		****		****				****		****		

4221 Dolphin-Striker Project
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #1 MacArthur Boulevard (NS) at Campus Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.659
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	4 0	1	1 0	4 0	1	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	154	1091	49	45	819	447	324	274	96	98	669	195
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	162	1146	51	47	860	469	340	288	101	103	702	205
Added Vol:	0	56	0	16	115	4	5	22	0	6	33	0
PasserByVol:	0	55	0	0	26	1	0	0	0	0	0	1
Initial Fut:	162	1257	51	63	1001	474	345	310	101	109	735	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	162	1257	51	63	1001	474	345	310	101	109	735	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	1257	51	63	1001	474	345	310	101	109	735	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	162	1257	51	63	1001	474	345	310	101	109	735	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	2.26	0.74	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	1600	6400	1600	3200	3621	1179	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.03	0.04	0.16	0.30	0.11	0.09	0.09	0.03	0.15	0.00
Crit Moves:	****					****	****				****	

4221 Dolphin-Striker Project
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #2 MacArthur Boulevard (NS) at Birch Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.414
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3 0 1			1 0 3 1 0			1 1 0 1 0			1 0 2 0 1		
Volume Module:												
Base Vol:	32	689	98	100	624	176	158	310	73	31	154	53
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	717	102	104	649	183	158	310	73	31	154	53
Added Vol:	17	100	0	0	41	0	0	0	3	0	0	17
PasserByVol:	1	14	0	0	34	13	3	3	0	0	13	0
Initial Fut:	51	831	102	104	724	196	161	313	76	31	167	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	51	831	102	104	724	196	161	313	76	31	167	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	831	102	104	724	196	161	313	76	31	167	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	51	831	102	104	724	196	161	313	76	31	167	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.15	0.85	1.00	1.58	0.42	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	5036	1364	1600	2533	667	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.06	0.07	0.14	0.14	0.10	0.12	0.11	0.02	0.05	0.00
Crit Moves:		****		****				****			****	

4221 Dolphin-Striker Project
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #2 MacArthur Boulevard (NS) at Birch Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.497
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3 0 1			1 0 3 1 0			1 1 0 1 0			1 0 2 0 1		
Volume Module:												
Base Vol:	86	646	25	49	858	149	274	182	53	114	433	170
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	672	26	51	892	155	274	182	53	114	433	170
Added Vol:	3	56	0	16	105	0	0	0	16	0	0	0
PasserByVol:	0	37	0	0	18	8	18	18	0	0	8	0
Initial Fut:	92	765	26	67	1015	163	292	200	69	114	441	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	92	765	26	67	1015	163	292	200	69	114	441	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	765	26	67	1015	163	292	200	69	114	441	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	92	765	26	67	1015	163	292	200	69	114	441	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.45	0.55	1.56	1.07	0.37	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	5515	885	2498	1711	590	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.02	0.04	0.18	0.18	0.12	0.12	0.12	0.07	0.14	0.00
Crit Moves:	****				****				****		****	

4221 Dolphin-Striker Project
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #3 MacArthur Boulevard (NS) at Von Karman Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.581
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3 0 1			1 0 3 0 1			1 0 2 0 1			2 0 1 0 1		
Volume Module:												
Base Vol:	101	988	656	58	435	163	19	96	28	78	136	12
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	1028	682	60	452	170	19	96	28	78	136	12
Added Vol:	17	153	6	21	55	0	0	0	0	1	4	1
PasserByVol:	0	16	1	0	34	0	0	0	0	1	0	0
Initial Fut:	122	1197	689	81	541	170	19	96	28	80	140	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	1197	689	81	541	170	19	96	28	80	140	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	1197	689	81	541	170	19	96	28	80	140	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	1197	689	81	541	170	19	96	28	80	140	13
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.43	0.05	0.11	0.11	0.01	0.03	0.02	0.03	0.09	0.01
Crit Moves:			****	****			****				****	

4221 Dolphin-Striker Project
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #3 MacArthur Boulevard (NS) at Von Karman Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.609
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3 0 1			1 0 3 0 1			1 0 2 0 1			2 0 1 0 1		
Volume Module:												
Base Vol:	48	624	126	29	968	52	138	195	183	665	127	38
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	649	131	30	1007	54	138	195	183	665	127	38
Added Vol:	0	80	1	18	145	0	0	0	16	5	3	6
PasserByVol:	0	38	2	0	18	0	0	0	0	0	0	0
Initial Fut:	50	767	134	48	1170	54	138	195	199	670	130	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	767	134	48	1170	54	138	195	199	670	130	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	767	134	48	1170	54	138	195	199	670	130	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	767	134	48	1170	54	138	195	199	670	130	44
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.08	0.03	0.24	0.03	0.09	0.06	0.12	0.21	0.08	0.03
Crit Moves:	****				****				****	****		

4221 Dolphin-Striker Project
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #4 MacArthur Boulevard (NS) at Jamboree Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.689
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 3 0 1			2 0 3 0 1			2 0 3 0 1			2 0 3 0 1		
Volume Module:												
Base Vol:	177	1332	456	66	293	121	410	851	176	364	674	181
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	184	1385	474	69	305	126	426	885	183	379	701	188
Added Vol:	0	82	0	9	33	14	31	122	0	68	157	62
PasserByVol:	1	10	1	0	33	9	11	37	0	0	66	3
Initial Fut:	185	1477	475	78	371	149	468	1044	183	447	924	253
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	1477	475	78	371	0	468	1044	183	447	924	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	1477	475	78	371	0	468	1044	183	447	924	253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	1477	475	78	371	0	468	1044	183	447	924	253
OvlAdjVol:			252									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.31	0.30	0.02	0.08	0.00	0.15	0.22	0.11	0.14	0.19	0.16
OvlAdjV/S:			0.16									
Crit Moves:		****		****				****		****		

4221 Dolphin-Striker Project
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #4 MacArthur Boulevard (NS) at Jamboree Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.766
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 3 0 1			2 0 3 0 1			2 0 3 0 1			2 0 3 0 1		
Volume Module:												
Base Vol:	227	578	397	157	965	312	214	967	37	611	921	155
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	236	601	413	163	1004	324	223	1006	38	635	958	161
Added Vol:	0	51	63	58	79	30	21	189	0	0	126	9
PasserByVol:	6	38	1	0	14	7	9	70	0	1	49	1
Initial Fut:	242	690	477	221	1097	361	253	1265	38	636	1133	171
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	242	690	477	221	1097	0	253	1265	38	636	1133	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	690	477	221	1097	0	253	1265	38	636	1133	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	242	690	477	221	1097	0	253	1265	38	636	1133	171
OvlAdjVol:			159									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.30	0.07	0.23	0.00	0.08	0.26	0.02	0.20	0.24	0.11
OvlAdjV/S:			0.10									
Crit Moves:	****				****			****			****	

4221 Dolphin-Striker Project
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #5 Campus Drive/Irvine Avenue (NS) at Bristol Street North (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.517
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 3 0 0			0 0 4 0 2			0 0 0 0 0			1 0 3 1 0		
Volume Module:												
Base Vol:	349	1533	0	0	220	204	0	0	0	120	902	138
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	363	1594	0	0	229	212	0	0	0	120	902	138
Added Vol:	0	42	0	0	6	18	0	0	0	18	80	0
PasserByVol:	0	1	0	0	0	0	0	0	0	0	8	0
Initial Fut:	363	1637	0	0	235	230	0	0	0	138	990	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	363	1637	0	0	235	230	0	0	0	138	990	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	363	1637	0	0	235	230	0	0	0	138	990	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	363	1637	0	0	235	230	0	0	0	138	990	138
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	2.00	0.00	0.00	0.00	1.00	3.51	0.49
Final Sat.:	3200	4800	0	0	6400	3200	0	0	0	1600	5617	783
Capacity Analysis Module:												
Vol/Sat:	0.11	0.34	0.00	0.00	0.04	0.07	0.00	0.00	0.00	0.09	0.18	0.18
Crit Moves:		****		****								****

4221 Dolphin-Striker Project
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #5 Campus Drive/Irvine Avenue (NS) at Bristol Street North (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.775
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	0	0 0	4 0	2	0 0	0 0	0	1 0	3 1	0
Volume Module:												
Base Vol:	370	671	0	0	742	1007	0	0	0	200	1867	74
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	385	698	0	0	772	1047	0	0	0	200	1867	74
Added Vol:	0	37	0	0	8	40	0	0	0	1	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	2	39	0
Initial Fut:	385	735	0	0	780	1087	0	0	0	203	1941	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	385	735	0	0	780	1087	0	0	0	203	1941	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	385	735	0	0	780	1087	0	0	0	203	1941	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	385	735	0	0	780	1087	0	0	0	203	1941	74
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	2.00	0.00	0.00	0.00	1.00	3.85	0.15
Final Sat.:	3200	4800	0	0	6400	3200	0	0	0	1600	6165	235
Capacity Analysis Module:												
Vol/Sat:	0.12	0.15	0.00	0.00	0.12	0.34	0.00	0.00	0.00	0.13	0.31	0.31
Crit Moves:	****					****					****	

4221 Dolphin-Striker Project
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #6 Campus Drive/Irvine Avenue (NS) at Bristol Street South (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.649
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 4	1 0		1 0 3	0 0		1 1 2	0 2		0 0 0	0 0	
Volume Module:												
Base Vol:	0	900	152	96	281	0	1186	1623	299	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	936	158	100	292	0	1186	1623	299	0	0	0
Added Vol:	0	5	0	0	24	0	37	2	0	0	0	0
PasserByVol:	0	2	0	0	0	0	0	26	0	0	0	0
Initial Fut:	0	943	158	100	316	0	1223	1651	299	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	943	158	100	316	0	1223	1651	299	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	943	158	100	316	0	1223	1651	299	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	943	158	100	316	0	1223	1651	299	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.28	0.72	1.00	3.00	0.00	1.70	2.30	2.00	0.00	0.00	0.00
Final Sat.:	0	6851	1149	1600	4800	0	2723	3677	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.06	0.07	0.00	0.45	0.45	0.09	0.00	0.00	0.00
Crit Moves:		****		****			****					

4221 Dolphin-Striker Project
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #6 Campus Drive/Irvine Avenue (NS) at Bristol Street South (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.487
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 4	1	0	1 0 3	0	0	1 1 2	0	2	0 0 0	0	0
Volume Module:												
Base Vol:	0	720	180	201	859	0	417	1004	429	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	749	187	209	893	0	417	1004	429	0	0	0
Added Vol:	0	8	17	0	8	0	28	0	0	0	0	0
PasserByVol:	0	1	0	0	2	0	0	17	1	0	0	0
Initial Fut:	0	758	204	209	903	0	445	1021	430	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	758	204	209	903	0	445	1021	430	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	758	204	209	903	0	445	1021	430	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	758	204	209	903	0	445	1021	430	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	1.00	3.00	0.00	1.21	2.79	2.00	0.00	0.00	0.00
Final Sat.:	0	6400	1600	1600	4800	0	1943	4457	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.13	0.13	0.19	0.00	0.23	0.23	0.13	0.00	0.00	0.00
Crit Moves:			****	****			****					

4221 Dolphin-Striker Project
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #7 Birch Street (NS) at Bristol Street North (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.556
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	0	0 0	1 1	2	0 0	0 0	0	1 1	2 1	0
Volume Module:												
Base Vol:	108	886	0	0	160	95	0	0	0	403	988	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	886	0	0	160	95	0	0	0	403	988	237
Added Vol:	0	6	0	0	3	0	0	0	0	0	97	0
PasserByVol:	6	6	0	0	25	0	0	0	0	50	1	0
Initial Fut:	114	898	0	0	188	95	0	0	0	453	1086	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	898	0	0	188	95	0	0	0	453	1086	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	898	0	0	188	95	0	0	0	453	1086	237
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	898	0	0	188	95	0	0	0	453	1086	237
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.18	3.29	0.54
Final Sat.:	3200	3200	0	0	3200	3200	0	0	0	1884	5256	860
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.00	0.00	0.06	0.03	0.00	0.00	0.00	0.24	0.21	0.28
Crit Moves:		****		****								****

4221 Dolphin-Striker Project
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #7 Birch Street (NS) at Bristol Street North (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.549
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 2 0 0			0 0 1 1 2			0 0 0 0 0			1 1 2 1 0		
Volume Module:												
Base Vol:	198	344	0	0	484	743	0	0	0	392	1187	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	344	0	0	484	743	0	0	0	392	1187	124
Added Vol:	0	4	0	0	3	2	0	0	0	0	34	0
PasserByVol:	37	37	0	0	15	0	0	0	0	31	4	0
Initial Fut:	235	385	0	0	502	745	0	0	0	423	1225	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	235	385	0	0	502	745	0	0	0	423	1225	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	385	0	0	502	745	0	0	0	423	1225	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	235	385	0	0	502	745	0	0	0	423	1225	124
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.61	2.39	0.00	0.00	0.00	1.03	3.70	0.28
Final Sat.:	3200	3200	0	0	2576	3824	0	0	0	1643	5916	441
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.26	0.21	0.28
Crit Moves:	****				****							****

4221 Dolphin-Striker Project
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #8 Birch Street (NS) at Bristol Street South (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.401
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	0	0	2	1	1	2	0	2	0	0	1	1	2	1	0	0	0	0	0	0
Volume Module:																				
Base Vol:	0	333	229			198	379			0	676	867	291			0	0	0		
Growth Adj:	1.00	1.00	1.00			1.00	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	0	333	229			198	379			0	676	867	291			0	0	0		
Added Vol:	0	4	0			0	3			0	2	0	0			0	0	0		
PasserByVol:	0	13	14			0	75			0	0	2	25			0	0	0		
Initial Fut:	0	350	243			198	457			0	678	869	316			0	0	0		
User Adj:	1.00	1.00	1.00			1.00	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	0	350	243			198	457			0	678	869	316			0	0	0		
Reduct Vol:	0	0	0			0	0			0	0	0	0			0	0	0		
Reduced Vol:	0	350	243			198	457			0	678	869	316			0	0	0		
PCE Adj:	1.00	1.00	1.00			1.00	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	0	350	243			198	457			0	678	869	316			0	0	0		
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600			1600	1600			1600	1600	1600	1600			1600	1600	1600		
Adjustment:	1.00	1.00	1.00			1.00	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00		
Lanes:	0.00	2.36	1.64			2.00	2.00			0.00	1.75	2.45	0.80			0.00	0.00	0.00		
Final Sat.:	0	3777	2623			3200	3200			0	2805	3915	1280			0	0	0		
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.09	0.09			0.06	0.14			0.00	0.24	0.22	0.25			0.00	0.00	0.00		
Crit Moves:		****				****							****							

4221 Dolphin-Striker Project
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #8 Birch Street (NS) at Bristol Street South (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.467
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2 1 1			2 0 2 0 0			1 1 2 1 0			0 0 0 0 0		
Volume Module:												
Base Vol:	0	312	300	305	614	0	188	999	174	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	312	300	305	614	0	188	999	174	0	0	0
Added Vol:	0	3	0	0	3	0	0	17	0	0	0	0
PasserByVol:	0	73	77	0	46	0	0	7	15	0	0	0
Initial Fut:	0	388	377	305	663	0	188	1023	189	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	388	377	305	663	0	188	1023	189	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	388	377	305	663	0	188	1023	189	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	388	377	305	663	0	188	1023	189	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.03	1.97	2.00	2.00	0.00	1.00	3.53	0.47	0.00	0.00	0.00
Final Sat.:	0	3246	3154	3200	3200	0	1600	5651	749	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.10	0.21	0.00	0.12	0.18	0.25	0.00	0.00	0.00
Crit Moves:		****		****					****			

4221 Dolphin-Striker Project
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #9 Von Karman Avenue (NS) at Campus Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.485
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	16	534	53	37	335	73	228	303	42	77	287	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	16	534	53	37	335	73	237	315	44	80	298	114
Added Vol:	0	3	6	0	5	0	0	29	0	0	36	17
PasserByVol:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	16	537	59	37	341	73	237	344	44	80	334	131
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	537	0	37	341	73	237	344	44	80	334	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	537	0	37	341	73	237	344	44	80	334	131
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	537	0	37	341	73	237	344	44	80	334	131
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.65	0.35	1.00	2.00	1.00	1.00	1.44	0.56
Final Sat.:	1600	3200	1600	1600	2636	564	1600	3200	1600	1600	2297	903
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.00	0.02	0.13	0.13	0.15	0.11	0.03	0.05	0.15	0.15
Crit Moves:		****		****			****				****	

4221 Dolphin-Striker Project
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #9 Von Karman Avenue (NS) at Campus Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.581
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	47	383	122	98	610	224	145	445	49	51	501	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	47	383	122	98	610	224	151	463	51	53	521	67
Added Vol:	0	4	7	16	3	0	0	38	0	0	39	0
PasserByVol:	0	2	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	389	129	114	613	224	151	501	51	53	560	67
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	389	0	114	613	224	151	501	51	53	560	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	389	0	114	613	224	151	501	51	53	560	67
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	389	0	114	613	224	151	501	51	53	560	67
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.46	0.54	1.00	2.00	1.00	1.00	1.79	0.21
Final Sat.:	1600	3200	1600	1600	2344	856	1600	3200	1600	1600	2860	340
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.00	0.07	0.26	0.26	0.09	0.16	0.03	0.03	0.20	0.20
Crit Moves:	****				****		****				****	

4221 Dolphin-Striker Project
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #10 Von Karman Avenue (NS) at Birch Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.298
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	30	484	33	56	275	128	79	194	48	43	159	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	484	33	56	275	128	79	194	48	43	159	22
Added Vol:	0	9	0	0	5	0	0	0	0	3	17	0
PasserByVol:	0	1	0	0	1	0	0	3	0	0	13	0
Initial Fut:	30	494	33	56	281	128	79	197	48	46	189	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	494	33	56	281	128	79	197	48	46	189	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	494	33	56	281	128	79	197	48	46	189	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	494	33	56	281	128	79	197	48	46	189	22
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.02	0.04	0.09	0.08	0.05	0.06	0.03	0.03	0.06	0.01
Crit Moves:		****		****			****				****	

4221 Dolphin-Striker Project
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #10 Von Karman Avenue (NS) at Birch Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.355
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	71	407	55	34	549	133	99	166	26	19	235	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	407	55	34	549	133	99	166	26	19	235	41
Added Vol:	0	11	3	0	3	0	0	16	0	1	0	0
PasserByVol:	0	2	0	0	0	0	0	18	0	0	8	0
Initial Fut:	71	420	58	34	552	133	99	200	26	20	243	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	420	58	34	552	133	99	200	26	20	243	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	420	58	34	552	133	99	200	26	20	243	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	420	58	34	552	133	99	200	26	20	243	41
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.04	0.02	0.17	0.08	0.06	0.06	0.02	0.01	0.08	0.03
Crit Moves:	****				****		****				****	

4221 Dolphin-Striker Project
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #11 Bayview Place (NS) at Bristol Street South (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.430
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	2	0 0	0 0	0	0 0	4 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	0	101	0	0	0	0	2464	420	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	101	0	0	0	0	2464	420	0	0	0
Added Vol:	0	0	0	0	0	0	0	29	0	0	0	0
PasserByVol:	0	0	2	0	0	0	0	50	1	0	0	0
Initial Fut:	0	0	103	0	0	0	0	2543	421	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	103	0	0	0	0	2543	421	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	103	0	0	0	0	2543	421	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	103	0	0	0	0	2543	421	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.40	0.26	0.00	0.00	0.00
Crit Moves:			****					****				

4221 Dolphin-Striker Project
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #11 Bayview Place (NS) at Bristol Street South (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.568
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	0	0	0	0	2	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	0	0	433			0	0	0			0	2591	142			0	0	0		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	0	0	433			0	0	0			0	2591	142			0	0	0		
Added Vol:	0	0	0			0	0	0			0	103	0			0	0	0		
PasserByVol:	0	0	23			0	0	0			0	26	0			0	0	0		
Initial Fut:	0	0	456			0	0	0			0	2720	142			0	0	0		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	0	0	456			0	0	0			0	2720	142			0	0	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	0	0	456			0	0	0			0	2720	142			0	0	0		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	0	0	456			0	0	0			0	2720	142			0	0	0		
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600			1600	1600	1600			1600	1600	1600			1600	1600	1600		
Adjustment:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Lanes:	0.00	0.00	2.00			0.00	0.00	0.00			0.00	4.00	1.00			0.00	0.00	0.00		
Final Sat.:	0	0	3200			0	0	0			0	6400	1600			0	0	0		
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.14			0.00	0.00	0.00			0.00	0.43	0.09			0.00	0.00	0.00		
Crit Moves:			****									****								

4221 Dolphin-Striker Project
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #12 Jamboree Road (NS) at Campus Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.669
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 1	0	2 0	2 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	143	1044	34	286	1732	172	76	112	10	259	423	152
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	150	1096	36	300	1819	181	80	118	11	272	444	160
Added Vol:	34	182	0	0	53	0	0	35	0	0	20	0
PasserByVol:	0	29	0	0	69	0	0	0	1	1	0	0
Initial Fut:	184	1307	36	300	1941	181	80	153	12	273	464	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	184	1307	36	300	1941	181	80	153	0	273	464	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	1307	36	300	1941	181	80	153	0	273	464	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	184	1307	36	300	1941	181	80	153	0	273	464	160
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.89	0.11	2.00	2.74	0.26	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6230	170	3200	4391	409	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.21	0.09	0.44	0.44	0.02	0.05	0.00	0.09	0.15	0.10
Crit Moves:	****				****		****				****	

4221 Dolphin-Striker Project
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #12 Jamboree Road (NS) at Campus Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.639
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 1	0	2 0	2 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	65	1278	135	224	1108	183	219	263	159	152	226	331
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	68	1342	142	235	1163	192	230	276	167	160	237	348
Added Vol:	0	91	0	0	183	0	0	29	32	0	39	0
PasserByVol:	0	68	1	0	41	0	0	0	0	1	1	0
Initial Fut:	68	1501	143	235	1387	192	230	305	199	161	277	348
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	68	1501	143	235	1387	192	230	305	0	161	277	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1501	143	235	1387	192	230	305	0	161	277	348
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	68	1501	143	235	1387	192	230	305	0	161	277	348
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.65	0.35	2.00	2.64	0.36	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	5844	556	3200	4216	584	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.26	0.07	0.33	0.33	0.07	0.10	0.00	0.05	0.09	0.22
Crit Moves:	****				****		****					****

4221 Dolphin-Striker Project
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #13 Jamboree Road (NS) at Birch Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.559
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	204	1228	2	7	1551	464	123	8	42	3	6	6
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	214	1289	2	7	1629	487	123	8	42	3	6	6
Added Vol:	17	215	0	0	50	3	0	0	0	0	0	0
PasserByVol:	0	30	0	0	69	1	0	0	0	0	0	0
Initial Fut:	231	1534	2	7	1748	491	123	8	42	3	6	6
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	231	1534	2	7	1748	0	123	8	0	3	6	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	1534	2	7	1748	0	123	8	0	3	6	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	231	1534	2	7	1748	0	123	8	0	3	6	6
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	3.00	1.00	1.88	0.12	1.00	0.20	0.40	0.40
Final Sat.:	1600	4793	7	1600	4800	1600	3005	195	1600	320	640	640
Capacity Analysis Module:												
Vol/Sat:	0.14	0.32	0.32	0.00	0.36	0.00	0.04	0.04	0.00	0.01	0.01	0.01
Crit Moves:	****				****		****				****	

4221 Dolphin-Striker Project
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #13 Jamboree Road (NS) at Birch Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.482
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 1 0			1 0 3 0 1			1 1 0 0 1			0 0 1 0 0		
Volume Module:												
Base Vol:	44	1188	0	2	1390	91	297	4	100	0	1	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	1247	0	2	1460	96	297	4	100	0	1	0
Added Vol:	0	88	0	0	214	1	3	0	16	0	0	0
PasserByVol:	0	68	0	0	41	0	0	0	1	0	0	0
Initial Fut:	46	1403	0	2	1715	97	300	4	117	0	1	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	46	1403	0	2	1715	0	300	4	0	0	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	1403	0	2	1715	0	300	4	0	0	1	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	46	1403	0	2	1715	0	300	4	0	0	1	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	3.00	1.00	1.97	0.03	1.00	0.00	1.00	0.00
Final Sat.:	1600	4800	0	1600	4800	1600	3158	42	1600	0	1600	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.00	0.00	0.36	0.00	0.09	0.10	0.00	0.00	0.00	0.00
Crit Moves:	****				****			****			****	

4221 Dolphin-Striker Project
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #14 Jamboree Road (NS) at Bristol Street North (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.486
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1 1	1	0 0	2 1	1	0 0	0 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	846	1509	663	0	570	412	0	0	0	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	880	1569	690	0	593	428	0	0	0	0	0	0
Added Vol:	0	153	0	0	75	96	0	0	0	0	0	0
PasserByVol:	29	43	21	0	86	13	0	0	0	0	0	0
Initial Fut:	909	1765	711	0	754	537	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	909	1765	0	0	754	537	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	909	1765	0	0	754	537	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	909	1765	0	0	754	537	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	0.00	2.34	1.67	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	3200	1600	0	3736	2664	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.55	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

4221 Dolphin-Striker Project
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #14 Jamboree Road (NS) at Bristol Street North (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.540
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1 1	1	0 0	2 1	1	0 0	0 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	689	1142	942	0	1080	612	0	0	0	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	717	1188	980	0	1123	636	0	0	0	0	0	0
Added Vol:	0	209	0	0	123	33	0	0	0	0	0	0
PasserByVol:	22	103	57	0	57	8	0	0	0	0	0	0
Initial Fut:	739	1500	1037	0	1303	677	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	739	1500	0	0	1303	677	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	739	1500	0	0	1303	677	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	739	1500	0	0	1303	677	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	0.00	2.63	1.37	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	3200	1600	0	4211	2189	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.47	0.00	0.00	0.31	0.31	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

4221 Dolphin-Striker Project
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #15 Jamboree Road (NS) at Bristol Street South (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.665
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 4 1 0			0 0 3 0 0			1 1 1 0 2			0 0 0 0 0		
Volume Module:												
Base Vol:	0	1817	40	0	571	0	1199	333	1150	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1890	42	0	594	0	1199	333	1150	0	0	0
Added Vol:	0	124	0	0	75	0	29	0	0	0	0	0
PasserByVol:	0	111	0	0	87	0	5	4	111	0	0	0
Initial Fut:	0	2125	42	0	756	0	1233	337	1261	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2125	42	0	756	0	1233	337	1261	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2125	42	0	756	0	1233	337	1261	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2125	42	0	756	0	1233	337	1261	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.90	0.10	0.00	3.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7846	154	0	4800	0	3200	1600	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.00	0.16	0.00	0.39	0.21	0.39	0.00	0.00	0.00
Crit Moves:		****		****					****			

4221 Dolphin-Striker Project
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #15 Jamboree Road (NS) at Bristol Street South (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.736
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 4	1	0	0 0 3	0	0	1 1 1	0	2	0 0 0	0	0
Volume Module:												
Base Vol:	0	1834	73	0	1080	0	937	1071	1145	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1907	76	0	1123	0	937	1071	1145	0	0	0
Added Vol:	0	108	0	0	123	0	101	2	0	0	0	0
PasserByVol:	0	177	0	0	57	0	37	24	117	0	0	0
Initial Fut:	0	2192	76	0	1303	0	1075	1097	1262	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2192	76	0	1303	0	1075	1097	1262	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2192	76	0	1303	0	1075	1097	1262	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2192	76	0	1303	0	1075	1097	1262	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.83	0.17	0.00	3.00	0.00	1.48	1.52	2.00	0.00	0.00	0.00
Final Sat.:	0	7732	268	0	4800	0	2376	2424	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.00	0.27	0.00	0.45	0.45	0.39	0.00	0.00	0.00
Crit Moves:		****		****			****					

APPENDIX F

TPO One-Percent Analysis
Calculation Worksheets

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: MACARTHUR BOULEVARD & CAMPUS DRIVE

(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1030	52	18	1100	11	6
Southbound	1257	63	47	1367	14	8
Eastbound	910	46	1	957	10	0
Westbound	330	17	0	347	3	8

[ ] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[X] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: MACARTHUR BOULEVARD & CAMPUS DRIVE

(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1294	65	55	1414	14	6
Southbound	1311	66	27	1404	14	4
Eastbound	694	35	0	729	7	0
Westbound	962	48	1	1011	10	4

[X] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[ ] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: 4221 Dolphin-Striker Project **DATE:** 4/12/2012

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: MACARTHUR BOULEVARD & BIRCH STREET

(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	819	33	15	867	9	6
Southbound	900	36	47	983	10	15
Eastbound	541	0	6	547	5	0
Westbound	238	0	13	251	3	0

[ ] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[X] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: MACARTHUR BOULEVARD & BIRCH STREET

(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	757	30	37	824	8	6
Southbound	1056	42	26	1124	11	8
Eastbound	509	0	36	545	5	0
Westbound	717	0	8	725	7	0

[X] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[ ] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: 4221 Dolphin-Striker Project **DATE:** 4/12/2012

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: MACARTHUR BOULEVARD & VON KARMAN AVENUE

(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1745	70	17	1832	18	41
Southbound	656	26	34	716	7	48
Eastbound	143	0	0	143	1	0
Westbound	226	0	1	227	2	4

[ ] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[X] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: MACARTHUR BOULEVARD & VON KARMAN AVENUE

(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	798	32	40	870	9	21
Southbound	1049	42	18	1109	11	45
Eastbound	516	0	0	516	5	0
Westbound	830	0	0	830	8	2

[ ] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[X] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: 4221 Dolphin-Striker Project **DATE:** 4/12/2012

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: MACARTHUR BOULEVARD & JAMBOREE ROAD

(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1965	79	12	2056	21	19
Southbound	480	19	42	541	5	33
Eastbound	1437	57	48	1542	15	11
Westbound	1219	49	69	1337	13	11

[ ] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[X] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: MACARTHUR BOULEVARD & JAMBOREE ROAD

(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1202	48	45	1295	13	10
Southbound	1434	57	21	1512	15	32
Eastbound	1218	49	79	1346	13	6
Westbound	1687	67	51	1805	18	6

[ ] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[X] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: 4221 Dolphin-Striker Project **DATE:** 4/12/2012

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: CAMPUS DRIVE/IRVINE AVENUE & BRISTOL STREET NORTH

(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1882	75	1	1958	20	11
Southbound	424	17	0	441	4	9
Eastbound	0	0	0	0	0	0
Westbound	1160	0	8	1168	12	0

[ ] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[X] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: CAMPUS DRIVE/IRVINE AVENUE & BRISTOL STREET NORTH

(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1041	42	0	1083	11	6
Southbound	1749	70	0	1819	18	9
Eastbound	0	0	0	0	0	0
Westbound	2141	0	41	2182	22	0

[X] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[ ] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: 4221 Dolphin-Striker Project **DATE:** 4/12/2012

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: CAMPUS DRIVE/IRVINE AVENUE & BRISTOL STREET SOUTH

(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1052	42	2	1096	11	4
Southbound	377	15	0	392	4	3
Eastbound	3108	0	26	3134	31	8
Westbound	0	0	0	0	0	0

X	Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.
	Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: CAMPUS DRIVE/IRVINE AVENUE & BRISTOL STREET SOUTH

(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	900	36	1	937	9	2
Southbound	1060	42	2	1104	11	3
Eastbound	1850	0	18	1868	19	4
Westbound	0	0	0	0	0	0

X	Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.
	Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: 4221 Dolphin-Striker Project **DATE:** 4/12/2012

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: BIRCH STREET & BRISTOL STREET NORTH

(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	994	0	12	1006	10	4
Southbound	255	0	25	280	3	3
Eastbound	0	0	0	0	0	0
Westbound	1628	0	51	1679	17	0

X	Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.
	Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: BIRCH STREET & BRISTOL STREET NORTH

(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	542	0	74	616	6	2
Southbound	1227	0	15	1242	12	3
Eastbound	0	0	0	0	0	0
Westbound	1703	0	35	1738	17	0

X	Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.
	Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: 4221 Dolphin-Striker Project **DATE:** 4/12/2012

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: BIRCH STREET & BRISTOL STREET SOUTH

(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	562	0	27	589	6	4
Southbound	577	0	75	652	7	3
Eastbound	1834	0	27	1861	19	0
Westbound	0	0	0	0	0	0

X	Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.
	Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: BIRCH STREET & BRISTOL STREET SOUTH

(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	612	0	150	762	8	2
Southbound	919	0	46	965	10	3
Eastbound	1361	0	22	1383	14	0
Westbound	0	0	0	0	0	0

X	Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.
	Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: 4221 Dolphin-Striker Project **DATE:** 4/12/2012

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: VON KARMAN AVENUE & CAMPUS DRIVE

(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	603	0	0	603	6	9
Southbound	445	0	1	446	4	4
Eastbound	573	23	0	596	6	0
Westbound	474	19	0	493	5	8

[ ] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[X] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: VON KARMAN AVENUE & CAMPUS DRIVE

(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	552	0	2	554	6	9
Southbound	932	0	0	932	9	2
Eastbound	639	26	0	665	7	0
Westbound	616	25	0	641	6	4

[ ] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[X] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: 4221 Dolphin-Striker Project **DATE:** 4/12/2012

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: VON KARMAN AVENUE & BIRCH STREET

(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	547	0	1	548	5	9
Southbound	459	0	1	460	5	4
Eastbound	321	0	3	324	3	0
Westbound	224	0	13	237	2	0

[ ] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[X] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: VON KARMAN AVENUE & BIRCH STREET

(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	533	0	2	535	5	9
Southbound	716	0	0	716	7	2
Eastbound	291	0	18	309	3	0
Westbound	295	0	8	303	3	0

[ ] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[X] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: 4221 Dolphin-Striker Project **DATE:** 4/12/2012

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: BAYVIEW STREET & BRISTOL STREET SOUTH

(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	101	0	2	103	1	0
Southbound	0	0	0	0	0	0
Eastbound	2884	0	51	2935	29	0
Westbound	0	0	0	0	0	0

X	Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.
	Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: BAYVIEW STREET & BRISTOL STREET SOUTH

(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	433	0	23	456	5	0
Southbound	0	0	0	0	0	0
Eastbound	2733	0	26	2759	28	0
Westbound	0	0	0	0	0	0

X	Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.
	Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: 4221 Dolphin-Striker Project **DATE:** 4/12/2012

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: JAMBOREE ROAD & CAMPUS DRIVE

(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1221	61	29	1311	13	9
Southbound	2190	110	69	2369	24	11
Eastbound	198	10	1	209	2	6
Westbound	834	42	1	877	9	8

[ ] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[X] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: JAMBOREE ROAD & CAMPUS DRIVE

(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1478	74	69	1621	16	9
Southbound	1515	76	41	1632	16	6
Eastbound	641	32	0	673	7	6
Westbound	709	35	2	746	7	4

[X] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

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Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: 4221 Dolphin-Striker Project **DATE:** 4/12/2012

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: JAMBOREE ROAD & BIRCH STREET

(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1434	72	30	1536	15	9
Southbound	2022	101	70	2193	22	11
Eastbound	173	0	0	173	2	0
Westbound	15	0	0	15	0	0

X	Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.
	Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: JAMBOREE ROAD & BIRCH STREET

(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1232	62	68	1362	14	9
Southbound	1483	74	41	1598	16	6
Eastbound	401	0	1	402	4	0
Westbound	1	0	0	1	0	0

X	Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.
	Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: 4221 Dolphin-Striker Project **DATE:** 4/12/2012

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: JAMBOREE ROAD & BRISTOL STREET NORTH

(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	3018	121	93	3232	32	11
Southbound	982	39	99	1120	11	9
Eastbound	0	0	0	0	0	0
Westbound	0	0	0	0	0	0

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[ ] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: JAMBOREE ROAD & BRISTOL STREET NORTH

(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	2773	111	182	3066	31	6
Southbound	1692	68	65	1825	18	9
Eastbound	0	0	0	0	0	0
Westbound	0	0	0	0	0	0

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[ ] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: 4221 Dolphin-Striker Project **DATE:** 4/12/2012

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: JAMBOREE ROAD & BRISTOL STREET SOUTH

(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1857	74	111	2042	20	11
Southbound	571	23	87	681	7	9
Eastbound	2682	0	120	2802	28	0
Westbound	0	0	0	0	0	0

[ ] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[X] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: JAMBOREE ROAD & BRISTOL STREET SOUTH

(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1907	76	177	2160	22	6
Southbound	1080	43	57	1180	12	9
Eastbound	3153	0	178	3331	33	0
Westbound	0	0	0	0	0	0

[X] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[ ] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

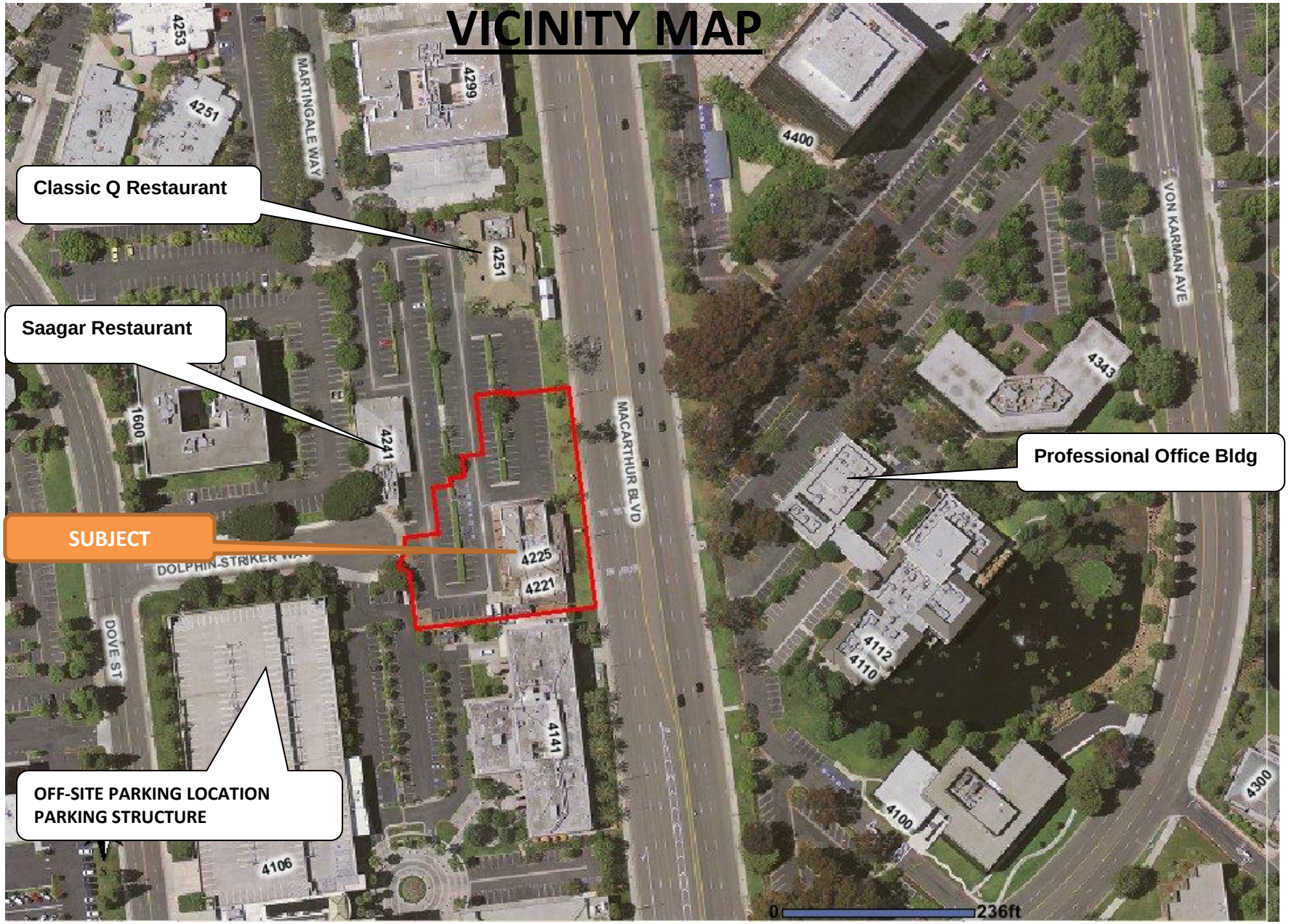
PROJECT: 4221 Dolphin-Striker Project **DATE:** 4/12/2012

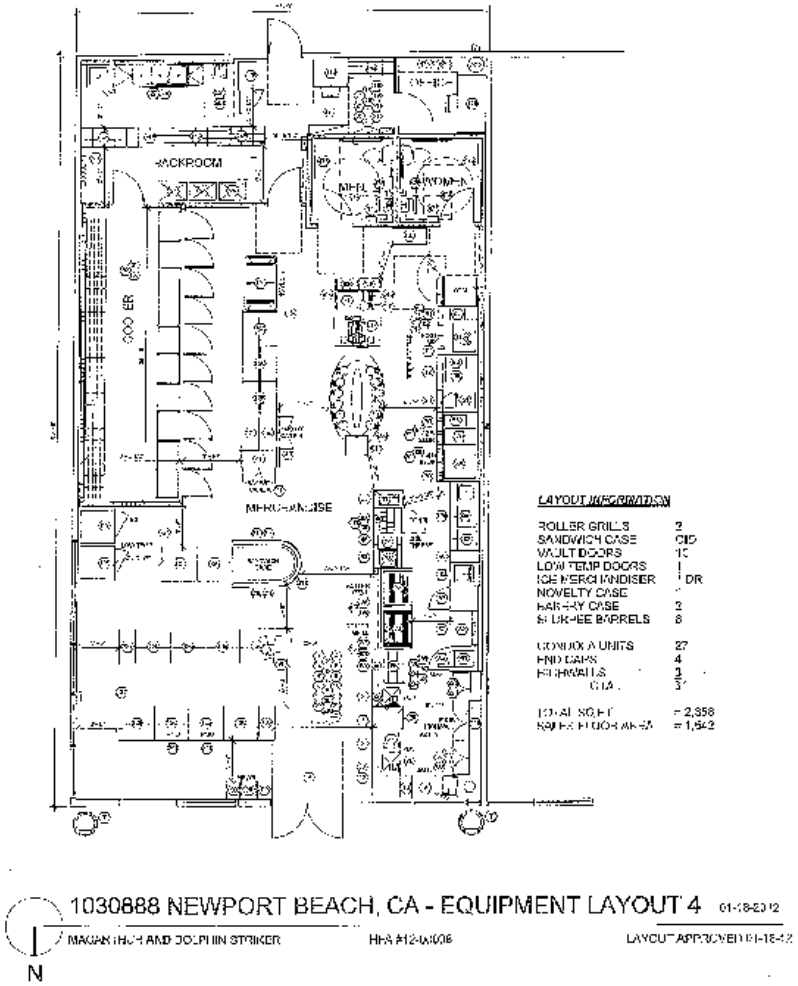
7-Eleven Use Permit:

4221 MacArthur Boulevard
CONDITIONAL USE PERMIT NO. 2012-003 (PA2012-025)

Planning Commission
Public Hearing
July 5, 2012

VICINITY MAP





SUBJECT PROPERTY:
4221 MACARTHUR BOULEVARD

VICINITY MAP