K2 TRAFFIC ENGINEERING, Inc.
Traffic Control . Signal . Synchronization . Parking . Study

June 14, 2016 (Revised)

Amir Ibrahim, Principal
IBRA Automation Systems, Inc
1724 Kenwood Place
San Marcos, CA92078

Re: Shared Parking Study
Farmer Boys Restaurant, Laguna Hills

Dear Amir,

Per your request, we have conducted a parking study and trip generation estimate for the proposed restaurant. This letter presents our methodologies, findings, and recommendations.

PROJECT INFORMATION

The proposed Farmer Boys Restaurant is situated at 23952 Avenida De La Carlota in the City of Laguna Hills. The project includes demolishing the existing building (5,223 square feet) that was previously approved for the Carrows Restaurant and constructing a 3,143-sq.ft. building and drive-through facilities for the Farmer Boys Restaurant. The proposed business will open daily from 6 am to 10 pm. Site plan is shown in **Exhibit 1**.

PARKING RATIO STUDY

Farmer Boys Restaurant operates its made-to-order food preparation process that differs from most other typical fast food chains. In order to determine the parking ratio of this specific business model, the City official concurs the need for a parking ratio study at existing Farmer Boys Restaurants. The following locations have been identified for this study:

Farmer Boys Restaurant # 1030

Address: 2205 E. 17th Street, Santa Ana

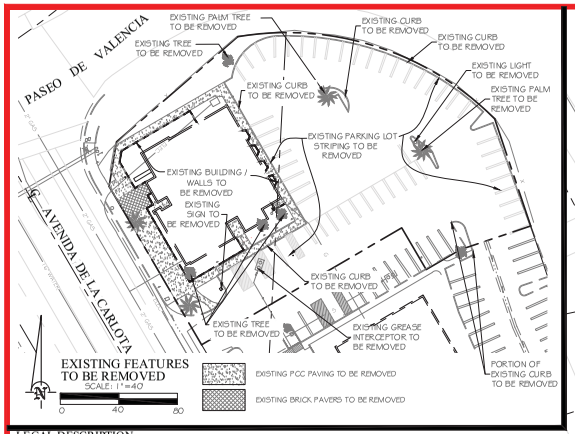
Building Size: 2,980 sq. ft.

Features: Dine In and Drive Through

CONDITIONAL USE PERMIT SITE PLAN

APN 616-032-08 & 10
23952 AVENIDA DE LA CARLOTA
CITY OF LAGUNA HILLS

SHEET INDEX



LEGAL DESCRIPTION

A PORTION OF:
PARCEL A:
PARCEL 1 IN THE COUNTY OF ORANGE, STATE OF CALIFORNIA, AS SHOWN ON A MAP FILED IN BOOK 31, PAGE 33 OF PARCEL MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

EXCEPTING FROM SAID PARCEL 1 ONE-HALF OF ALL GAS, OIL, HYDROCARBONS, MINERALS AND OTHER SUBSTANCES LYING BELOW SUBSTANCES LYING BELOW A DEPTH OF 500 FEET, BUT WITHOUT THE RIGHT TO ENTER UPON THE SURFACE OR SUBSURFACE OF THE PROPERTY ABOVE A DEPTH OF 500 FEET FOR ANY PURPOSE WHATSOEVER, AS RESERVED IN THE DEED FROM FIRST WESTERN BANK AND TRUST COMPANY, RECORDED DECEMBER 4, 1961 IN BOOK 5951, PAGE 586 OF OFFICIAL RECORDS, AND RE-RECORDED DECEMBER 11, 1961 IN BOOK 5959, PAGE 534 OF OFFICIAL RECORDS

PARCEL B:
A PERPETUAL, NON-EXCLUSIVE APPURTENANT EASEMENT FOR VEHICULAR AND PEDESTRIAN ACCESS TO AND FROM PARCEL 1, AS SHOWN ON A MAP FILED IN BOOK 31, PAGE 33 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF ORANGE COUNTY, CALIFORNIA, OVER THAT PORTION OF PARCEL 2, AS SHOWN ON SAID PARCEL MAP, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWESTERLY TERMINUS OF THAT CERTAIN SOUTHWESTERLY LINE OF SAID PARCEL 2 OF SAID PARCEL MAP SHOWN AS HAVING A BEARING AND DISTANCE OF NORTH 49°18'15" WEST 83.83 FEET"; THENCE NORTH 46°42'52" EAST 60.33 FEET; THENCE SOUTH 49°18'15" EAST 30.00 FEET; THENCE SOUTH 46°42'52" WEST 60.33 FEET; THENCE NORTH 49°18'15" WEST 30.00 FEET TO THE POINT OF BEGINNING.

APN: 616-032-08, 616-032-09, 616-032-10 AND 616-032-11

EASEMENTS

1. AN EASEMENT FOR THE PURPOSE OF RIGHT TO MAINTAIN, OPERATE, REPLACE, REMOVE AND RENEW ALL NOW EXISTING SANITARY SEWERS AND STORM DRAINS AND APPURTENANT STRUCTURES IN, UPON AND OVER THE SAID HIGHWAY AND ALL PORTIONS THEREOF, AND PURSUANT TO ANY EXISTING FRANCHISE OR RENEWAL THEREOF TO MAINTAIN, OPERATE, REPLACE, REMOVE, RENEW AND ENLARGE ALL NOW EXISTING LINES OF PIPE, CONDUITS, CABLES, WIRES, POLES, AND OTHER CONVENIENT STRUCTURES, EQUIPMENT AND FIXTURES FOR THE OPERATION OF GAS PIPE LINES, TELEGRAPHIC AND TELEPHONE LINES, RAILROAD LINES, AND FOR THE TRANSPORTATION OR DISTRIBUTION OF ELECTRIC ENERGY, PETROLEUM AND ITS PRODUCTS, AMMONIA, WATER, AS RECORDED AUGUST 02, 1967, IN BOOK 8330, PAGE 181 OF OFFICIAL RECORDS.

2. AN EASEMENT FOR STREET AND HIGHWAY (WIDENING AVENIDA DE LA CARLOTA) IN FAVOR OF THE COUNTY OF ORANGE, RECORDED JUNE 17, 1970, IN BOOK 9320, PAGE 71, OF OFFICIAL RECORDS.

   SAID EASEMENT IS CONTAINED WITHIN RIGHT-OF-WAY.

3. AN EASEMENT FOR THE PURPOSE OF SANITARY SEWER IN FAVOR OF ROSSMOOR SANITATION INC., A CALIFORNIA CORPORATION, RECORDED FEBRUARY 16, 1972, AS BOOK 10004, PAGE 331 OF OFFICIAL RECORDS.

   THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.

4. AN EASEMENT FOR THE PURPOSE OF INGRESS, EGRESS AND PARKING IN FAVOR OF BOB'S BIG BOY, INC. IN DOCUMENT RECORDED MARCH 11, 1972, AS BOOK 10022, PAGE 63 OF OFFICIAL RECORDS.

5. AN EASEMENT FOR THE PURPOSE OF EITHER OR BOTH UNDERGROUND LINES, CONDUITS AND INCLUDING ABOVE-GROUND APPURTENANT FIXTURES IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY, RECORDED MARCH 20, 1972, AS BOOK 10044, PAGE 266 OF OFFICIAL RECORDS.

6. AN EASEMENT FOR THE PURPOSE OF EITHER OR BOTH UNDERGROUND LINES, CONDUITS AND INCLUDING ABOVE-GROUND APPURTENANT FIXTURES IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY, RECORDED NOVEMBER 01, 1972, AS BOOK 10405, PAGE 430 OF OFFICIAL RECORDS.

7. AN EASEMENT FOR THE PURPOSE OF EITHER OR BOTH UNDERGROUND LINES, CONDUITS AND INCLUDING ABOVE-GROUND APPURTENANT FIXTURES IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY, RECORDED MARCH 26, 1974, AS BOOK 11103, PAGE 149 OF OFFICIAL RECORDS.

   SAID EASEMENT LIES OUTSIDE PROJECT BOUNDARY.

8. AN EASEMENT FOR THE PURPOSE OF VEHICULAR AND PEDESTRIAN ACCESS PURPOSES, IN FAVOR OF SHELL OIL COMPANY, RECORDED DECEMBER 20, 1990, AS INSTRUMENT NO. 90-666347 OF OFFICIAL RECORDS.

UTILITIES

ELECTRIC:
SOUTHERN CALIFORNIA EDISON COMPANY
14155 BAKE PARKWAY
IRVINE, CA 92618
(949) 458-4443

TELEPHONE:
AT&T
3939 E. COLORADO ST.
2ND FLOOR
ANAHEIM, CA 92807 (909)
(714)507-3526

WATER:
EL TORO WATER DISTRICT
24251 LOS ALISOS BLVD
LAKE FOREST, CA 92630
(949) 837-7050

SEWER:
EL TORO WATER DISTRICT
24251 LOS ALISOS BLVD
LAKE FOREST, CA 92630
(949) 837-7050

GAS:
SOUTHERN CALIFORNIA GAS COMPANY
9400 OAKDALE AVENUE
CHATSWORTH, CA 91311
(818) 701-4546

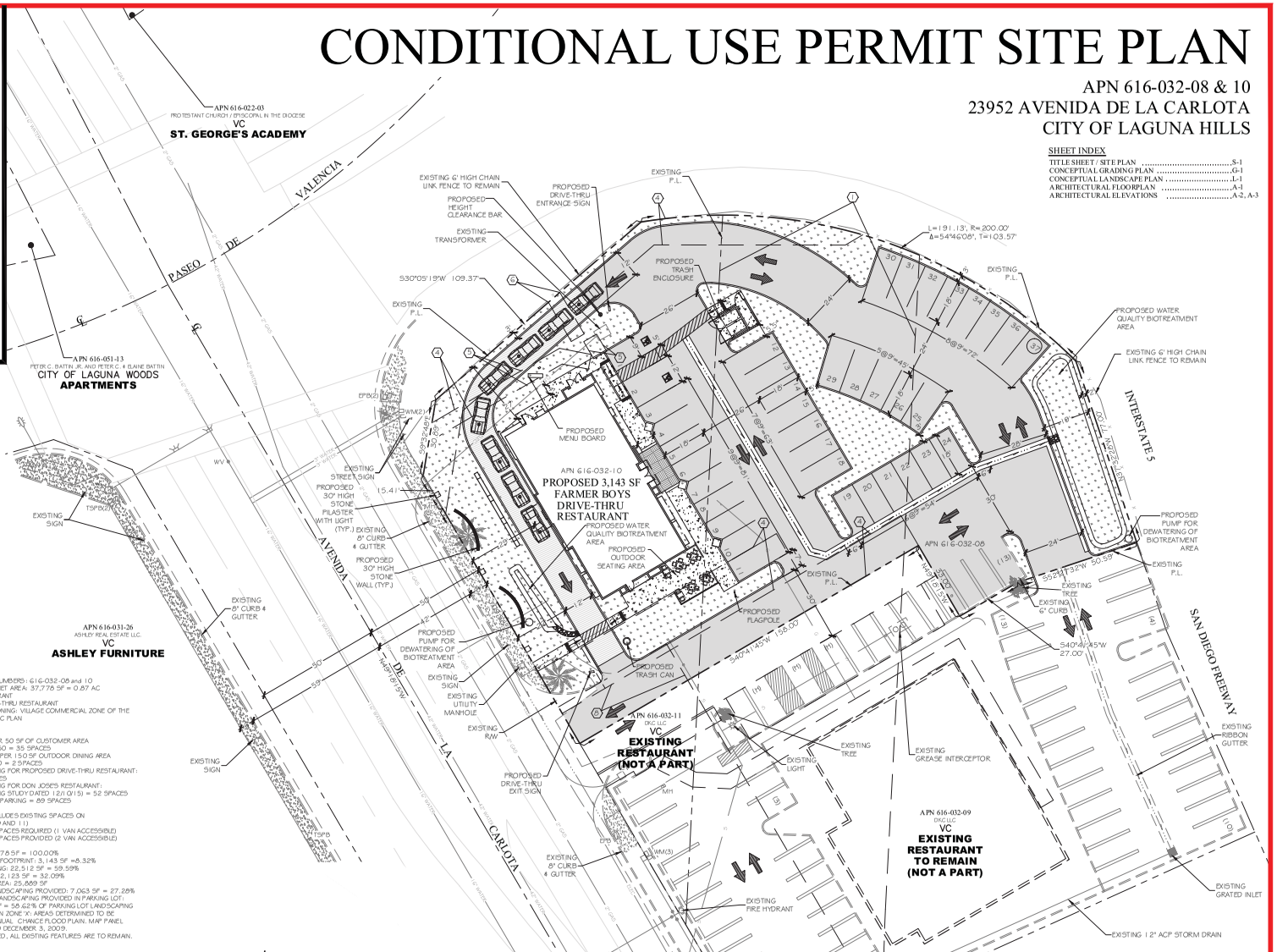
CABLE:
COX COMMUNICATIONS
27121 TOWNE CENTRE DRIVE
FOOTHILL RANCH, CA 92610
(949) 546-2915

NOTES:

1. ASSESSOR'S PARCEL NUMBERS: 616-032-08 and 10
2. EXISTING / PROPOSED NET AREA: 37,778 SF = 0.87 AC
3. EXISTING USE: RESTAURANT
4. PROPOSED USE: DRIVE-THRU RESTAURANT
5. EXISTING/PROPOSED ZONING: VILLAGE COMMERCIAL ZONE OF THE URBAN VILLAGE SPECIFIC PLAN
6. PARKING SUMMARY:
   - REQUIRED PARKING:
     1 SPACE PER 50 SF OF CUSTOMER AREA
     = 1,732 / 50 = 35 SPACES
     + 1 SPACE PER 150 SF OUTDOOR DINING AREA
     = 295 / 150 = 2 SPACES
   - REQUIRED PARKING FOR PROPOSED DRIVE-THRU RESTAURANT:
     = 37 SPACES
   - REQUIRED PARKING FOR DON JOSE'S RESTAURANT:
     (PER PARKING STUDY DATED 12/1/015) = 52 SPACES
   - TOTAL REQUIRED PARKING = 89 SPACES
   - PROPOSED PARKING:
     100 SPACES (INCLUDES EXISTING SPACES ON APN 616-032-09 AND 11)
     -5 ACCESSIBLE SPACES REQUIRED (1 VAN ACCESSIBLE)
     -5 ACCESSIBLE SPACES PROVIDED (2 VAN ACCESSIBLE)
7. AREA SUMMARY:
   - TOTAL NET AREA: 37,778 SF = 100.00%
     - BUILDING TOTAL FOOTPRINT: 3,143 SF =8.32%
     - ACCESS / PARKING: 22,512 SF = 59.59%
     - LANDSCAPING: 12,123 SF = 32.09%
   - TOTAL PARKING LOT AREA: 25,869 SF
     - PARKING LOT LANDSCAPING PROVIDED: 7,063 SF = 27.28%
       - INTERIOR LANDSCAPING PROVIDED IN PARKING LOT:
         = 4,140 SF = 58.62% OF PARKING LOT LANDSCAPING
8. FLOOD ZONE: SITE WITHIN ZONE "X: AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOOD PLAIN. MAP PANEL #06059C0427J DATED DECEMBER 3, 2009.
9. UNLESS OTHERWISE NOTED, ALL EXISTING FEATURES ARE TO REMAIN.

LEGEND

	PROPOSED LANDSCAPING	EPB	ELECTRICAL PULL BOX
	EXISTING PCC PAVING TO REMAIN	EV	ELECTRICAL VAULT
		MH	MANHOLE
	PROPOSED BLACK PCC PAVING	P.L.	PROPERTY LINE
		R/W	RIGHT OF WAY
	EXISTING AC PAVING TO REMAIN	TS	TRAFFIC SIGNAL
		TSPB	TRAFFIC SIGNAL PULL BOX
	EXISTING / PROPOSED AC PAVING	WM	WATER METER
		WV	WATER VALVE
	PROPOSED PCC PAVING		
	PROPOSED STAMPED CONCRETE PAVING		
VC	VILLAGE COMMERCIAL ZONE OF URBAN VILLAGE SPECIFIC PLAN		



SOURCE OF SURVEY

TOPOGRAPHIC SURVEY
DATED DECEMBER, 2015
AS CONDUCTED BY
ON-POINT LAND SURVEYING INC.
370 ALABAMA ST. SUITE A
REDLANDS, CA 92373
PHONE: (909) 792-2221

SCALE: 1" = 20'
0
20
40
60

BENCHMARK

ORANGE COUNTY BENCHMARK 3F-128-13 ALUMINUM DISK SET IN THE NORTHEASTERLY CORNER OF A 4'x4' CATCH BASIN FLUSH IN CONCRETE, MONUMENT IS LOCATED ALONG THE SOUTHEASTERLY SIDE OF EL TORO ROAD UNDER THE 5 FREEWAY OVERPASS.

ELEVATION: 359.020'

BASIS OF BEARINGS

BEING THE CENTERLINE OF AVENIDA DE LA CARLOTA BEING N49°18'15"W PER PARCEL MAP BOOK 31 / 33.

OWNER:
DKC, LLC.
BONNIE DOONE, LLC.
GERONIMI FAMILY TRUST,
GRAHAM LIVING TRUST,
HAL SEARS MONEY PURCHASE PENSION PLAN AND TRUST
C/O IBRA FARMS RESTAURANTS
ATTN: AMIR IBRAHIM
1724 KENWOOD PLACE
SAN MARCOS, CA 92078
(760) 216-4122

PREPARED FOR / APPLICANT:

IBRA FARMS RESTAURANTS
ATTN: AMIR IBRAHIM
1724 KENWOOD PLACE
SAN MARCOS, CA 92078
(760) 216-4122

CONDITIONAL USE PERMIT SITE PLAN
APN 616-032-08 & 10
23952 AVENIDA DE LA CARLOTA
CITY OF LAGUNA HILLS

land planning
civil engineering
landscape architecture
phone 909.748.7777
fax 909.748.7776
thatcher engineering & associates, inc.
1461 ford street, suite 105, redlands, ca 92373

Job Number:	Date Prepared:	Drawn By:	Reference Number:	Sheet No:
161401	1/28/16	BK	161401SP (2)	S-1

161401SP (2)

Farmer Boys Restaurant # 1076

Address: 1220 N. Batavia Street, Orange

Building Size: 3,000 sq. ft.

Features: Dine In and Drive Through

Farmer Boys Restaurant # 3002

Address:2800 W. Lincoln Avenue, Anaheim

Building Size: 3,152 sq. ft.

Features: Dine In and Drive Through

Restaurant sales records of each study location for the week of January 25, 2016 have been collected to study the business peak hours and days. **Exhibit 1** illustrates the half hourly sales of each location as a percentage of daily volumes. **Exhibit 2** illustrates the daily sales of each location as a percentage of weekly volumes. Friday is generally the busiest day of the week, trailed by Saturday. As shown in **Table 1**, all three study locations are busiest during lunch hours from 11:30 am to 1:30 pm.

Table 1. Percentage of Restaurant Sales*

Time Period	Peak Hour	Santa Ana	Orange	Anaheim
11:30 am - 1:30 pm	Lunch Hours	20.0%	28.7%	28.3%
5:30 pm - 7:30 pm	Dinner Hours	11.1%	12.1%	12.3%

* Based on actual records of the subject restaurants as a percentage of daily sales from Jan. 25,2016 to Jan. 31, 2016.

In order to observe the peak parking demand, parked vehicles were counted at the study locations on a typical Friday and Saturday during lunch hours. The observation found that, although study locations all have similar building sizes, the peak parking demand varied in the range of 14 and 32 parking spaces. The results of the parking ratio study are shown in **Table 2**.

Exhibit 2. Sales Chart Per Half Hour

As a Percentage of Daily Total

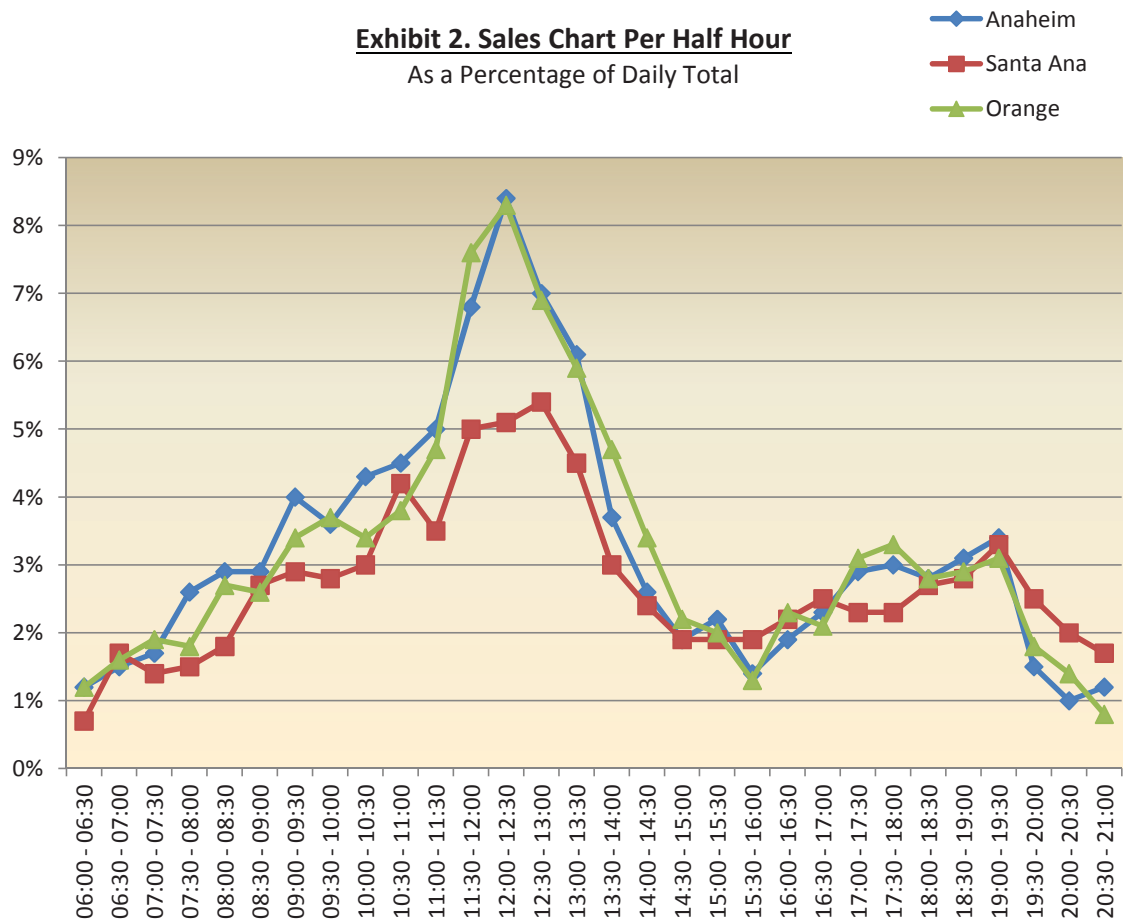


Exhibit 3. Sales Chart Per Day of the Week

As a Percentage of Weekly Total

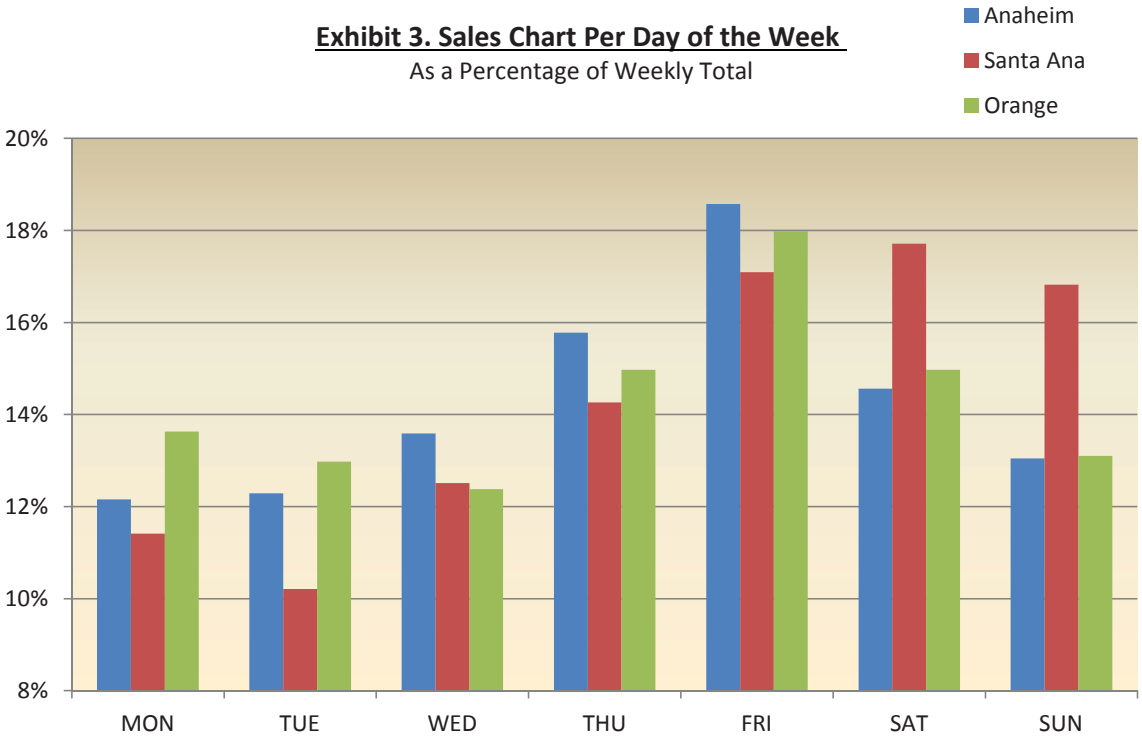


Table 2. Parking Ratio Study - Farmer Boys Restaurant

Farmer Boys Restaurant Location	Santa Ana		Orange		Anaheim	
Address	2205 E. 17th Street		1220 N. Batavia St		2800 W. Lincoln Ave	
Building Area (GFA)	2,980 SF		3,000 SF		3,152 SF	
Parking Capacity	74 (Shared parking)		33		76 (Shared parking)	
Date	2/26/2016	2/27/2016	3/4/2016	2/27/2016	3/4/2016	2/27/2016
Day of Week	*Friday*	*Saturday*	*Friday*	*Saturday*	*Friday*	*Saturday*
11:30 AM	5	11	27	18	16	24
12:00 PM	9	10	27	19	20	26
12:30 PM	14	9	32	22	27	22
1:00 PM	11	14	21	18	12	24
1:30 PM	11	13	27	16	10	22
Peak Demand	14	14	**32**	22	27	26
Parking Ratio Per 1,000 SF	4.7	4.7	**10.7**	7.4	9.1	8.7

Table 2 indicates that parking ratio at study locations varied in the range of 4.7 and 10.7 spaces per 1,000 square foot in our survey. As a conservative approach, this study recommends adapting the highest parking ratio in the study, 10.7 spaces per 1,000 square foot for the proposed Laguna Hills location. For the building size of 3,143 sq. ft., project's parking demand is 34 parking spaces.

CURRENT PARKING USAGE

The project has a shared parking lot with the adjacent Don Jose Restaurant. As a reference to the Municipal Codes and Planning Department's records, the parking requirement for the existing Don Jose Restaurant is 55 parking spaces.

Table 4. Don Jose Restaurant Parking per Municipal Codes

Don Jose Restaurant	Area	Code Requirement	Parking Requirement
Building GFA	6,583 SF	40 stalls plus 1/50SF above 4,000 SF	52
Outdoor Dining Area	481 SF	1/150Sf	3
Total			**55**

The study has conducted field surveys to observe actual parking usages by Don Jose Restaurant. Parked vehicles were counted during lunch and dinner hours on a typical weekday and weekend day. Complete survey data can be found in **Appendix A**.

The study found that Don Jose Restaurant generate higher parking demands in the lunch hours, similar to parking patterns of Farmer Boys Restaurants. The observed peak demand of Don Jose Restaurant is 57 parking spaces at 1:00 pm on Friday.

SHARED PARKING CALCULATION

As shown in **Table 3**, the shared parking lot provides 100 parking spaces for Don Jose Restaurant and Farmer Boys Restaurant, representing a 10% surplus over the anticipated parking demands.

Table 3. Shared Parking Calculation

Use	Parking Demand	10% Surplus	Total
Don Jose	57	6	63
Farmer Boys	34	3	37
Total	91	9	**100**

TRIP GENERATION

Trip generation represents the amount of traffic change due to the project development. Based upon the recommendations from *"Trip Generation"*, 9th Edition, published by the Institute of Transportation Engineers (ITE), the trip generation rates are shown in **Table 4**.

Table 4. Trip Generation Rate

LAND USE	ITE CODE	UNIT	AM Peak Hour			PM Peak Hour		
			Rate	In	Out	Rate	In	Out
High-Turnover (Sit-Down) Restaurant	932	1000 sq.ft.	11.52	52%	48%	11.15	59%	41%
Fast Food Restaurant with Drive-Through Window	934	1000 sq.ft.	49.35	51%	49%	33.84	52%	48%

The calculation shown in **Table 5** outlines the credits of the previously approved land use by the former Carrows Restaurant. The calculation also includes a pass-by trip reduction. Statistics from ITE's *Trip Generation Handbook* indicates that the average pass-by trip percentages is 50% for fast food restaurant with drive-through window.

Table 5. Project Trip Generation

LAND USE	ITE CODE	Quantity (D.U.)	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Former Carrows Restaurant	932	-5.22	-60	-31	-29	-58	-34	-24
Proposed Farmer Boys Restaurant	934	3.2	158	81	77	108	56	52
Sub-Total			98	50	48	50	22	28
Pass-By Reduction (50%)			(49)	(25)	(24)	(25)	(11)	(14)
NET Trip Generation			**49**	25	24	**25**	11	14

The project's **NET** trip generation is 49 trips in the AM peak hour, including 25 inbound and 24 outbound trips, and 25 trips in the PM peak hour, including 11 inbound and 14 outbound trips.

PROJECT DRIVEWAY

Given the fact that the project driveway provides the only left out on Avenida Del La Carlota for all three connected sites (Farmer Boys, Don Jose, and Raising Cane's), this study included a review of the driveway operation. Existing turning movement counts at the driveway, accounting for Don Jose's current trips, were collected in February 2016 for the AM, noon, and PM peak hours. Anticipated turning movements generated by Raising Cane's and Farmer Boys restaurants are added in order to evaluate the cumulative impacts of all three restaurants. Detailed data and analysis can be found in **Appendix B**.

Table 6. Driveway Analysis

	Left-Turn IN*			Left-Turn OUT**			Overall
Peak Hour	95% Queue Length	Approach Delay	Approach LOS	95% Queue Length	Approach Delay	Approach LOS	LOS
AM	7 ft	10 Sec	A	32 ft	22 Sec	C	A
Noon	7 ft	10 Sec	A	65 ft	30 Sec	D	A
PM	5 ft	9 Sec	A	27 ft	22 Sec	C	A

* Left-turn IN = Inbound left turns from the left-turn pocket on Avenida Del La Carlota.
** Left-turn OUT = Outbound left turns from the driveway

As shown in **Table 6**, the 95th percentile queue at the southbound left-turn pocket on Avenida Del La Carlota is expected to be less than one vehicle length, and its 45-foot pocket length is apparently sufficient. The 95th percentile queue for outbound trips at the project driveway is expected to be approximately 3 vehicle length. Considering its geographic location adjacent to a major arterial and close proximity to freeway ramps, the driveway layout and queue length appear reasonable. This intersection maintains overall LOS A for AM, noon, and PM peak hours and no negative impact is anticipated.

ON-SITE CIRCULATION

As shown above, the anticipated maximum queue at the project driveway is 3 vehicles, with consideration of all three connected parcels. The analysis indicates that although the drive-thru exit of Farmer Boys Restaurant is within close

proximity to the driveway, no unusual conflict is expected and queuing at the project driveway remains reasonable.

The site plan shows that drive-thru lane can accommodate queuing of five cars behind the service window and three cars behind the ordering station. Such queue length is similarly designed at many existing Farmer Boys Restaurants and apparently sufficient based on our observations. Nonetheless, additional queue length, if needed, is readily available on the project's site to accommodate excessive demand. The possibility of traffic overflow is very low. On-site circulation appears efficient and safe, without unnecessary bottlenecks.

Regards,

K2 Traffic Engineering, Inc.

Jende "Kay" Hsu, T.E.
California Licensed TR2285

APPENDIX A. PARKING SURVEY

Don Jose Restaurant
23972 Avenida De La Carlota, Laguna Hills

Lunch Hours Parking — By Jill L.

Date	2/26/2016	2/27/2016
Day of Week	*Friday*	*Saturday*
11:30 AM	29	16
12:00 PM	40	20
12:30 PM	55	33
1:00 PM	57 *	34
1:30 PM	55	40
Peak Usage	57	40

* Peak parking occurred at 1:00 pm on Friday using 57 spaces

Dinner Hours Parking — By Tim C.

Date	11/17/2015	11/21/2015
Day of Week	*Tuesday*	*Saturday*
5:30 PM	48	36
6:00 PM	49	34
6:30 PM	52 **	40
7:00 PM	47	43
7:30 PM	43	28
8:00 PM	33	26
8:30 PM	26	17
Peak Usage	52	43

** Peak parking occurred at 6:30 pm on Tuesday using 52 spaces

APPENDIX B

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	LAGUNA HILLS	PROJECT #:	
2/11/16	NORTH & SOUTH:	AVENINA DE LA CARLOTA	LOCATION #:	1
THURSDAY	EAST & WEST:	PROJECT DRIVEWAY	CONTROL:	1 WAY STOP WB

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N / ◄ W / E ► / S ▼

		NORTHBOUND AVENINA DE LA CARLOTA			SOUTHBOUND AVENINA DE LA CARLOTA			EASTBOUND PROJECT DRIVEWAY			WESTBOUND PROJECT DRIVEWAY			
	LANES:	NL X	NT 2	NR 0	SL 1	ST 2	SR X	EL X	ET X	ER X	WL 0.5	WT X	WR 0.5	TOTAL
AM	6:30 AM													0
	6:45 AM													0
	7:00 AM		118	1	0	184					1		2	306
	7:15 AM		131	0	1	203					0		1	336
	7:30 AM		137	0	1	226					0		1	365
	7:45 AM		183	1	1	250					0		1	436
	8:00 AM		182	0	0	222					1		0	405
	8:15 AM		215	1	1	252					0		1	470
	8:30 AM		207	2	2	236					1		2	450
	8:45 AM		186	0	0	246					2		0	434
	9:00 AM													0
	9:15 AM													0
	VOLUMES	0	1,359	5	6	1,819	0	0	0	0	5	0	8	3,202
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	38%	0%	62%	
	APP/DEPART	1,364	/	1,367	1,825	/	1,824	0	/	11	13	/	0	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	0	787	4	4	960	0	0	0	0	2	0	4	1,761
	APPROACH %	0%	99%	1%	0%	100%	0%	0%	0%	0%	33%	0%	67%	
	PEAK HR FACTOR		0.916			0.953			0.000			0.500		0.937
	APP/DEPART	791	/	791	964	/	962	0	/	8	6	/	0	0
MIDDAY	11:00 AM													0
	11:15 AM													0
	11:30 AM		167	3	2	259					1		2	434
	11:45 AM		164	3	6	301					0		2	476
	12:00 PM		173	3	3	298					1		3	481
	12:15 PM		160	9	10	319					4		3	505
	12:30 PM		149	1	3	320					12		5	490
	12:45 PM		164	4	3	283					2		6	462
	1:00 PM		172	1	6	293					0		3	475
	1:15 PM		174	1	3	343					2		14	537
	1:30 PM													0
	1:45 PM													0
	VOLUMES	0	1,323	25	36	2,416	0	0	0	0	22	0	38	3,860
	APPROACH %	0%	98%	2%	1%	99%	0%	0%	0%	0%	37%	0%	63%	
	APP/DEPART	1,348	/	1,361	2,452	/	2,438	0	/	61	60	/	0	0
	BEGIN PEAK HR		12:30 PM											
	VOLUMES	0	659	7	15	1,239	0	0	0	0	16	0	28	1,964
	APPROACH %	0%	99%	1%	1%	99%	0%	0%	0%	0%	36%	0%	64%	
	PEAK HR FACTOR		0.951			0.906			0.000			0.647		0.914
	APP/DEPART	666	/	687	1,254	/	1,255	0	/	22	44	/	0	0
PM	4:30 PM													0
	4:45 PM													0
	5:00 PM		175	2	0	320					3		5	505
	5:15 PM		161	0	3	303					0		0	467
	5:30 PM		160	2	4	348					1		1	516
	5:45 PM		138	2	5	319					1		2	467
	6:00 PM		129	1	7	283					0		4	424
	6:15 PM		182	2	5	264					6		6	465
	6:30 PM		177	0	6	237					1		5	426
	6:45 PM		169	0	4	216					0		3	392
	7:00 PM													0
	7:15 PM													0
	VOLUMES	0	1,291	9	34	2,290	0	0	0	0	12	0	26	3,662
	APPROACH %	0%	99%	1%	1%	99%	0%	0%	0%	0%	32%	0%	68%	
	APP/DEPART	1,300	/	1,317	2,324	/	2,302	0	/	43	38	/	0	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	0	634	6	12	1,290	0	0	0	0	5	0	8	1,955
	APPROACH %	0%	99%	1%	1%	99%	0%	0%	0%	0%	38%	0%	62%	
	PEAK HR FACTOR		0.904			0.925			0.000			0.406		0.947
	APP/DEPART	640	/	642	1,302	/	1,295	0	/	18	13	/	0	0

Project Driveway Analysis

Project Driveway (EW) at Avenida Del La Carlota (NS)

Full Project Trip Generation

AM	In	Out
Peak Hour	81	77

PM	In	Out
Peak Hour	56	52

Trip Distribution

To/From North	68%
To/From South	32%

Traffic Assignment

AM	SBL	NBR	WBL	WBR
Peak Hour	55	26	25	52

PM	SBL	NBR	WBL	WBR
Peak Hour	38	18	17	35

Existing Conditions

Peak Hour	SBL	SBT*	SBR	NBL	NBT	NBR	EBL	EBT	EBR	WBL	WBT	WBR
AM	4	480			787	4				2		4
Noon	15	620			659	7				16		28
PM	12	645			634	6				5		8

* Traffic volumes of the first two lanes on SBT Avenida Del La Carlota are used for analysis as permitted by the program

Project Traffic

Peak Hour	SBL	SBT	SBR	NBL	NBT	NBR	EBL	EBT	EBR	WBL	WBT	WBR
AM	55					26				25		52
Noon**	55					26				25		52
PM	38					18				17		35

** Noon peak hour is based on the higher volume of either AM or PM peak hour

Raising Cane's***

Peak Hour	SBL	SBT	SBR	NBL	NBT	NBR	EBL	EBT	EBR	WBL	WBT	WBR
AM	0									0		
Noon	7									9		
PM	7									9		

*** Raising Cane's restaurants do not open until 10 am. SBL & WBL = 15% of inbound trips (49) & 20% of outbound trips (45) in the PM peak hour

Existing Conditions + Project + Raising Cane's

Peak Hour	SBL	SBT	SBR	NBL	NBT	NBR	EBL	EBT	EBR	WBL	WBT	WBR
AM	59	480			787	30				27		56
Noon	77	620			659	33				50		80
PM	57	645			634	24				31		43

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	27	56	787	30	59	480
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (veh/h)	29	61	855	33	64	522
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
vC, conflicting volume	1261	444			888	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	80	89			92	
cM capacity (veh/h)	148	561			758	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	90	570	318	64	261	261
Volume Left	29	0	0	64	0	0
Volume Right	61	0	33	0	0	0
cSH	295	1700	1700	758	1700	1700
Volume to Capacity	0.31	0.34	0.19	0.08	0.15	0.15
Queue Length (ft)	32	0	0	7	0	0
Control Delay (s)	22.5	0.0	0.0	10.2	0.0	0.0
Lane LOS	C			B		
Approach Delay (s)	22.5	0.0		1.1		
Approach LOS	C					

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	46.0%	ICU Level of Service	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	50	80	659	33	77	619
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (veh/h)	54	87	716	36	84	673
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
vC, conflicting volume	1238	376			752	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	64	86			90	
cM capacity (veh/h)	151	621			853	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	141	478	275	84	336	336
Volume Left	54	0	0	84	0	0
Volume Right	87	0	36	0	0	0
cSH	283	1700	1700	853	1700	1700
Volume to Capacity	0.50	0.28	0.16	0.10	0.20	0.20
Queue Length (ft)	65	0	0	8	0	0
Control Delay (s)	29.7	0.0	0.0	9.7	0.0	0.0
Lane LOS	D			A		
Approach Delay (s)	29.7	0.0		1.1		
Approach LOS	D					

Intersection Summary			
Average Delay	3.0		
Intersection Capacity Utilization	46.6%	ICU Level of Service	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	31	43	634	24	57	645
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (veh/h)	34	47	689	26	62	701
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
vC, conflicting volume	1177	358			715	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	80	93			93	
cM capacity (veh/h)	171	639			881	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	80	459	256	62	351	351
Volume Left	34	0	0	62	0	0
Volume Right	47	0	26	0	0	0
cSH	298	1700	1700	881	1700	1700
Volume to Capacity	0.27	0.27	0.15	0.07	0.21	0.21
Queue Length (ft)	27	0	0	6	0	0
Control Delay (s)	21.5	0.0	0.0	9.4	0.0	0.0
Lane LOS	C			A		
Approach Delay (s)	21.5	0.0		0.8		
Approach LOS	C					

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	40.1%	ICU Level of Service	A