

APPENDIX L

ALTERNATIVES TRAFFIC ANALYSES

PROJECT ALTERNATIVES

A range of alternatives has been determined by the project's environmental consultant in consultation with the City of Los Angeles Department of Planning. The following subsections provide discussions on the analyzed alternatives to the proposed project.

Project Alternative A: No Project (No Construction)

The Project Alternative A description represents a no project, no development alternative. Project Alternative A involves continued operation of the site (i.e., existing conditions). Thus, the future operating conditions at the study intersections which reflect the no project, no development alternative scenario is the same as those reported for the Future Pre-Project analysis conditions.

Project Alternative B: Higher Density and Recreation

Project Alternative B consists of the subdivision of the property into two lots, with Lot 1 used to maintain the recreational use and Lot 2 for residential use to allow for development of 250 apartment dwelling units. The existing tennis courts, golf course, and driving range uses will be relocated and reconfigured. Vehicular access for Project Alternative B would be provided via Valleyheart Drive.

Traffic generation for the proposed Project Alternative B was estimated based on trip rates provided in the ITE *Trip Generation* manual. A summary of the trip generation forecast for Project Alternative B is presented in **Appendix X** (refer to Appendix Table X-1). As shown in *Appendix X*, Project Alternative B is expected to generate 123 net new vehicle trips (23 inbound trips and 100 outbound trips) during the AM peak hour. During the PM peak hour, Project Alternative B is expected to generate 142 net new vehicle trips (95 inbound trips and 47 outbound trips). Over a 24-hour period, Project Alternative B is forecast to generate 1,564 net new daily trip ends during a typical weekday (782 inbound trips and 782 outbound trips).

Summaries of the *v/c* ratios and LOS values during the AM and PM peak hours are provided in *Appendix X* (refer to Appendix Table X-4 for the study intersections). As presented in *Appendix X* (refer to columns [2] and [4] of Appendix Table X-4), Project Alternative B is expected to create significant impacts at the following two locations according to the City of Los Angeles' impact criteria for existing with project (existing traffic and Project Alternative B related traffic) as well as future with project conditions (with the addition of ambient growth, related projects traffic, and Project Alternative B related traffic):

- Int. No. 3: Whitsett Avenue/Moorpark Street
AM peak hour *v/c* ratio increase of 0.018 [to 1.084 (LOS F) from 1.066 (LOS F)]

- Int. No. 4: Whitsett Avenue/Ventura Boulevard
PM peak hour v/c ratio increase of 0.023 [to 0.963 (LOS E) from 0.940 (LOS E)]

The recommended mitigation measure for Intersection No. 3, Whitsett Avenue/Moorpark Street, consists of restriping the west leg of the intersection to provide an exclusive right-turn only lane, resulting in one left-turn lane, one through lane, and one right-turn only lane for the eastbound approach. As summarized in *Appendix X*, the recommended mitigation measure is anticipated to reduce the forecast Project Alternative B related traffic impact at the Whitsett Avenue/Moorpark Street intersection during the AM peak hour to less than significant levels, to 0.925 (LOS E) from 1.084 (LOS F).

The mitigation measure for Intersection No. 4, Whitsett Avenue/Ventura Boulevard, consists of restriping the east leg of the intersection to provide an exclusive right-turn only lane, resulting in one left-turn lane, two through lanes, and one right-turn only lane for the westbound approach. The improvement is expected to improve operations to 0.859 (LOS D) from 0.963 (LOS E) using the CMA methodology during the PM peak hour.

Additionally, as shown in Appendix Table X-7, the Project Alternative B daily trips will not result in any significant impacts at the two study street segment locations. The Project Alternative B daily trips will only incrementally affect traffic volumes on the two street segments for the existing with project and future with project conditions, respectively.

Project Alternative C: Original Zoning Alternative

Project Alternative C consists of the re-zoning and re-designation of the land uses to allow for development of 95 market-rate condominiums and 83 single family homes on the site. The existing golf course, driving range, golf clubhouse, tennis courts, tennis clubhouse, and surface parking lot on the project site will be removed to accommodate this alternative. Vehicular access for Project Alternative C would be provided via an alley parallel to Whitsett Avenue and further roadway street extensions on Babcock Avenue and Beeman Avenue south of Valley Spring Lane.

Traffic generation for the proposed Project Alternative C was estimated based on trip rates provided in the ITE *Trip Generation* manual. A summary of the trip generation forecast for Project Alternative C is presented in *Appendix X* (refer to Appendix Table X-2). As shown in *Appendix X*, Project Alternative C is expected to generate 47 net new vehicle trips (-13 inbound trips and 60 outbound trips) during the AM peak hour. During the PM peak hour, Project Alternative C is expected to generate 16 net new vehicle trips (30 inbound trips and -14 outbound trips). Over a 24-hour period, Project Alternative C is forecast to generate 200 net new daily trip ends during a typical weekday (100 inbound trips and 100 outbound trips).

Summaries of the *v/c* ratios and LOS values during the AM and PM peak hours are provided in *Appendix X* (refer to Appendix Table X-5 for the study intersections). As presented in *Appendix X* (refer to columns [2] and [4] of Appendix Table X-5), no significant impacts would result under this alternative for existing and future with project conditions, similar to that for the proposed project. As no significant impacts are expected due to Project Alternative C, no traffic mitigation measures are required or recommended for the study intersections.

Additionally, as shown in Appendix Table X-8, the Project Alternative C is anticipated to result in a significant impact at Valley Spring Lane between Babcock Avenue and Whitsett Avenue. In order to mitigate this impact, it is recommended that the project applicant contribute funds to the Neighborhood Traffic Management Program. The funds will be used to implement traffic management measures to protect neighborhoods potentially influenced by Project Alternative C's traffic on Valley Spring Lane. The Project Alternative C daily trips will only incrementally affect traffic volumes on the other street segment for the existing with project and future with project conditions, respectively.

Project Alternative D: Los Angeles River Natural Park Alternative

Project Alternative D consists of a water quality treatment component and a recreational component. The water quality treatment component will consist of the creation of wetlands habitat water treatment complex and provide passive recreational and open space facilities for the community including increased public access to the Los Angeles River and trail/bicycle network. Project Alternative D would require the removal of the golf course use on the site. The existing driving range and tennis courts will be reconfigured and reconstructed. Approximately 391 parking spaces will be provided in a public parking garage located roughly 500 yards east of the project site on the north side of Ventura Boulevard. The public parking garage will be improved to be visible from both Ventura Boulevard and the Los Angeles River. It is anticipated that a new pedestrian bridge crossing the Los Angeles River from the site will connect the site to Ventura Boulevard.

Traffic generation forecasts for Project Alternative D were estimated based on trip rates provided in the ITE *Trip Generation* manual. A summary of the trip generation forecast for Project Alternative D is presented in *Appendix X* (refer to Appendix Table X-3). As shown in *Appendix X*, Project Alternative D is expected to generate four net new vehicle trips (-4 inbound trips and 8 outbound trips) during the AM peak hour. During the PM peak hour, Project Alternative D is expected to generate 52 net new vehicle trips (28 inbound trips and 24 outbound trips). Over a 24-hour period, Project Alternative D is forecast to generate 1,000 net new daily trip ends during a typical weekday (500 inbound trips and 500 outbound trips).

Summaries of the *v/c* ratios and LOS values during the AM and PM peak hours are provided in *Appendix X* (refer to Appendix Table X-6 for the study intersections). As presented in *Appendix X* (refer to columns [2] and [4] of Appendix Table X-6), Project Alternative D is expected to create a significant impact at the following location according to the City of Los Angeles' impact criteria for existing with project (existing traffic and Project Alternative D related traffic) as well as future with project conditions (with the addition of ambient growth, related projects traffic, and Project Alternative D related traffic):

- Int. No. 4: Whitsett Avenue/Ventura Boulevard
PM peak hour *v/c* ratio increase of 0.026 [to 0.966 (LOS E) from 0.940 (LOS E)]

The recommended mitigation measure for Intersection No. 4, Whitsett Avenue/Ventura Boulevard, consists of restriping the east leg of the intersection to provide an exclusive right-turn only lane, resulting in one left-turn lane, two through lanes, and one right-turn only lane for the westbound approach. As summarized in *Appendix X*, the recommended mitigation measure is anticipated to reduce the forecast Project Alternative D related traffic impact at the subject study intersection during the PM peak hour to less than significant levels, to 0.855 (LOS D) from 0.966 (LOS E).

Additionally, as shown in Appendix Table X-9, the Project Alternative D daily trips will not result in any significant impacts at the two study street segment locations. The Project Alternative D daily trips will only incrementally affect traffic volumes on the two street segments for the existing with project and future with project conditions, respectively.

Appendix Table X-1
PROJECT ALTERNATIVE B TRIP GENERATION [1]
Alternative B: Higher Density and Recreation Alternative

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
<i>Project Alt B</i>								
Apartment [3]	250 DU	1,662	26	102	128	101	54	155
Golf Driving Range [4]	21 Tees	286	5	3	8	12	14	26
Golf Course [5]	10 Holes	358	17	5	22	13	15	28
Tennis Courts [6]	13 Courts	404	11	11	22	25	25	50
Subtotal Project Alt B		2,710	59	121	180	151	108	259
<i>Existing Site Uses</i>								
Golf Driving Range [4]	(24) Tees	(328)	(6)	(4)	(10)	(14)	(16)	(30)
Golf Course [5]	(9) Holes	(322)	(16)	(4)	(20)	(11)	(14)	(25)
Tennis Courts [6]	(16) Courts	(496)	(14)	(13)	(27)	(31)	(31)	(62)
Subtotal Existing		(1,146)	(36)	(21)	(57)	(56)	(61)	(117)
NET INCREASE		1,564	23	100	123	95	47	142

[1] Source: ITE "Trip Generation", 8th Edition, 2008

[2] Trips are one-way traffic movements, entering or leaving

[3] ITE Land Use Code 220 (Apartment) trip generation average rates
 - Daily Trip Rate: 6.65 trips/Dwelling Units (DU); 50% inbound/50% outbound
 - AM Peak Hour Trip Rate: 0.51 trips/DU; 20% inbound/80% outbound
 - PM Peak Hour Trip Rate: 0.62 trips/DU; 65% inbound/35% outbound

[4] ITE Land Use Code 432 (Golf Driving Range) trip generation average rates
 - Daily Trip Rate: 13.65 trips/Tee; 50% inbound/50% outbound
 - AM Peak Hour Trip Rate: 0.40 trips/Tee; 61% inbound/39% outbound
 - PM Peak Hour Trip Rate: 1.25 trips/Tee; 45% inbound/55% outbound

[5] ITE Land Use Code 430 (Golf Course) trip generation average rates
 - Daily Trip Rate: 35.74 trips/Hole; 50% inbound/50% outbound
 - AM Peak Hour Trip Rate: 2.23 trips/Hole; 79% inbound/21% outbound
 - PM Peak Hour Trip Rate: 2.78 trips/Hole; 45% inbound/55% outbound

[6] ITE Land Use Code 490 (Tennis Courts) trip generation average rates
 - Daily Trip Rate: 31.04 trips/court; 50% inbound/50% outbound
 - AM Peak Hour Trip Rate: 1.67 trips/court; 50% inbound/50% outbound
 - PM Peak Hour Trip Rate: 3.88 trips/court; 50% inbound/50% outbound

Appendix Table X-2
PROJECT ALTERNATIVE C TRIP GENERATION [1]
Alternative C: Original Zoning Alternative

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
<i>Project Alt C</i>								
Condominium [3]	95 DU	552	7	35	42	33	16	49
Single-Family Residential [4]	83 DU	794	16	46	62	53	31	84
Subtotal Project Alt C		1,346	23	81	104	86	47	133
<i>Existing Site Uses</i>								
Golf Driving Range [5]	(24) Tees	(328)	(6)	(4)	(10)	(14)	(16)	(30)
Golf Course [6]	(9) Holes	(322)	(16)	(4)	(20)	(11)	(14)	(25)
Tennis Courts [7]	(16) Courts	(496)	(14)	(13)	(27)	(31)	(31)	(62)
Subtotal Existing		(1,146)	(36)	(21)	(57)	(56)	(61)	(117)
NET INCREASE		200	(13)	60	47	30	(14)	16

- [1] Source: ITE "Trip Generation", 8th Edition, 2008.
- [2] Trips are one-way traffic movements, entering or leaving.
- [3] ITE Land Use Code 230 (Residential Condominium/Townhouse) trip generation average rates.
 - Daily Trip Rate: 5.81 trips/Dwelling Units (DU); 50% inbound/50% outbound
 - AM Peak Hour Trip Rate: 0.44 trips/DU; 17% inbound/83% outbound
 - PM Peak Hour Trip Rate: 0.52 trips/DU; 67% inbound/33% outbound
- [4] ITE Land Use Code 210 (Single-Family Detached Housing) trip generation average rates.
 - Daily Trip Rate: 9.57 trips/Dwelling Units (DU); 50% inbound/50% outbound
 - AM Peak Hour Trip Rate: 0.75 trips/DU; 25% inbound/75% outbound
 - PM Peak Hour Trip Rate: 1.01 trips/DU; 63% inbound/37% outbound
- [5] ITE Land Use Code 432 (Golf Driving Range) trip generation average rates.
 - Daily Trip Rate: 13.65 trips/Tee; 50% inbound/50% outbound
 - AM Peak Hour Trip Rate: 0.40 trips/Tee; 61% inbound/39% outbound
 - PM Peak Hour Trip Rate: 1.25 trips/Tee; 45% inbound/55% outbound
- [6] ITE Land Use Code 430 (Golf Course) trip generation average rates.
 - Daily Trip Rate: 35.74 trips/Hole; 50% inbound/50% outbound
 - AM Peak Hour Trip Rate: 2.23 trips/Hole; 79% inbound/21% outbound
 - PM Peak Hour Trip Rate: 2.78 trips/Hole; 45% inbound/55% outbound
- [7] ITE Land Use Code 490 (Tennis Courts) trip generation average rates.
 - Daily Trip Rate: 31.04 trips/court; 50% inbound/50% outbound
 - AM Peak Hour Trip Rate: 1.67 trips/court; 50% inbound/50% outbound
 - PM Peak Hour Trip Rate: 3.88 trips/court; 50% inbound/50% outbound

Appendix Table X-3
 PROJECT ALTERNATIVE D TRIP GENERATION [1]
 Alternative D: Los Angeles River Natural Park Alternative

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
<i>Project Alt D</i>								
Los Angeles River Natural Park [3]	16 Acres	1,446	16	15	31	46	46	92
Golf Driving Range [4]	24 Tees	328	6	4	10	14	16	30
Tennis Courts [5]	12 Courts	372	10	10	20	24	23	47
Subtotal Project Alt D		2,146	32	29	61	84	85	169
<i>Existing Site Uses</i>								
Golf Driving Range [4]	(24) Tees	(328)	(6)	(4)	(10)	(14)	(16)	(30)
Golf Course [6]	(9) Holes	(322)	(16)	(4)	(20)	(11)	(14)	(25)
Tennis Courts [5]	(16) Courts	(496)	(14)	(13)	(27)	(31)	(31)	(62)
Subtotal Existing		(1,146)	(36)	(21)	(57)	(56)	(61)	(117)
NET INCREASE		1,000	(4)	8	4	28	24	52

- [1] Source: ITE "Trip Generation", 8th Edition, 2008.
 [2] Trips are one-way traffic movements, entering or leaving.
 [3] ITE Land Use Code 435 (Multipurpose Recreational Facility) trip generation average rates.
 - Daily Trip Rate: 90.38 trips/Acre; 50% inbound/50% outbound
 - AM Peak Hour Trip Rate: 1.92 trips/Acre; 50% inbound/50% outbound
 - PM Peak Hour Trip Rate: 5.77 trips/Acre; 50% inbound/50% outbound
 [4] ITE Land Use Code 432 (Golf Driving Range) trip generation average rates.
 - Daily Trip Rate: 13.65 trips/Tee; 50% inbound/50% outbound
 - AM Peak Hour Trip Rate: 0.40 trips/Tee; 61% inbound/39% outbound
 - PM Peak Hour Trip Rate: 1.25 trips/Tee; 45% inbound/55% outbound
 [5] ITE Land Use Code 490 (Tennis Courts) trip generation average rates.
 - Daily Trip Rate: 31.04 trips/court; 50% inbound/50% outbound
 - AM Peak Hour Trip Rate: 1.67 trips/court; 50% inbound/50% outbound
 - PM Peak Hour Trip Rate: 3.88 trips/court; 50% inbound/50% outbound
 [6] ITE Land Use Code 430 (Golf Course) trip generation average rates.
 - Daily Trip Rate: 35.74 trips/Hole; 50% inbound/50% outbound
 - AM Peak Hour Trip Rate: 2.23 trips/Hole; 79% inbound/21% outbound
 - PM Peak Hour Trip Rate: 2.78 trips/Hole; 45% inbound/55% outbound

Appendix Table X-4
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS
Project Alternative B: Higher Density and Recreation

NO.	INTERSECTION	PEAK HOUR	[1]		[2]				[3]		[4]				[5]			
			YEAR 2012 EXISTING V/C	LOS	YEAR 2012 EXISTING W/ PROJ. ALT B V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT	YEAR 2016 FUTURE PRE-PROJECT V/C	LOS	YEAR 2016 FUTURE WITH PROJ. ALT B V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	YEAR 2016 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED
1	Coldwater Canyon Avenue/ Moorpark Street	AM	0.759	C	0.761	C	0.002	NO	0.847	D	0.849	D	0.002	NO	0.849	D	0.002	---
		PM	0.748	C	0.755	C	0.007	NO	0.837	D	0.845	D	0.008	NO	0.845	D	0.008	---
2	Whitsett Avenue/ Riverside Drive	AM	0.800	C	0.810	D	0.010	NO	0.885	D	0.895	D	0.010	NO	0.895	D	0.010	---
		PM	0.678	B	0.682	B	0.004	NO	0.751	C	0.755	C	0.004	NO	0.755	C	0.004	---
3	Whitsett Avenue/ Moorpark Street	AM	0.963	E	0.981	E	0.018	YES	1.066	F	1.084	F	0.018	YES	0.925	E	-0.141	YES
		PM	0.721	C	0.729	C	0.008	NO	0.807	D	0.815	D	0.008	NO	0.815	D	0.008	---
4	Whitsett Avenue/ Ventura Boulevard	AM	0.645	B	0.653	B	0.008	NO	0.723	C	0.735	C	0.012	NO	0.725	C	0.002	---
		PM	0.830	D	0.853	D	0.023	YES	0.940	E	0.963	E	0.023	YES	0.859	D	-0.081	YES
5	Laurel Canyon Boulevard/ Moorpark Street	AM	0.883	D	0.891	D	0.008	NO	1.020	F	1.028	F	0.008	NO	1.028	F	0.008	---
		PM	1.003	F	1.010	F	0.007	NO	1.131	F	1.139	F	0.008	NO	1.139	F	0.008	---

(A) According to LADOT's "Traffic Study Policies and Procedures," August 2011, a transportation impact on an intersection shall be deemed significant in accordance with the following table

<u>Final v/c</u>	<u>LOS</u>	<u>Project Related Increase in v/c</u>
> 0.700 - 0.800	C	equal to or greater than 0.040
> 0.800 - 0.900	D	equal to or greater than 0.020
> 0.900	E,F	equal to or greater than 0.010

Appendix Table X-5
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS
Project Alternative C: Original Zoning

NO.	INTERSECTION	PEAK HOUR	[1]		[2]				[3]		[4]				[5]			
			YEAR 2012 EXISTING V/C	LOS	YEAR 2012 EXISTING W/ PROJ. ALT C V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT	YEAR 2016 FUTURE PRE-PROJECT V/C	LOS	YEAR 2016 FUTURE WITH W/ PROJ. ALT C V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	YEAR 2016 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED
1	Coldwater Canyon Avenue/ Moorpark Street	AM	0.759	C	0.757	C	-0.002	NO	0.847	D	0.845	D	-0.002	NO	0.845	D	-0.002	---
		PM	0.748	C	0.749	C	0.001	NO	0.837	D	0.839	D	0.002	NO	0.839	D	0.002	---
2	Whitsett Avenue/ Riverside Drive	AM	0.800	C	0.801	D	0.001	NO	0.885	D	0.886	D	0.001	NO	0.886	D	0.001	---
		PM	0.678	B	0.677	B	-0.001	NO	0.751	C	0.750	C	-0.001	NO	0.750	C	-0.001	---
3	Whitsett Avenue/ Moorpark Street	AM	0.963	E	0.959	E	-0.004	NO	1.066	F	1.062	F	-0.004	NO	1.062	F	-0.004	---
		PM	0.721	C	0.725	C	0.004	NO	0.807	D	0.811	D	0.004	NO	0.811	D	0.004	---
4	Whitsett Avenue/ Ventura Boulevard	AM	0.645	B	0.653	B	0.008	NO	0.723	C	0.728	C	0.005	NO	0.728	C	0.005	---
		PM	0.830	D	0.836	D	0.006	NO	0.940	E	0.945	E	0.005	NO	0.945	E	0.005	---
5	Laurel Canyon Boulevard/ Moorpark Street	AM	0.883	D	0.885	D	0.002	NO	1.020	F	1.024	F	0.004	NO	1.024	F	0.004	---
		PM	1.003	F	1.003	F	0.000	NO	1.131	F	1.131	F	0.000	NO	1.131	F	0.000	---

(A) According to LADOT's "Traffic Study Policies and Procedures," August 2011, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
> 0.700 - 0.800	C	equal to or greater than 0.040
> 0.800 - 0.900	D	equal to or greater than 0.020
> 0.900	E,F	equal to or greater than 0.010

Appendix Table X-6
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS
Project Alternative D: Los Angeles River Natural Park

NO.	INTERSECTION	PEAK HOUR	[1]		[2]				[3]		[4]				[5]			
			YEAR 2012 EXISTING V/C	LOS	YEAR 2012 EXISTING W/ PROJ. ALT D V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT	YEAR 2016 FUTURE PRE-PROJECT V/C	LOS	YEAR 2016 FUTURE WITH W/ PROJ. ALT D V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	YEAR 2016 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED
1	Coldwater Canyon Avenue/ Moorpark Street	AM	0.759	C	0.758	C	-0.001	NO	0.847	D	0.847	D	0.000	NO	0.847	D	0.000	---
		PM	0.748	C	0.750	C	0.002	NO	0.837	D	0.839	D	0.002	NO	0.839	D	0.002	---
2	Whitsett Avenue/ Riverside Drive	AM	0.800	C	0.800	C	0.000	NO	0.885	D	0.884	D	-0.001	NO	0.884	D	-0.001	---
		PM	0.678	B	0.680	B	0.002	NO	0.751	C	0.753	C	0.002	NO	0.753	C	0.002	---
3	Whitsett Avenue/ Moorpark Street	AM	0.963	E	0.960	E	-0.003	NO	1.066	F	1.063	F	-0.003	NO	1.063	F	-0.003	---
		PM	0.721	C	0.721	C	0.000	NO	0.807	D	0.807	D	0.000	NO	0.807	D	0.000	---
4	Whitsett Avenue/ Ventura Boulevard	AM	0.645	B	0.649	B	0.004	NO	0.723	C	0.725	C	0.002	NO	0.721	C	-0.002	---
		PM	0.830	D	0.856	D	0.026	YES	0.940	E	0.966	E	0.026	YES	0.855	D	-0.085	YES
5	Laurel Canyon Boulevard/ Moorpark Street	AM	0.883	D	0.880	D	-0.003	NO	1.020	F	1.019	F	-0.001	NO	1.019	F	-0.001	---
		PM	1.003	F	1.000	E	-0.003	NO	1.131	F	1.130	F	-0.001	NO	1.130	F	-0.001	---

(A) According to LADOT's "Traffic Study Policies and Procedures," August 2011, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

<u>Final v/c</u>	<u>LOS</u>	<u>Project Related Increase in v/c</u>
> 0.700 - 0.800	C	equal to or greater than 0.040
> 0.800 - 0.900	D	equal to or greater than 0.020
> 0.900	E,F	equal to or greater than 0.010

Appendix Table X-7
 NEIGHBORHOOD STREET SEGMENT ANALYSIS SUMMARY
 PROJECT ALTERNATIVE B: HIGHER DENSITY AND RECREATION

NO.	STREET SEGMENT	[1] YEAR 2012 EXISTING 24-HOUR VOLUME	[2] DAILY PROJ. ALT B BUILD-OUT TRIP ENDS	[3] YEAR 2012 EXISTING WITH PROJ. ALT B [(1)+(2)]	[4] % ADT INCREASE WITH PROJ. ALT B [(2)/(3)]	[5] EXISTING WITH PROJ. ALT B SEGMENT IMPACT	[6] YEAR 2016 FUTURE PRE-PROJECT VOLUME	[7] YEAR 2016 FUTURE WITH PROJ. ALT B [(2)+(6)]	[8] % ADT INCREASE WITH PROJ. ALT B [(2)/(7)]	[9] FUTURE WITH PROJ. ALT B SEGMENT IMPACT
1	Valley Spring Lane between Babcock Ave. & Whitsett Ave.	868	16	884	1.8%	NO	894	910	1.8%	NO
2	Valley Spring Lane between Whitsett Ave. & Wilkinson Ave.	1,073	16	1,089	1.5%	NO	1,105	1,121	1.4%	NO

- [1] The existing average daily traffic (ADT) volumes were determined based on counts conducted by The Traffic Solution. Copies of the ADT count summary data worksheets are provided in Appendix A. The year 2011 ADT volume data were adjusted by two percent (2.0%) to reflect year 2012 existing conditions.
- [2] Net Project Alternative B build-out daily trip ends include inbound and outbound trips based on the Project Alternative B trip generation forecasts provided in Appendix Table X-1. Please note that one percent (1.0%) has been utilized as a default distribution percentage for the neighborhood study street segments where no project-related traffic is expected or forecast in the traffic study. As all Project Alternative B-related traffic is anticipated to travel along the key arterials providing direct access to the project site, the use of this default factor is intended to account for potential trips associated with motorists who unexpectedly or inadvertently travel on a neighborhood street segment.
- [3] Total of columns [1] and [2].
- [4] Percent Project Alternative B-related increase based on column [2] divided by column [3].
- [5]/[9] According to LADOT's "Traffic Study Policies & Procedures," August 2011: "A local residential street shall be deemed significantly impacted based on an increase in the projected average daily traffic (ADT) volumes."

Projected Average Daily Traffic with Project (Final ADT)	Project-Related Increase in ADT
0 to 999	16% or more of final ADT
1,000 or more	12% or more of final ADT
2,000 or more	10% or more of final ADT
3,000 or more	8% or more of final ADT

- [6] An ambient growth rate of two percent (2.0%) per year was assumed to derive the year 2016 future pre-project traffic volumes.
- [7] Total of columns [2] and [6].
- [8] Percent Project Alternative B-related increase based on column [2] divided by column [7].

Appendix Table X-8
NEIGHBORHOOD STREET SEGMENT ANALYSIS SUMMARY
PROJECT ALTERNATIVE C: ORIGINAL ZONING

[1] NO.	[2] STREET SEGMENT	[3] YEAR 2012 EXISTING 24-HOUR VOLUME	[4] DAILY PROJ. ALT C BUILD-OUT TRIP ENDS	[5] YEAR 2012 EXISTING WITH PROJ. ALT C [(1)+(2)]	[6] % ADT INCREASE WITH PROJ. ALT C [(2)/(3)]	[7] EXISTING WITH PROJ. ALT C SEGMENT IMPACT	[8] YEAR 2016 FUTURE PRE-PROJECT VOLUME	[9] YEAR 2016 FUTURE WITH PROJ. ALT C [(2)+(6)]	[10] % ADT INCREASE WITH PROJ. ALT C [(2)/(7)]	[11] FUTURE WITH PROJ. ALT C SEGMENT IMPACT
1	Valley Spring Lane between Babcock Ave. & Whitsett Ave.	868	324	1,192	27.2%	YES	894	1,218	26.6%	YES
2	Valley Spring Lane between Whitsett Ave. & Wilkinson Ave.	1,073	2	1,075	0.2%	NO	1,105	1,107	0.2%	NO

- [1] The existing average daily traffic (ADT) volumes were determined based on counts conducted by The Traffic Solution. Copies of the ADT count summary data worksheets are provided in Appendix A. The year 2011 ADT volume data were adjusted by two percent (2.0%) to reflect year 2012 existing conditions.
- [2] Net Project Alternative C build-out daily trip ends include inbound and outbound trips based on the Project Alternative C trip generation forecasts provided in Appendix Table X-2. Please note that one percent (1.0%) has been utilized as a default distribution percentage for the neighborhood study street segment where no project-related traffic is expected or forecast in the traffic study. As all project-related traffic is anticipated to travel along the key arterials providing direct access to the project site, the use of this default factor is intended to account for potential trips associated with motorists who unexpectedly or inadvertently travel on a neighborhood street segment.
- [3] Total of columns [1] and [2].
- [4] Percent Project Alternative C-related increase based on column [2] divided by column [3].
- [5]/[9] According to LADOT's "Traffic Study Policies & Procedures," August 2011: "A local residential street shall be deemed significantly impacted based on an increase in the projected average daily traffic (ADT) volumes."

<u>Projected Average Daily Traffic with Project (Final ADT)</u>	<u>Project-Related Increase in ADT</u>
0 to 999	16% or more of final ADT
1,000 or more	12% or more of final ADT
2,000 or more	10% or more of final ADT
3,000 or more	8% or more of final ADT

- [6] An ambient growth rate of two percent (2.0%) per year was assumed to derive the year 2016 future pre-project traffic volumes.
- [7] Total of columns [2] and [6].
- [8] Percent Project Alternative C-related increase based on column [2] divided by column [7].

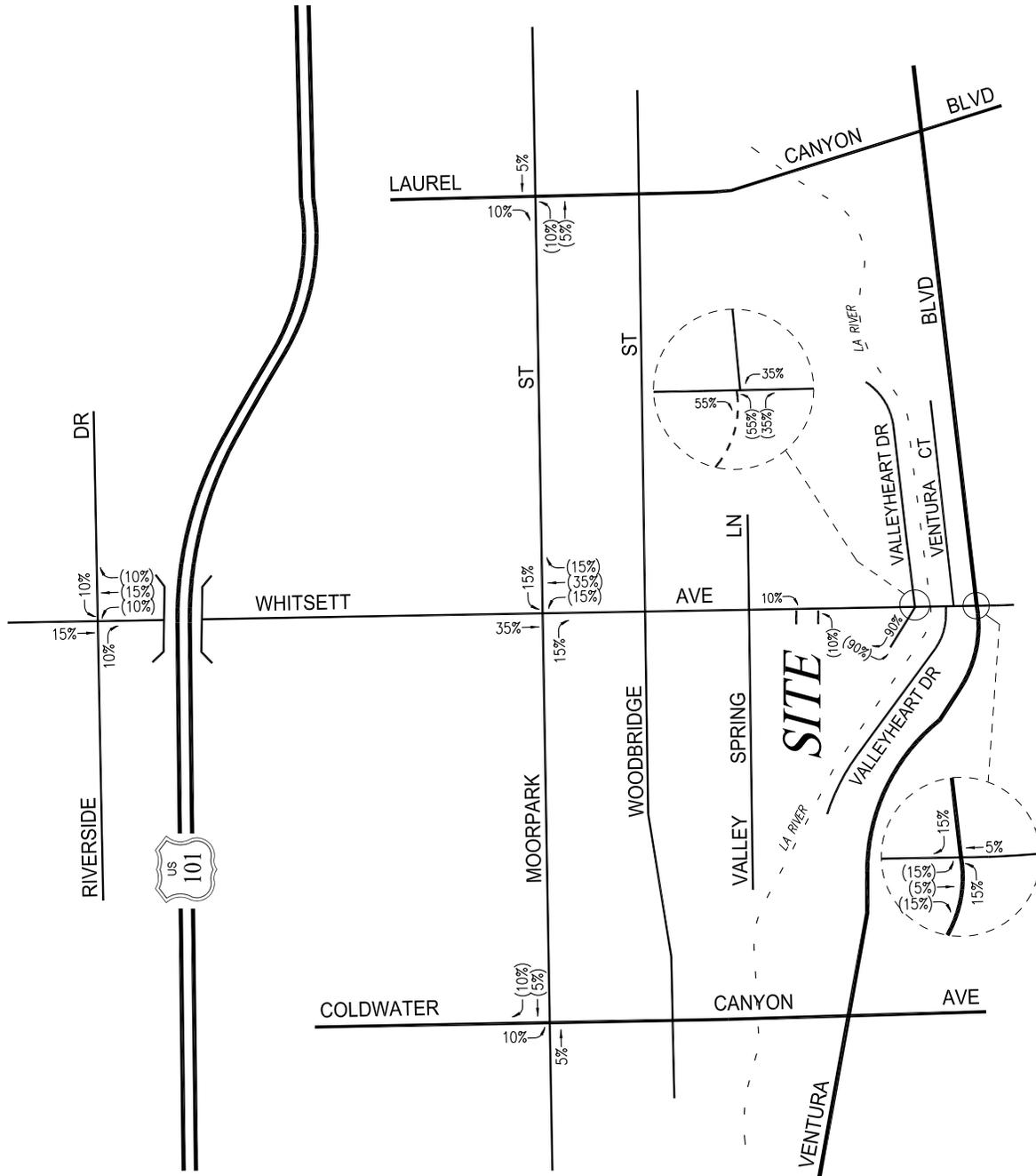
Appendix Table X-9
 NEIGHBORHOOD STREET SEGMENT ANALYSIS SUMMARY
 PROJECT ALTERNATIVE D: LOS ANGELES RIVER NATURAL PARK

[1] NO.	[2] STREET SEGMENT	[3] YEAR 2012 EXISTING 24-HOUR VOLUME	[4] DAILY PROJ. ALT D BUILD-OUT TRIP ENDS	[5] YEAR 2012 EXISTING WITH PROJ. ALT D [(1)+(2)]	[6] % ADT INCREASE WITH PROJ. ALT D [(2)/(3)]	[7] EXISTING WITH PROJ. ALT D SEGMENT IMPACT	[8] YEAR 2016 FUTURE PRE-PROJECT VOLUME	[9] YEAR 2016 FUTURE WITH PROJ. ALT D [(2)+(6)]	[10] % ADT INCREASE WITH PROJ. ALT D [(2)/(7)]	[11] FUTURE WITH PROJ. ALT D SEGMENT IMPACT
1	Valley Spring Lane between Babcock Ave. & Whitsett Ave.	868	10	878	1.1%	NO	894	904	1.1%	NO
2	Valley Spring Lane between Whitsett Ave. & Wilkinson Ave.	1,073	10	1,083	0.9%	NO	1,105	1,115	0.9%	NO

- [1] The existing average daily traffic (ADT) volumes were determined based on counts conducted by The Traffic Solution. Copies of the ADT count summary data worksheets are provided in Appendix A. The year 2011 ADT volume data were adjusted by two percent (2.0%) to reflect year 2012 existing conditions.
- [2] Net Project Alternative D build-out daily trip ends include inbound and outbound trips based on the Project Alternative D trip generation forecasts provided in Appendix Table X-3. Please note that one percent (1.0%) has been utilized as a default distribution percentage for the neighborhood study street segment where no project-related traffic is expected or forecast in the traffic study. As all project-related traffic is anticipated to travel along the key arterials providing direct access to the project site, the use of this default factor is intended to account for potential trips associated with motorists who unexpectedly or inadvertently travel on a neighborhood street segment.
- [3] Total of columns [1] and [2].
- [4] Percent Project Alternative D-related increase based on column [2] divided by column [3].
- [5]/[9] According to LADOT's "Traffic Study Policies & Procedures," August 2011: "A local residential street shall be deemed significantly impacted based on an increase in the projected average daily traffic (ADT) volumes."

Projected Average Daily Traffic with Project (Final ADT)	Project-Related Increase in ADT
0 to 999	16% or more of final ADT
1,000 or more	12% or more of final ADT
2,000 or more	10% or more of final ADT
3,000 or more	8% or more of final ADT

- [6] An ambient growth rate of two percent (2.0%) per year was assumed to derive the year 2016 future pre-project traffic volumes.
- [7] Total of columns [2] and [6].
- [8] Percent Project Alternative D-related increase based on column [2] divided by column [7].



XX = INBOUND PERCENTAGES
 (XX) = OUTBOUND PERCENTAGES

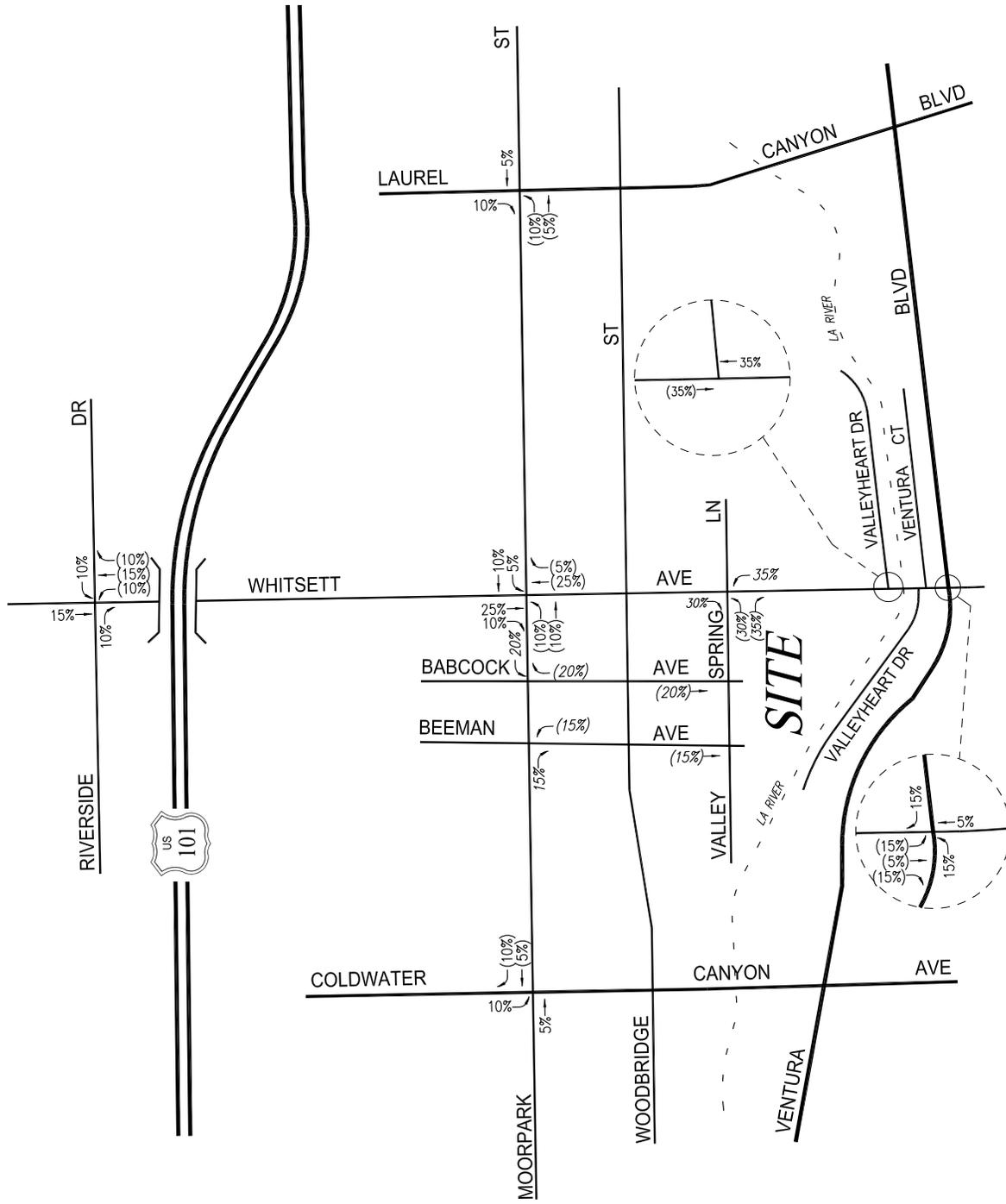


NOT TO SCALE

APPENDIX FIGURE X-1 PROJECT ALTERNATIVE B TRIP DISTRIBUTION

ALTERNATIVE B: HIGHER DENSITY AND RECREATION

STUDIO CITY SENIOR LIVING CENTER PROJECT

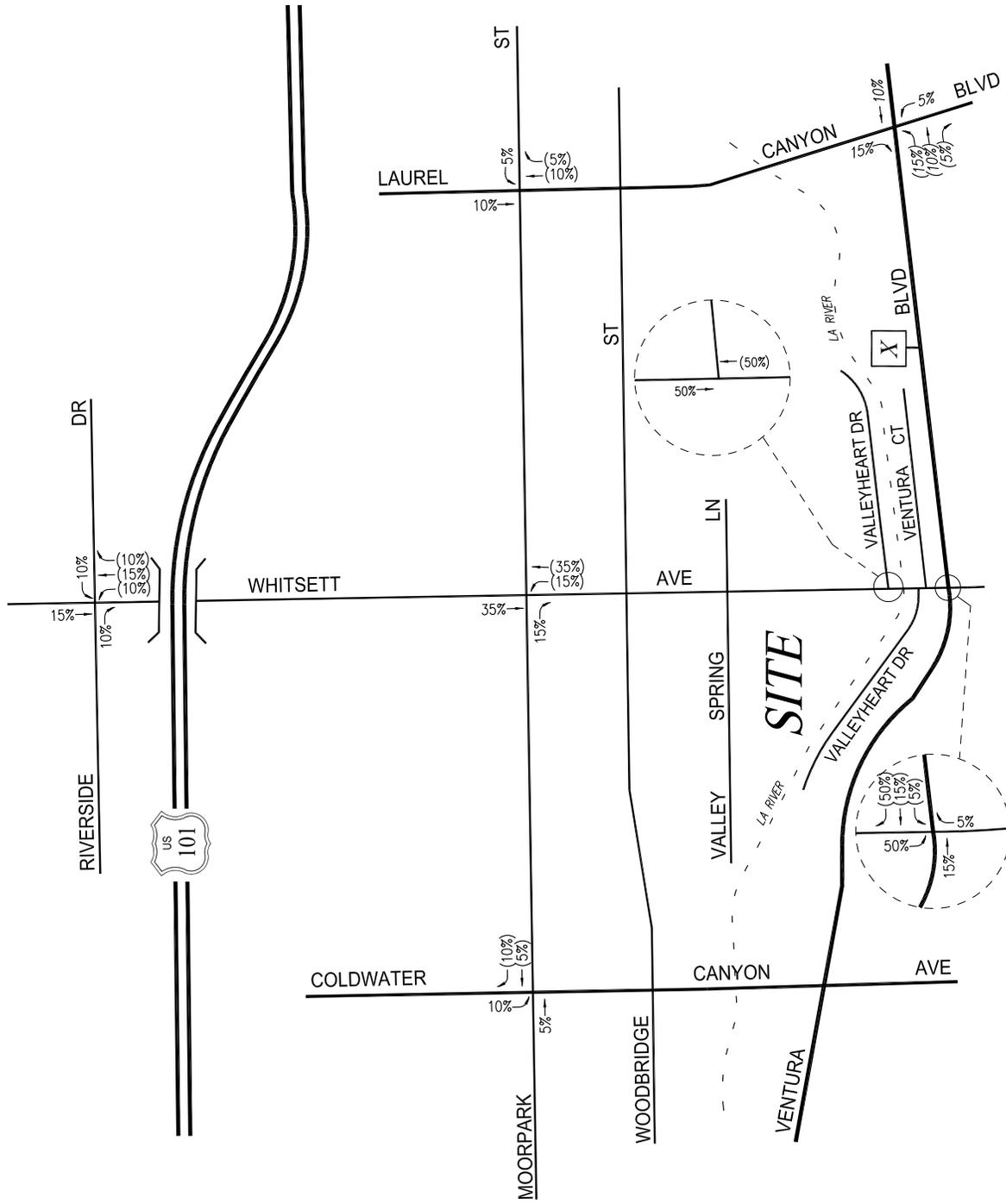


XX = INBOUND PERCENTAGES
 (XX) = OUTBOUND PERCENTAGES



NOT TO SCALE

APPENDIX FIGURE X-2
PROJECT ALTERNATIVE C TRIP DISTRIBUTION
 ALTERNATIVE C: ORIGINAL ZONING
 STUDIO CITY SENIOR LIVING CENTER PROJECT



NOT TO SCALE

XX = INBOUND PERCENTAGES
 (XX) = OUTBOUND PERCENTAGES

X = OFF-SITE PARKING

APPENDIX FIGURE X-3

PROJECT ALTERNATIVE D TRIP DISTRIBUTION

ALTERNATIVE D: LOS ANGELES RIVER NATURAL PARK

STUDIO CITY SENIOR LIVING CENTER PROJECT

APPENDIX X-1

PROJECT ALTERNATIVE B CMA DATA WORKSHEETS WEEKDAY AM AND PM PEAK HOURS

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Coldwater Canyon Avenue	Year of Count:	2012	Ambient Growth: (%):	2.0	Conducted by:	City Traffic Counters	Date:	5/30/2012											
CMA1	East-West Street:	Moorpark Street	Projection Year:	2016	Peak Hour:	AM	Reviewed by:		Project:	Studio City Senior Living Center P											
No. of Phases		2	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	ATSAC-1 or ATSAC+ATCS-2?		2	Override Capacity		0							
		0	NB-- 0 SB-- 0		0	NB-- 0 SB-- 0		0	NB-- 0 SB-- 0		0	NB-- 0 SB-- 0		0							
		0	EB-- 0 WB-- 0		0	EB-- 0 WB-- 0		0	EB-- 0 WB-- 0		0	EB-- 0 WB-- 0		0							
		2			2			2			2			2							
		0			0			0			0			0							
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION						
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND	↔	Left	34	1	34	0	34	34	2	39	1	39	0	39	1	39	0	39	1	39	
	↔	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Through	587	1	335	0	587	335	21	656	1	373	0	656	1	373	0	656	1	373	
	↔	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	↔	Right	83	0	83	0	83	83	0	90	0	90	0	90	0	90	0	90	0	90	
	↔	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
↔	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	↔	Left	111	1	111	2	113	113	0	120	1	120	2	122	1	122	0	122	1	122	
	↔	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Through	482	1	302	0	482	302	18	540	1	336	0	540	1	336	0	540	1	336	
	↔	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	↔	Right	121	0	121	0	121	121	0	131	0	131	0	131	0	131	0	131	0	131	
	↔	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
↔	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	↔	Left	175	1	175	0	175	175	0	189	1	189	0	189	1	189	0	189	1	189	
	↔	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Through	795	1	795	1	796	796	16	877	1	877	1	878	1	878	0	878	1	878	
	↔	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔	Right	42	1	25	0	42	25	1	46	1	27	0	46	1	27	0	46	1	27	
	↔	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
↔	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	↔	Left	47	1	47	0	47	47	0	51	1	51	0	51	1	51	0	51	1	51	
	↔	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Through	422	1	422	5	427	427	26	483	1	483	5	488	1	488	0	488	1	488	
	↔	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
↔	Right	84	1	29	10	94	38	0	91	1	31	10	101	1	40	0	101	1	40		
↔	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
↔	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 446 East-West: 842 SUM: 1288	North-South: 448 East-West: 843 SUM: 1291	North-South: 493 East-West: 928 SUM: 1421	North-South: 495 East-West: 929 SUM: 1424	North-South: 495 East-West: 929 SUM: 1424	North-South: 495 East-West: 929 SUM: 1424														
VOLUME/CAPACITY (V/C) RATIO:		0.859	0.861	0.947	0.949	0.949															
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.759	0.761	0.847	0.849	0.849															
LEVEL OF SERVICE (LOS):		C	C	D	D	D															

REMARKS: ALT-B

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.002	Δv/c after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Coldwater Canyon Avenue	Year of Count:	2012	Ambient Growth: (%):	2.0	Conducted by:	City Traffic Counters	Date:	5/30/2012									
CMA1	East-West Street:	Moorpark Street	Projection Year:	2016	Peak Hour:	PM	Reviewed by:		Project:	Studio City Senior Living Center P									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0									
ATSAC-1 or ATSAC+ATCS-2?		2			2			2											
Override Capacity		0			0			0											
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	62	1	62	0	62	62	2	69	1	69	0	69	1	69	0	69	1	69
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	828	1	455	0	828	455	26	922	1	505	0	922	1	505	0	922	1	505
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	81	0	81	0	81	81	0	88	0	88	0	88	0	88	0	88	0	88
SOUTHBOUND	Left	109	1	109	9	118	118	0	118	1	118	9	127	1	127	0	127	1	127
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	760	1	445	0	760	445	29	852	1	496	0	852	1	496	0	852	1	496
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	129	0	129	0	129	129	0	140	0	140	0	140	0	140	0	140	0	140
EASTBOUND	Left	118	1	118	0	118	118	0	128	1	128	0	128	1	128	0	128	1	128
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	605	1	605	5	610	610	21	676	1	676	5	681	1	681	0	681	1	681
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	64	1	33	0	64	33	2	71	1	37	0	71	1	37	0	71	1	37
WESTBOUND	Left	93	1	93	0	93	93	0	101	1	101	0	101	1	101	0	101	1	101
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	590	1	590	2	592	592	16	655	1	655	2	657	1	657	0	657	1	657
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	113	1	59	5	118	59	0	122	1	63	5	127	1	64	0	127	1	64
CRITICAL VOLUMES		North-South: 564 East-West: 708 SUM: 1272			North-South: 573 East-West: 710 SUM: 1283			North-South: 623 East-West: 783 SUM: 1406			North-South: 632 East-West: 785 SUM: 1417			North-South: 632 East-West: 785 SUM: 1417			North-South: 632 East-West: 785 SUM: 1417		
VOLUME/CAPACITY (V/C) RATIO:				0.848			0.855			0.937			0.945			0.945			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.748			0.755			0.837			0.845			0.845			
LEVEL OF SERVICE (LOS):				C			C			D			D			D			

REMARKS: ALT-B

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.008	Δv/c after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Whitsett Avenue	Year of Count:	2012	Ambient Growth: (%):	2.0	Conducted by:	City Traffic Counters	Date:	5/30/2012								
CMA2	East-West Street:	Riverside Drive	Projection Year:	2016	Peak Hour:	AM	Reviewed by:		Project:	Studio City Senior Living Center P								
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity			2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0								
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	69	10	79	79	2	77	1	77	10	87	1	87	0	87	1	87
	Left-Through	0							0				0				0	
	Through	1	226	15	307	238	11	327	1	251	15	342	1	263	0	342	1	263
	Through-Right	1							1				1				1	
	Right	0	159	10	169	169	2	174	0	174	10	184	0	184	0	184	0	184
	Left-Through-Right	0							0				0				0	
Left-Right	0							0				0				0		
SOUTHBOUND	Left	1	314	0	314	314	0	340	1	340	0	340	1	340	0	340	1	340
	Left-Through	0							0				0				0	
	Through	1	536	4	848	538	13	927	1	587	4	931	1	589	0	931	1	589
	Through-Right	1							1				1				1	
	Right	0	227	0	227	227	0	246	0	246	0	246	0	246	0	246	0	246
	Left-Through-Right	0							0				0				0	
Left-Right	0							0				0				0		
EASTBOUND	Left	1	97	0	97	97	0	105	1	105	0	105	1	105	0	105	1	105
	Left-Through	0							0				0				0	
	Through	1	618	0	1058	619	7	1152	1	674	0	1152	1	675	0	1152	1	675
	Through-Right	1							1				1				1	
	Right	0	178	2	180	180	2	195	0	195	2	197	0	197	0	197	0	197
	Left-Through-Right	0							0				0				0	
Left-Right	0							0				0				0		
WESTBOUND	Left	1	127	2	129	129	2	139	1	139	2	141	1	141	0	141	1	141
	Left-Through	0							0				0				0	
	Through	1	430	0	830	430	22	920	1	476	0	920	1	476	0	920	1	476
	Through-Right	1							1				1				1	
	Right	0	30	0	30	30	0	32	0	32	0	32	0	32	0	32	0	32
	Left-Through-Right	0							0				0				0	
Left-Right	0							0				0				0		
CRITICAL VOLUMES		North-South: 605 East-West: 745 SUM: 1350	North-South: 617 East-West: 748 SUM: 1365	North-South: 664 East-West: 813 SUM: 1477	North-South: 676 East-West: 816 SUM: 1492	North-South: 676 East-West: 816 SUM: 1492												
VOLUME/CAPACITY (V/C) RATIO:		0.900		0.910		0.985		0.995										
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.800		0.810		0.885		0.895										
LEVEL OF SERVICE (LOS):		C		D		D		D										

REMARKS: ALT-B

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.010	Δv/c after mitigation:	0.010
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Whitsett Avenue	Year of Count:	2012	Ambient Growth: (%):	2.0	Conducted by:	City Traffic Counters	Date:	5/30/2012											
CMA2	East-West Street:	Riverside Drive	Projection Year:	2016	Peak Hour:	PM	Reviewed by:		Project:	Studio City Senior Living Center P											
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2													
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0															
ATSAC-1 or ATSAC+ATCS-2?		2			2			2													
Override Capacity		0			0			0													
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION						
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND	↔	Left	133	1	133	5	138	138	3	147	1	147	5	152	1	152	0	152	1	152	
	↔	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Through	601	1	368	7	608	374	17	668	1	408	7	675	1	414	0	675	1	414	
	↔	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	↔	Right	134	0	134	5	139	139	3	148	0	148	5	153	0	153	0	153	0	153	
SOUTHBOUND	↔	Left	95	1	95	0	95	95	0	103	1	103	0	103	1	103	0	103	1	103	
	↔	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Through	389	1	244	15	404	251	14	435	1	271	15	450	1	278	0	450	1	278	
	↔	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	↔	Right	98	0	98	0	98	98	0	106	0	106	0	106	0	106	0	106	0	106	
EASTBOUND	↔	Left	168	1	168	0	168	168	0	182	1	182	0	182	1	182	0	182	1	182	
	↔	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Through	839	1	491	0	839	496	12	920	1	539	0	920	1	544	0	920	1	544	
	↔	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	↔	Right	143	0	143	9	152	152	3	158	0	158	9	167	0	167	0	167	0	167	
WESTBOUND	↔	Left	114	1	114	9	123	123	3	126	1	126	9	135	1	135	0	135	1	135	
	↔	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Through	1004	1	536	0	1004	536	6	1093	1	583	0	1093	1	583	0	1093	1	583	
	↔	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	↔	Right	67	0	67	0	67	67	0	73	0	73	0	73	0	73	0	73	0	73	
CRITICAL VOLUMES		North-South: 463 East-West: 704 SUM: 1167	North-South: 469 East-West: 704 SUM: 1173	North-South: 511 East-West: 765 SUM: 1276	North-South: 517 East-West: 765 SUM: 1282	North-South: 517 East-West: 765 SUM: 1282															
VOLUME/CAPACITY (V/C) RATIO:				0.778			0.782			0.851			0.855			0.855			0.855		
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.678			0.682			0.751			0.755			0.755			0.755		
LEVEL OF SERVICE (LOS):				B			B			C			C			C			C		

REMARKS: ALT-B

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.004	Δv/c after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Whitsett Avenue	Year of Count:	2012	Ambient Growth: (%):	2.0	Conducted by:	The Traffic Solution	Date:	5/30/2012									
CMA3	East-West Street:	Moorpark Street	Projection Year:	2016	Peak Hour:	PM	Reviewed by:		Project:	Studio City Senior Living Center P									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0									
ATSAC-1 or ATSAC+ATCS-2?		2			2			2											
Override Capacity		0			0			0											
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	155	1	155	7	162	162	0	168	1	168	7	175	1	175	0	175	1	175
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	649	1	388	17	666	400	17	719	1	429	17	736	1	441	0	736	1	441
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	126	0	126	7	133	133	3	139	0	139	7	146	0	146	0	146	0	146
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	54	1	54	0	54	54	1	59	1	59	0	59	1	59	0	59	1	59
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	428	1	252	33	461	268	25	488	1	285	33	521	1	301	0	521	1	301
	Through-Right	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	Right	75	0	75	0	75	75	0	81	0	81	0	81	0	81	0	81	0	81
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	112	1	112	0	112	112	0	121	1	121	0	121	1	121	0	121	1	121
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	489	0	581	0	489	596	21	550	0	650	0	550	0	665	0	550	1	550
	Through-Right	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	Right	92	0	0	15	107	0	0	100	0	0	15	115	0	0	0	115	1	28
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	78	1	78	15	93	93	5	89	1	89	15	104	1	104	0	104	1	104
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	597	0	678	0	597	678	16	662	0	752	0	662	0	752	0	662	0	752
	Through-Right	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	Right	81	0	0	0	81	0	2	90	0	0	0	90	0	0	0	90	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 442 East-West: 790 SUM: 1232			North-South: 454 East-West: 790 SUM: 1244			North-South: 488 East-West: 873 SUM: 1361					North-South: 500 East-West: 873 SUM: 1373					North-South: 500 East-West: 873 SUM: 1373	
VOLUME/CAPACITY (V/C) RATIO:				0.821			0.829					0.915					0.915		
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.721			0.729					0.815					0.815		
LEVEL OF SERVICE (LOS):				C			C					D					D		

REMARKS: ALT-B

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.008	Δv/c after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Whitsett Avenue	Year of Count:	2012	Ambient Growth: (%):	2.0	Conducted by:	The Traffic Solution	Date:	5/30/2012											
CMA4	East-West Street:	Ventura Boulevard	Projection Year:	2016	Peak Hour:	PM	Reviewed by:		Project:	Studio City Senior Living Center P											
No. of Phases		4	4		4		4		4												
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0												
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 3	NB-- 0 SB-- 3		NB-- 0 SB-- 3		NB-- 0 SB-- 3		NB-- 0 SB-- 3												
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0	EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0												
Override Capacity		2	2		2		2		2												
		0	0		0		0		0												
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION						
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND	↔	Left	108	1	108	0	108	108	0	117	1	117	0	117	1	117	0	117	1	117	
	↔	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Through	173	0	191	5	178	196	0	187	0	206	5	192	0	211	0	192	0	211	
	↔	Through-Right	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	↔	Right	18	0	0	0	18	0	0	0	19	0	0	0	19	0	0	0	19	0	0
	↔	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
↔	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	↔	Left	249	2	137	7	256	141	7	277	2	152	7	284	2	156	0	284	2	156	
	↔	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Through	147	1	147	2	149	149	0	159	1	159	2	161	1	161	0	161	1	161	
	↔	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Right	182	1	0	7	189	0	0	19	216	1	0	7	223	1	0	0	223	1	0
	↔	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
↔	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	↔	Left	232	1	232	15	247	247	17	268	1	268	15	283	1	283	0	283	1	283	
	↔	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Through	1026	1	580	0	1026	580	53	1164	1	654	0	1164	1	654	0	1164	1	654	
	↔	Through-Right	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	↔	Right	133	0	133	0	133	133	0	144	0	144	0	144	0	144	0	144	0	144	
	↔	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
↔	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	↔	Left	26	1	26	0	26	26	0	28	1	28	0	28	1	28	0	28	1	28	
	↔	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Through	1195	1	719	0	1195	727	42	1336	1	804	0	1336	1	811	0	1336	2	668	
	↔	Through-Right	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	↔	Right	243	0	243	15	258	258	8	271	0	271	15	286	0	286	0	286	1	208	
	↔	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
↔	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 328	East-West: 951	SUM: 1279	North-South: 337	East-West: 974	SUM: 1311	North-South: 358	East-West: 1072	SUM: 1430	North-South: 367	East-West: 1094	SUM: 1461	North-South: 367	East-West: 951	SUM: 1318					
VOLUME/CAPACITY (V/C) RATIO:		0.930			0.953			1.040				1.063				0.959					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.830			0.853			0.940				0.963				0.859					
LEVEL OF SERVICE (LOS):		D			D			E				E				D					

REMARKS: ALT-B

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.023	Δv/c after mitigation:	-0.081
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2012	Ambient Growth: (%):	2.0	Conducted by:	City Traffic Counters	Date:	5/30/2012										
CMA5	East-West Street:	Moorpark Street	Projection Year:	2016	Peak Hour:	AM	Reviewed by:		Project:	Studio City Senior Living Center P										
No. of Phases		4	4		4		4		4											
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	0		0		0		0											
ATSAC-1 or ATSAC+ATCS-2?		3	3		3		3		3											
Override Capacity		2	2		2		2		2											
		0	0		0		0		0											
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION					
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	↔	Left	74	1	74	0	74	74	12	92	1	92	0	92	1	92	0	92	1	92
	↔	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔	Through	1000	1	564	0	1000	564	167	1249	1	693	0	1249	1	693	0	1249	1	693
	↔	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	↔	Right	127	0	127	0	127	127	0	137	0	137	0	137	0	137	0	137	0	137
	↔	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
↔	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	↔	Left	140	1	140	0	140	140	9	161	1	161	0	161	1	161	0	161	1	161
	↔	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔	Through	1094	1	661	0	1094	662	79	1263	1	761	0	1263	1	762	0	1263	1	762
	↔	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	↔	Right	228	0	228	2	230	230	11	258	0	258	2	260	0	260	0	260	0	260
	↔	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
↔	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	↔	Left	209	1	209	10	219	219	19	245	1	245	10	255	1	255	0	255	1	255
	↔	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔	Through	700	1	425	5	705	427	1	759	1	461	5	764	1	464	0	764	1	464
	↔	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	↔	Right	149	0	149	0	149	149	2	163	0	163	0	163	0	163	0	163	0	163
	↔	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
↔	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	↔	Left	138	1	138	0	138	138	0	149	1	149	0	149	1	149	0	149	1	149
	↔	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔	Through	407	1	407	1	408	408	0	441	1	441	1	442	1	442	0	442	1	442
↔	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
↔	Right	97	1	0	0	97	0	16	121	1	0	0	121	1	0	0	121	1	0	0
↔	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
↔	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 735 East-West: 616 SUM: 1351	North-South: 736 East-West: 627 SUM: 1363	North-South: 854 East-West: 686 SUM: 1540	North-South: 854 East-West: 697 SUM: 1551	North-South: 854 East-West: 697 SUM: 1551														
VOLUME/CAPACITY (V/C) RATIO:		0.983	0.991	1.120	1.128	1.128														
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.883	0.891	1.020	1.028	1.028														
LEVEL OF SERVICE (LOS):		D	D	F	F	F														

REMARKS: Westbound overlap phase.

PROJECT IMPACT

Change in v/c due to project:	0.008	Δv/c after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2012	Ambient Growth: (%):	2.0	Conducted by:	City Traffic Counters	Date:	5/30/2012
CMA5	East-West Street:	Moorpark Street	Projection Year:	2016	Peak Hour:	PM	Reviewed by:		Project:	Studio City Senior Living Center P
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4			4			4		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 3	EB-- 0 WB-- 3	EB-- 0 WB-- 3	EB-- 0 WB-- 3	EB-- 0 WB-- 3	EB-- 0 WB-- 3	EB-- 0 WB-- 3	EB-- 0 WB-- 3	EB-- 0 WB-- 3
Override Capacity		2			2			2		
		0			0			0		
		2			2			2		
		0			0			0		
		2			2			2		
		0			0			0		
		2			2			2		
		0			0			0		
		2			2			2		
		0			0			0		
		2			2			2		
		0			0			0		
		2			2			2		
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		2			2			2		
		0			0			0		
		2			2			2		
		0			0			0		
		2			2			2		
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		2			2			2		
		0			0			0		
		2			2			2		

APPENDIX X-2

PROJECT ALTERNATIVE C CMA DATA WORKSHEETS WEEKDAY AM AND PM PEAK HOURS

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Coldwater Canyon Avenue	Year of Count:	2012	Ambient Growth: (%):	2.0	Conducted by:	City Traffic Counters	Date:	5/30/2012									
CMA1	East-West Street:	Moorpark Street	Projection Year:	2016	Peak Hour:	PM	Reviewed by:		Project:	Studio City Senior Living Center P									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0									
ATSAC-1 or ATSAC+ATCS-2?		2			2			2											
Override Capacity		0			0			0											
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	62	1	62	0	62	62	2	69	1	69	0	69	1	69	0	69	1	69
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	828	1	455	0	828	455	26	922	1	505	0	922	1	505	0	922	1	505
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	81	0	81	0	81	81	0	88	0	88	0	88	0	88	0	88	0	88
SOUTHBOUND	Left	109	1	109	3	112	112	0	118	1	118	3	121	1	121	0	121	1	121
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	760	1	445	0	760	445	29	852	1	496	0	852	1	496	0	852	1	496
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	129	0	129	0	129	129	0	140	0	140	0	140	0	140	0	140	0	140
EASTBOUND	Left	118	1	118	0	118	118	0	128	1	128	0	128	1	128	0	128	1	128
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	605	1	605	1	606	606	21	676	1	676	1	677	1	677	0	677	1	677
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	64	1	33	0	64	33	2	71	1	37	0	71	1	37	0	71	1	37
WESTBOUND	Left	93	1	93	0	93	93	0	101	1	101	0	101	1	101	0	101	1	101
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	590	1	590	-1	589	589	16	655	1	655	-1	654	1	654	0	654	1	654
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	113	1	59	-1	112	56	0	122	1	63	-1	121	1	61	0	121	1	61
CRITICAL VOLUMES		North-South: 564 East-West: 708 SUM: 1272			North-South: 567 East-West: 707 SUM: 1274			North-South: 623 East-West: 783 SUM: 1406			North-South: 626 East-West: 782 SUM: 1408			North-South: 626 East-West: 782 SUM: 1408			North-South: 626 East-West: 782 SUM: 1408		
VOLUME/CAPACITY (V/C) RATIO:				0.848			0.849			0.937			0.939			0.939			0.939
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.748			0.749			0.837			0.839			0.839			0.839
LEVEL OF SERVICE (LOS):				C			C			D			D			D			D

REMARKS: ALT-C

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.002	Δv/c after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Whitsett Avenue	Year of Count:	2012	Ambient Growth: (%):	2.0	Conducted by:	City Traffic Counters	Date:	5/30/2012									
CMA2	East-West Street:	Riverside Drive	Projection Year:	2016	Peak Hour:	AM	Reviewed by:		Project:	Studio City Senior Living Center P									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0									
ATSAC-1 or ATSAC+ATCS-2?		2			2			2											
Override Capacity		0			0			0											
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	69	1	69	6	75	75	2	77	1	77	6	83	1	83	0	83	1	83
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	292	1	226	9	301	233	11	327	1	251	9	336	1	258	0	336	1	258
	Through-Right	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Right	159	0	159	6	165	165	2	174	0	174	6	180	0	180	0	180	0	180
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	314	1	314	0	314	314	0	340	1	340	0	340	1	340	0	340	1	340
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	844	1	536	-2	842	535	13	927	1	587	-2	925	1	586	0	925	1	586
	Through-Right	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Right	227	0	227	0	227	227	0	246	0	246	0	246	0	246	0	246	0	246
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	97	1	97	0	97	97	0	105	1	105	0	105	1	105	0	105	1	105
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	1058	1	618	0	1058	617	7	1152	1	674	0	1152	1	673	0	1152	1	673
	Through-Right	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Right	178	0	178	-2	176	176	2	195	0	195	-2	193	0	193	0	193	0	193
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WESTBOUND	Left	127	1	127	-2	125	125	2	139	1	139	-2	137	1	137	0	137	1	137
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	830	1	430	0	830	430	22	920	1	476	0	920	1	476	0	920	1	476
	Through-Right	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Right	30	0	30	0	30	30	0	32	0	32	0	32	0	32	0	32	0	32
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES		North-South: 605 East-West: 745 SUM: 1350			North-South: 610 East-West: 742 SUM: 1352			North-South: 664 East-West: 813 SUM: 1477			North-South: 669 East-West: 810 SUM: 1479			North-South: 669 East-West: 810 SUM: 1479			North-South: 669 East-West: 810 SUM: 1479		
VOLUME/CAPACITY (V/C) RATIO:				0.900			0.901			0.985			0.986			0.986			0.986
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.800			0.801			0.885			0.886			0.886			0.886
LEVEL OF SERVICE (LOS):				C			D			D			D			D			D

REMARKS: ALT-C

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.001	Δv/c after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Whitsett Avenue		Year of Count:	2012		Ambient Growth: (%):	2.0		Conducted by:	City Traffic Counters		Date:	5/30/2012					
	CMA2	East-West Street:	Riverside Drive		Projection Year:	2016		Peak Hour:	PM		Reviewed by:			Project:	Studio City Senior Living Center P				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		No. of Phases		2		2		2		2		2		2		2			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
Override Capacity		2		2		2		2		2		2		2		2			
		0		0		0		0		0		0		0		0			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	133	1	133	-1	132	132	3	147	1	147	-1	146	1	146	0	146	1	146
	Left-Through		0							0				0				0	
	Through	601	1	368	-2	599	366	17	668	1	408	-2	666	1	407	0	666	1	407
	Through-Right		1							1				1				1	
	Right	134	0	134	-1	133	133	3	148	0	148	-1	147	0	147	0	147	0	147
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	95	1	95	0	95	95	0	103	1	103	0	103	1	103	0	103	1	103
	Left-Through		0							0				0				0	
	Through	389	1	244	5	394	246	14	435	1	271	5	440	1	273	0	440	1	273
	Through-Right		1							1				1				1	
	Right	98	0	98	0	98	98	0	106	0	106	0	106	0	106	0	106	0	106
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	168	1	168	0	168	168	0	182	1	182	0	182	1	182	0	182	1	182
	Left-Through		0							0				0				0	
	Through	839	1	491	0	839	493	12	920	1	539	0	920	1	541	0	920	1	541
	Through-Right		1							1				1				1	
	Right	143	0	143	3	146	146	3	158	0	158	3	161	0	161	0	161	0	161
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	114	1	114	3	117	117	3	126	1	126	3	129	1	129	0	129	1	129
	Left-Through		0							0				0				0	
	Through	1004	1	536	0	1004	536	6	1093	1	583	0	1093	1	583	0	1093	1	583
	Through-Right		1							1				1				1	
	Right	67	0	67	0	67	67	0	73	0	73	0	73	0	73	0	73	0	73
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 463		North-South: 461		North-South: 511		North-South: 510		North-South: 510		North-South: 510		North-South: 510		North-South: 510		North-South: 510	
		East-West: 704		East-West: 704		East-West: 765		East-West: 765		East-West: 765		East-West: 765		East-West: 765		East-West: 765		East-West: 765	
		SUM: 1167		SUM: 1165		SUM: 1276		SUM: 1275		SUM: 1275		SUM: 1275		SUM: 1275		SUM: 1275		SUM: 1275	
VOLUME/CAPACITY (V/C) RATIO:		0.778		0.777		0.851		0.850		0.850		0.850		0.850		0.850		0.850	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.678		0.677		0.751		0.750		0.750		0.750		0.750		0.750		0.750	
LEVEL OF SERVICE (LOS):		B		B		C		C		C		C		C		C		C	

REMARKS: ALT-C

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	-0.001	Δv/c after mitigation:	-0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Whitsett Avenue	Year of Count:	2012	Ambient Growth: (%):	2.0	Conducted by:	The Traffic Solution	Date:	5/30/2012								
CMA3	East-West Street:	Moorpark Street	Projection Year:	2016	Peak Hour:	AM	Reviewed by:		Project:	Studio City Senior Living Center P								
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity			2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0								
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	92	-3	89	89	0	100	1	100	-3	97	1	97	0	97	1	97
	Left-Through	0							0				0				0	
	Through	1	147	13	248	154	20	274	1	171	13	287	1	178	0	287	1	178
	Through-Right	1							1				1				1	
	Right	0	58	1	59	59	4	67	0	67	1	68	0	68	0	68	0	68
	Left-Through-Right	0							0				0				0	
Left-Right	0							0				0				0		
SOUTHBOUND	Left	1	195	0	195	195	2	213	1	213	0	213	1	213	0	213	1	213
	Left-Through	0							0				0				0	
	Through	1	504	-7	930	501	8	1022	1	549	-7	1015	1	547	0	1015	1	547
	Through-Right	1							1				1				1	
	Right	0	70	2	72	72	0	76	0	76	2	78	0	78	0	78	0	78
	Left-Through-Right	0							0				0				0	
Left-Right	0							0				0				0		
EASTBOUND	Left	1	67	8	75	75	0	73	1	73	8	81	1	81	0	81	1	81
	Left-Through	0							0				0				0	
	Through	0	940	8	731	943	16	799	0	1034	8	807	0	1037	0	807	0	1037
	Through-Right	1							1				1				1	
	Right	0	0	-5	212	0	0	235	0	0	-5	230	0	0	0	230	0	0
	Left-Through-Right	0							0				0				0	
Left-Right	0							0				0				0		
WESTBOUND	Left	1	59	-4	55	55	2	66	1	66	-4	62	1	62	0	62	1	62
	Left-Through	0							0				0				0	
	Through	0	508	2	461	510	26	523	0	577	2	525	0	579	0	525	0	579
	Through-Right	1							1				1				1	
	Right	0	0	0	49	0	1	54	0	0	0	54	0	0	0	54	0	0
	Left-Through-Right	0							0				0				0	
Left-Right	0							0				0				0		
CRITICAL VOLUMES			North-South: 596 East-West: 999 SUM: 1595	North-South: 590 East-West: 998 SUM: 1588	North-South: 649 East-West: 1100 SUM: 1749	North-South: 644 East-West: 1099 SUM: 1743	North-South: 644 East-West: 1099 SUM: 1743	North-South: 644 East-West: 1099 SUM: 1743										
VOLUME/CAPACITY (V/C) RATIO:			1.063	1.059	1.166	1.162	1.162											
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.963	0.959	1.066	1.062	1.062											
LEVEL OF SERVICE (LOS):			E	E	F	F	F											

REMARKS: ALT-C

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	-0.004	Δv/c after mitigation:	-0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Whitsett Avenue	Year of Count:	2012	Ambient Growth: (%):	2.0	Conducted by:	The Traffic Solution	Date:	5/30/2012									
	CMA4	East-West Street:	Ventura Boulevard	Projection Year:	2016	Peak Hour:	PM	Reviewed by:	Project:	Studio City Senior Living Center P									
No. of Phases			4	4	4	4	4	4	4	4									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0	0	0	0	0	0	0	0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 3	NB-- 0 SB-- 3	NB-- 0 SB-- 3	NB-- 0 SB-- 3	NB-- 0 SB-- 3	NB-- 0 SB-- 3	NB-- 0 SB-- 3	NB-- 0 SB-- 3	NB-- 0 SB-- 3									
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0									
Override Capacity			2	2	2	2	2	2	2	2									
			0	0	0	0	0	0	0	0									
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	108	1	108	0	108	108	0	117	1	117	0	117	1	117	0	117	1	117
	Left-Through		0							0				0				0	
	Through	173	0	191	1	174	192	0	187	0	206	1	188	0	207	0	188	0	207
	Through-Right		1							1				1				1	
	Right	18	0	0	0	18	0	0	19	0	0	0	19	0	0	0	19	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	249	2	137	-2	247	136	7	277	2	152	-2	275	2	151	0	275	2	151
	Left-Through		0							0				0				0	
	Through	147	1	147	-1	146	146	0	159	1	159	-1	158	1	158	0	158	1	158
	Through-Right		0							0				0				0	
	Right	182	1	0	-2	180	0	19	216	1	0	-2	214	1	0	0	214	1	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	232	1	232	5	237	237	17	268	1	268	5	273	1	273	0	273	1	273
	Left-Through		0							0				0				0	
	Through	1026	1	580	0	1026	580	53	1164	1	654	0	1164	1	654	0	1164	1	654
	Through-Right		1							1				1				1	
	Right	133	0	133	0	133	133	0	144	0	144	0	144	0	144	0	144	0	144
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	26	1	26	0	26	26	0	28	1	28	0	28	1	28	0	28	1	28
	Left-Through		0							0				0				0	
	Through	1195	1	719	0	1195	722	42	1336	1	804	0	1336	1	806	0	1336	1	806
	Through-Right		1							1				1				1	
	Right	243	0	243	5	248	248	8	271	0	271	5	276	0	276	0	276	0	276
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 328 East-West: 951 SUM: 1279		North-South: 328 East-West: 959 SUM: 1287		North-South: 358 East-West: 1072 SUM: 1430		North-South: 358 East-West: 1079 SUM: 1437		North-South: 358 East-West: 1079 SUM: 1437		North-South: 358 East-West: 1079 SUM: 1437		North-South: 358 East-West: 1079 SUM: 1437		North-South: 358 East-West: 1079 SUM: 1437		North-South: 358 East-West: 1079 SUM: 1437	
VOLUME/CAPACITY (V/C) RATIO:			0.930		0.936		1.040		1.045		1.045		1.045		1.045		1.045		1.045
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.830		0.836		0.940		0.945		0.945		0.945		0.945		0.945		0.945
LEVEL OF SERVICE (LOS):			D		D		E		E		E		E		E		E		E

REMARKS: ALT-C

Version: 1i Beta; 8/4/2011

ALT-C

PROJECT IMPACT

Change in v/c due to project: **0.005** Δv/c after mitigation: **0.005**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2012	Ambient Growth: (%):	2.0	Conducted by:	City Traffic Counters	Date:	5/30/2012									
CMA5	East-West Street:	Moorpark Street	Projection Year:	2016	Peak Hour:	AM	Reviewed by:		Project:	Studio City Senior Living Center P									
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0									
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 3	EB-- 0 WB-- 3	EB-- 0 WB-- 3	EB-- 0 WB-- 3	EB-- 0 WB-- 3	EB-- 0 WB-- 3	EB-- 0 WB-- 3	EB-- 0 WB-- 3	EB-- 0 WB-- 3									
Override Capacity		2	2	2	2	2	2	2	2	2									
		0	0	0	0	0	0	0	0	0									
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	74	1	74	0	74	74	12	92	1	92	0	92	1	92	0	92	1	92
	Left-Through		0							0				0				0	
	Through	1000	1	564	0	1000	564	167	1249	1	693	0	1249	1	693	0	1249	1	693
	Through-Right		1							1				1				1	
	Right	127	0	127	0	127	127	0	137	0	137	0	137	0	137	0	137	0	137
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	140	1	140	0	140	140	9	161	1	161	0	161	1	161	0	161	1	161
	Left-Through		0							0				0				0	
	Through	1094	1	661	0	1094	660	79	1263	1	761	0	1263	1	760	0	1263	1	760
	Through-Right		1							1				1				1	
	Right	228	0	228	-2	226	226	11	258	0	258	-2	256	0	256	0	256	0	256
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	209	1	209	6	215	215	19	245	1	245	6	251	1	251	0	251	1	251
	Left-Through		0							0				0				0	
	Through	700	1	425	3	703	426	1	759	1	461	3	762	1	463	0	762	1	463
	Through-Right		1							1				1				1	
	Right	149	0	149	0	149	149	2	163	0	163	0	163	0	163	0	163	0	163
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	138	1	138	0	138	138	0	149	1	149	0	149	1	149	0	149	1	149
	Left-Through		0							0				0				0	
	Through	407	1	407	-1	406	406	0	441	1	441	-1	440	1	440	0	440	1	440
	Through-Right		0							0				0				0	
	Right	97	1	0	0	97	0	16	121	1	0	0	121	1	0	0	121	1	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 735		735	North-South: 734		734	North-South: 854		854	North-South: 854		854	North-South: 854		854	North-South: 854		854
		East-West: 616		616	East-West: 621		621	East-West: 686		686	East-West: 691		691	East-West: 691		691	East-West: 691		691
		SUM: 1351		1351	SUM: 1355		1355	SUM: 1540		1540	SUM: 1545		1545	SUM: 1545		1545	SUM: 1545		1545
VOLUME/CAPACITY (V/C) RATIO:				0.983			0.985			1.120			1.124					1.124	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.883			0.885			1.020			1.024					1.024	
LEVEL OF SERVICE (LOS):				D			D			F			F					F	

REMARKS: Westbound overlap phase.

Version: 1i Beta; 8/4/2011

ALT-C

PROJECT IMPACT

Change in v/c due to project:	0.004	Δv/c after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2012	Ambient Growth: (%):	2.0	Conducted by:	City Traffic Counters	Date:	5/30/2012									
CMA5	East-West Street:	Moorpark Street	Projection Year:	2016	Peak Hour:	PM	Reviewed by:		Project:	Studio City Senior Living Center P									
No. of Phases				4		4		4		4									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0		0		0		0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0						
ATSAC-1 or ATSAC+ATCS-2?		EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3						
Override Capacity				2		2		2		2		2							
				0		0		0		0		0							
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	88	1	88	0	88	88	5	100	1	100	0	100	1	100	0	100	1	100
	Left-Through		0						0				0				0		
	Through	1423	1	761	0	1423	761	72	1612	1	859	0	1612	1	859	0	1612	1	859
	Through-Right		1						1				1				1		
	Right	98	0	98	0	98	98	0	106	0	106	0	106	0	106	0	106	0	106
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
SOUTHBOUND	Left	145	1	145	0	145	145	8	165	1	165	0	165	1	165	0	165	1	165
	Left-Through		0						0				0				0		
	Through	1244	1	749	0	1244	751	104	1451	1	869	0	1451	1	871	0	1451	1	871
	Through-Right		1						1				1				1		
	Right	254	0	254	3	257	257	12	287	0	287	3	290	0	290	0	290	0	290
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
EASTBOUND	Left	186	1	186	-1	185	185	8	209	1	209	-1	208	1	208	0	208	1	208
	Left-Through		0						0				0				0		
	Through	485	1	290	-1	484	290	1	526	1	320	-1	525	1	320	0	525	1	320
	Through-Right		1						1				1				1		
	Right	95	0	95	0	95	95	11	114	0	114	0	114	0	114	0	114	0	114
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
WESTBOUND	Left	170	1	170	0	170	170	0	184	1	184	0	184	1	184	0	184	1	184
	Left-Through		0						0				0				0		
	Through	424	1	424	1	425	425	1	460	1	460	1	461	1	461	0	461	1	461
	Through-Right		0						0				0				0		
	Right	147	1	2	0	147	2	5	164	1	0	0	164	1	0	0	164	1	0
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
CRITICAL VOLUMES		North-South:	906	North-South:	906	North-South:	1024	North-South:	1024	North-South:	1024	North-South:	1024	North-South:	1024	North-South:	1024	North-South:	1024
		East-West:	610	East-West:	610	East-West:	669	East-West:	669	East-West:	669	East-West:	669	East-West:	669	East-West:	669	East-West:	669
		SUM:	1516	SUM:	1516	SUM:	1693	SUM:	1693	SUM:	1693	SUM:	1693	SUM:	1693	SUM:	1693	SUM:	1693
VOLUME/CAPACITY (V/C) RATIO:			1.103		1.103		1.231		1.231		1.231		1.231		1.231		1.231		1.231
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.003		1.003		1.131		1.131		1.131		1.131		1.131		1.131		1.131
LEVEL OF SERVICE (LOS):			F		F		F		F		F		F		F		F		F

REMARKS: Westbound overlap phase.

Version: 1i Beta; 8/4/2011

ALT-C

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **0.000**
 Significant impacted? **NO** Fully mitigated? **N/A**

APPENDIX X-3

PROJECT ALTERNATIVE D CMA DATA WORKSHEETS WEEKDAY AM AND PM PEAK HOURS

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Coldwater Canyon Avenue	Year of Count:	2012	Ambient Growth: (%):	2.0	Conducted by:	City Traffic Counters	Date:	5/30/2012									
CMA1	East-West Street:	Moorpark Street	Projection Year:	2016	Peak Hour:	AM	Reviewed by:		Project:	Studio City Senior Living Center P									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0									
ATSAC-1 or ATSAC+ATCS-2?		2			2			2											
Override Capacity		0			0			0											
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	34	1	34	0	34	34	2	39	1	39	0	39	1	39	0	39	1	39
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	587	1	335	0	587	335	21	656	1	373	0	656	1	373	0	656	1	373
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	83	0	83	0	83	83	0	90	0	90	0	90	0	90	0	90	0	90
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	111	1	111	-1	110	110	0	120	1	120	-1	119	1	119	0	119	1	119
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	482	1	302	0	482	302	18	540	1	336	0	540	1	336	0	540	1	336
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	121	0	121	0	121	121	0	131	0	131	0	131	0	131	0	131	0	131
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	175	1	175	0	175	175	0	189	1	189	0	189	1	189	0	189	1	189
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	795	1	795	0	795	795	16	877	1	877	0	877	1	877	0	877	1	877
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	42	1	25	0	42	25	1	46	1	27	0	46	1	27	0	46	1	27
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	47	1	47	0	47	47	0	51	1	51	0	51	1	51	0	51	1	51
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	422	1	422	0	422	422	26	483	1	483	0	483	1	483	0	483	1	483
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	84	1	29	1	85	30	0	91	1	31	1	92	1	33	0	92	1	33
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 446			North-South: 445			North-South: 493			North-South: 492			North-South: 492			North-South: 492		
		East-West: 842			East-West: 842			East-West: 928			East-West: 928			East-West: 928			East-West: 928		
		SUM: 1288			SUM: 1287			SUM: 1421			SUM: 1420			SUM: 1420			SUM: 1420		
VOLUME/CAPACITY (V/C) RATIO:				0.859			0.858			0.947			0.947			0.947			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.759			0.758			0.847			0.847			0.847			
LEVEL OF SERVICE (LOS):				C			C			D			D			D			

REMARKS: ALT-D

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.000	Δv/c after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Coldwater Canyon Avenue	Year of Count:	2012	Ambient Growth: (%):	2.0	Conducted by:	City Traffic Counters	Date:	5/30/2012									
CMA1	East-West Street:	Moorpark Street	Projection Year:	2016	Peak Hour:	PM	Reviewed by:		Project:	Studio City Senior Living Center P									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0									
ATSAC-1 or ATSAC+ATCS-2?		2			2			2											
Override Capacity		0			0			0											
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	62	1	62	0	62	62	2	69	1	69	0	69	1	69	0	69	1	69
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	828	1	455	0	828	455	26	922	1	505	0	922	1	505	0	922	1	505
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	81	0	81	0	81	81	0	88	0	88	0	88	0	88	0	88	0	88
SOUTHBOUND	Left	109	1	109	2	111	111	0	118	1	118	2	120	1	120	0	120	1	120
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	760	1	445	0	760	445	29	852	1	496	0	852	1	496	0	852	1	496
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	129	0	129	0	129	129	0	140	0	140	0	140	0	140	0	140	0	140
EASTBOUND	Left	118	1	118	0	118	118	0	128	1	128	0	128	1	128	0	128	1	128
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	605	1	605	1	606	606	21	676	1	676	1	677	1	677	0	677	1	677
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	64	1	33	0	64	33	2	71	1	37	0	71	1	37	0	71	1	37
WESTBOUND	Left	93	1	93	0	93	93	0	101	1	101	0	101	1	101	0	101	1	101
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	590	1	590	1	591	591	16	655	1	655	1	656	1	656	0	656	1	656
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	113	1	59	3	116	61	0	122	1	63	3	125	1	65	0	125	1	65
CRITICAL VOLUMES		North-South: 564 East-West: 708 SUM: 1272			North-South: 566 East-West: 709 SUM: 1275			North-South: 623 East-West: 783 SUM: 1406			North-South: 625 East-West: 784 SUM: 1409			North-South: 625 East-West: 784 SUM: 1409			North-South: 625 East-West: 784 SUM: 1409		
VOLUME/CAPACITY (V/C) RATIO:				0.848			0.850			0.937			0.939			0.939			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.748			0.750			0.837			0.839			0.839			
LEVEL OF SERVICE (LOS):				C			C			D			D			D			

REMARKS: ALT-C

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.002	Δv/c after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Whitsett Avenue	Year of Count:	2012	Ambient Growth: (%):	2.0	Conducted by:	City Traffic Counters	Date:	5/30/2012									
CMA2	East-West Street:	Riverside Drive	Projection Year:	2016	Peak Hour:	AM	Reviewed by:		Project:	Studio City Senior Living Center P									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0									
ATSAC-1 or ATSAC+ATCS-2?		2			2			2											
Override Capacity		0			0			0											
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	69	1	69	1	70	70	2	77	1	77	1	78	1	78	0	78	1	78
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	292	1	226	1	293	227	11	327	1	251	1	328	1	252	0	328	1	252
	Through-Right	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Right	159	0	159	1	160	160	2	174	0	174	1	175	0	175	0	175	0	175
SOUTHBOUND	Left	314	1	314	0	314	314	0	340	1	340	0	340	1	340	0	340	1	340
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	844	1	536	0	844	536	13	927	1	587	0	927	1	587	0	927	1	587
	Through-Right	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Right	227	0	227	0	227	227	0	246	0	246	0	246	0	246	0	246	0	246
EASTBOUND	Left	97	1	97	0	97	97	0	105	1	105	0	105	1	105	0	105	1	105
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1058	1	618	0	1058	618	7	1152	1	674	0	1152	1	673	0	1152	1	673
	Through-Right	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Right	178	0	178	-1	177	177	2	195	0	195	-1	194	0	194	0	194	0	194
WESTBOUND	Left	127	1	127	-1	126	126	2	139	1	139	-1	138	1	138	0	138	1	138
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	830	1	430	0	830	430	22	920	1	476	0	920	1	476	0	920	1	476
	Through-Right	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Right	30	0	30	0	30	30	0	32	0	32	0	32	0	32	0	32	0	32
CRITICAL VOLUMES		North-South: 605 East-West: 745 SUM: 1350			North-South: 606 East-West: 744 SUM: 1350			North-South: 664 East-West: 813 SUM: 1477			North-South: 665 East-West: 811 SUM: 1476			North-South: 665 East-West: 811 SUM: 1476			North-South: 665 East-West: 811 SUM: 1476		
VOLUME/CAPACITY (V/C) RATIO:				0.900			0.900			0.985			0.984			0.984			0.984
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.800			0.800			0.885			0.884			0.884			0.884
LEVEL OF SERVICE (LOS):				C			C			D			D			D			D

REMARKS: ALT-D

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	-0.001	Δv/c after mitigation:	-0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Whitsett Avenue	Year of Count:	2012	Ambient Growth: (%):	2.0	Conducted by:	City Traffic Counters	Date:	5/30/2012											
CMA2	East-West Street:	Riverside Drive	Projection Year:	2016	Peak Hour:	PM	Reviewed by:		Project:	Studio City Senior Living Center P											
No. of Phases				2					2	2											
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0					0	0											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	0	SB--	0	NB--	0	SB--	0	0											
ATSAC-1 or ATSAC+ATCS-2?		EB--	0	WB--	0	EB--	0	WB--	0	0											
Override Capacity				2					2	2											
				0					0	0											
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION						
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND	Left	1	133	3	136	136	3	147	1	147	3	150	1	150	0	150	1	150			
	Left-Through	0							0				0				0				
	Through	1	368	4	605	371	17	668	1	408	4	672	1	412	0	672	1	412			
	Through-Right	1							1				1				1				
	Right	0	134	3	137	137	3	148	0	148	3	151	0	151	0	151	0	151			
	Left-Through-Right	0							0				0				0				
Left-Right	0							0				0				0					
SOUTHBOUND	Left	1	95	0	95	95	0	103	1	103	0	103	1	103	0	103	1	103			
	Left-Through	0							0				0				0				
	Through	1	244	5	394	246	14	435	1	271	5	440	1	273	0	440	1	273			
	Through-Right	1							1				1				1				
	Right	0	98	0	98	98	0	106	0	106	0	106	0	106	0	106	0	106			
	Left-Through-Right	0							0				0				0				
Left-Right	0							0				0				0					
EASTBOUND	Left	1	168	0	168	168	0	182	1	182	0	182	1	182	0	182	1	182			
	Left-Through	0							0				0				0				
	Through	1	491	0	839	492	12	920	1	539	0	920	1	540	0	920	1	540			
	Through-Right	1							1				1				1				
	Right	0	143	2	145	145	3	158	0	158	2	160	0	160	0	160	0	160			
	Left-Through-Right	0							0				0				0				
Left-Right	0							0				0				0					
WESTBOUND	Left	1	114	2	116	116	3	126	1	126	2	128	1	128	0	128	1	128			
	Left-Through	0							0				0				0				
	Through	1	536	0	1004	536	6	1093	1	583	0	1093	1	583	0	1093	1	583			
	Through-Right	1							1				1				1				
	Right	0	67	0	67	67	0	73	0	73	0	73	0	73	0	73	0	73			
	Left-Through-Right	0							0				0				0				
Left-Right	0							0				0				0					
CRITICAL VOLUMES		North-South:		463		North-South:		466		North-South:		511		North-South:		515		North-South:		515	
		East-West:		704		East-West:		704		East-West:		765		East-West:		765		East-West:		765	
		SUM:		1167		SUM:		1170		SUM:		1276		SUM:		1280		SUM:		1280	
VOLUME/CAPACITY (V/C) RATIO:				0.778				0.780				0.851				0.853				0.853	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.678				0.680				0.751				0.753				0.753	
LEVEL OF SERVICE (LOS):				B				B				C				C				C	

REMARKS: ALT-D

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.002	Δv/c after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Whitsett Avenue	Year of Count:	2012	Ambient Growth: (%):	2.0	Conducted by:	The Traffic Solution	Date:	5/30/2012									
CMA3	East-West Street:	Moorpark Street	Projection Year:	2016	Peak Hour:	AM	Reviewed by:		Project:	Studio City Senior Living Center P									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity			2 0 0 0 0 0 0 0 0 0		2 0 0 0 0 0 0 0 0 0		2 0 0 0 0 0 0 0 0 0		2 0 0 0 0 0 0 0 0 0										
			NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	92	1	92	1	93	93	0	100	1	100	1	101	1	101	0	101	1	101
	Left-Through		0							0			0				0		
	Through	235	1	147	3	238	147	20	274	1	171	3	277	1	171	0	277	1	171
	Through-Right		1							1			1				1		
	Right	58	0	58	-3	55	55	4	67	0	67	-3	64	0	64	0	64	0	64
	Left-Through-Right		0							0			0				0		
Left-Right		0							0			0				0			
SOUTHBOUND	Left	195	1	195	0	195	195	2	213	1	213	0	213	1	213	0	213	1	213
	Left-Through		0							0			0				0		
	Through	937	1	504	-2	935	503	8	1022	1	549	-2	1020	1	548	0	1020	1	548
	Through-Right		1							1			1				1		
	Right	70	0	70	0	70	70	0	76	0	76	0	76	0	76	0	76	0	76
	Left-Through-Right		0							0			0				0		
Left-Right		0							0			0				0			
EASTBOUND	Left	67	1	67	0	67	67	0	73	1	73	0	73	1	73	0	73	1	73
	Left-Through		0							0			0				0		
	Through	723	0	940	0	723	940	16	799	0	1034	0	799	0	1034	0	799	0	1034
	Through-Right		1							1			1				1		
	Right	217	0	0	0	217	0	0	235	0	0	0	235	0	0	0	235	0	0
	Left-Through-Right		0							0			0				0		
Left-Right		0							0			0				0			
WESTBOUND	Left	59	1	59	-5	54	54	2	66	1	66	-5	61	1	61	0	61	1	61
	Left-Through		0							0			0				0		
	Through	459	0	508	0	459	508	26	523	0	577	0	523	0	577	0	523	0	577
	Through-Right		1							1			1				1		
	Right	49	0	0	0	49	0	1	54	0	0	0	54	0	0	0	54	0	0
	Left-Through-Right		0							0			0				0		
Left-Right		0							0			0				0			
CRITICAL VOLUMES			North-South: 596 East-West: 999 SUM: 1595	North-South: 596 East-West: 994 SUM: 1590	North-South: 649 East-West: 1100 SUM: 1749	North-South: 649 East-West: 1095 SUM: 1744	North-South: 649 East-West: 1095 SUM: 1744												
VOLUME/CAPACITY (V/C) RATIO:			1.063	1.060	1.166	1.163	1.163												
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.963	0.960	1.066	1.063	1.063												
LEVEL OF SERVICE (LOS):			E	E	F	F	F												

REMARKS: ALT-D

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	-0.003	Δv/c after mitigation:	-0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Whitsett Avenue	Year of Count:	2012	Ambient Growth: (%):	2.0	Conducted by:	The Traffic Solution	Date:	5/30/2012											
CMA4	East-West Street:	Ventura Boulevard	Projection Year:	2016	Peak Hour:	PM	Reviewed by:		Project:	Studio City Senior Living Center P											
No. of Phases		4	4		4		4		4												
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0												
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	3	0	3	0	3	0	3	0											
ATSAC-1 or ATSAC+ATCS-2?		0	0	0	0	0	0	0	0	0											
Override Capacity		0	2	0	2	0	2	0	2	0											
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION					
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	↔	Left	108	1	108	0	108	108	0	117	1	117	0	117	1	117	0	117	1	117	
	↔	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Through	173	0	191	-3	170	192	0	187	0	206	-3	184	0	207	0	184	0	207	
	↔	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	↔	Right	18	0	0	4	22	0	0	19	0	0	4	23	0	0	0	23	0	0	
SOUTHBOUND	↔	Left	249	2	137	33	282	155	7	277	2	152	33	310	2	171	0	310	2	171	
	↔	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	↔	Through	147	1	147	-3	144	144	0	159	1	159	-3	156	1	156	0	156	1	156	
	↔	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	↔	Right	182	1	0	-9	173	0	19	216	1	0	-9	207	1	0	0	207	1	0	
EASTBOUND	↔	Left	232	1	232	-8	224	224	17	268	1	268	-8	260	1	260	0	260	1	260	
	↔	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	↔	Through	1026	1	580	13	1039	586	53	1164	1	654	13	1177	1	661	0	1177	1	661	
	↔	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	↔	Right	133	0	133	0	133	133	0	144	0	144	0	144	0	144	0	144	0	144	
WESTBOUND	↔	Left	26	1	26	4	30	30	0	28	1	28	4	32	1	32	0	32	1	32	
	↔	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	↔	Through	1195	1	719	13	1208	743	42	1336	1	804	13	1349	1	828	0	1349	2	675	
	↔	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	↔	Right	243	0	243	35	278	278	8	271	0	271	35	306	0	306	0	306	1	221	
CRITICAL VOLUMES		North-South:	328	North-South:		347	North-South:		358	North-South:		378	North-South:		378	North-South:		378	North-South:		378
		East-West:	951	East-West:		967	East-West:		1072	East-West:		1088	East-West:		1088	East-West:		935	East-West:		935
		SUM:	1279	SUM:		1314	SUM:		1430	SUM:		1466	SUM:		1466	SUM:		1313	SUM:		1313
VOLUME/CAPACITY (V/C) RATIO:			0.930			0.956			1.040			1.066			1.066			0.955			0.955
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.830			0.856			0.940			0.966			0.966			0.855			0.855
LEVEL OF SERVICE (LOS):			D			D			E			E			E			D			D

REMARKS: ALT-D

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.026	Δv/c after mitigation:	-0.085
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2012	Ambient Growth: (%):	2.0	Conducted by:	City Traffic Counters	Date:	5/30/2012											
CMA5	East-West Street:	Moorpark Street	Projection Year:	2016	Peak Hour:	AM	Reviewed by:		Project:	Studio City Senior Living Center P											
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4			4			4													
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0											
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 3	EB-- 0 WB-- 3	EB-- 0 WB-- 3	EB-- 0 WB-- 3	EB-- 0 WB-- 3	EB-- 0 WB-- 3	EB-- 0 WB-- 3	EB-- 0 WB-- 3	EB-- 0 WB-- 3											
Override Capacity		2			2			2													
		0			0			0													
		2			2			2													
		0			0			0													
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION					
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	↔	Left	74	1	74	0	74	74	12	92	1	92	0	92	1	92	0	92	1	92	
	↔	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Through	1000	1	564	3	1003	566	167	1249	1	693	3	1252	1	695	0	1252	1	695	
	↔	Through-Right	0	1	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0	
	↔	Right	127	0	127	1	128	128	0	137	0	137	1	138	0	138	0	138	0	138	
	↔	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
↔	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	↔	Left	140	1	140	0	140	140	9	161	1	161	0	161	1	161	0	161	1	161	
	↔	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Through	1094	1	661	3	1097	661	79	1263	1	761	3	1266	1	760	0	1266	1	760	
	↔	Through-Right	0	1	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0	
	↔	Right	228	0	228	-4	224	224	11	258	0	258	-4	254	0	254	0	254	0	254	
	↔	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
↔	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	↔	Left	209	1	209	-2	207	207	19	245	1	245	-2	243	1	243	0	243	1	243	
	↔	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Through	700	1	425	-1	699	424	1	759	1	461	-1	758	1	461	0	758	1	461	
	↔	Through-Right	0	1	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0	
	↔	Right	149	0	149	0	149	149	2	163	0	163	0	163	0	163	0	163	0	163	
	↔	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
↔	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	↔	Left	138	1	138	2	140	140	0	149	1	149	2	151	1	151	0	151	1	151	
	↔	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Through	407	1	407	-2	405	405	0	441	1	441	-2	439	1	439	0	439	1	439	
↔	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
↔	Right	97	1	0	0	97	0	0	16	121	1	0	0	121	1	0	0	121	1	0	
↔	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
↔	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South:	735			North-South:	735			North-South:	854			North-South:	856			North-South:	856		
		East-West:	616			East-West:	612			East-West:	686			East-West:	682			East-West:	682		
		SUM:	1351			SUM:	1347			SUM:	1540			SUM:	1538			SUM:	1538		
VOLUME/CAPACITY (V/C) RATIO:				0.983			0.980			1.120			1.119			1.119			1.119		
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.883			0.880			1.020			1.019			1.019			1.019		
LEVEL OF SERVICE (LOS):				D			D			F			F			F			F		

REMARKS: Westbound overlap phase.

PROJECT IMPACT

Change in v/c due to project:	-0.001	Δv/c after mitigation:	-0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2012	Ambient Growth: (%):	2.0	Conducted by:	City Traffic Counters	Date:	5/30/2012										
CMA5	East-West Street:	Moorpark Street	Projection Year:	2016	Peak Hour:	PM	Reviewed by:		Project:	Studio City Senior Living Center P										
	No. of Phases			4		4		4		4										
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0		0		0		0										
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0		0		0		0		0										
	ATSAC-1 or ATSAC+ATCS-2?	EB-- 0 WB-- 3		0		0		0		0										
	Override Capacity			2		2		2		2										
				0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION					
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left	1	88	0	88	88	5	100	1	100	0	100	1	100	0	100	1	100		
	Left-Through	0							0				0				0			
	Through	1	761	9	1432	767	72	1612	1	859	9	1621	1	866	0	1621	1	866		
	Through-Right	1							1				1				1			
	Right	0	98	4	102	102	0	106	0	106	4	110	0	110	0	110	0	110		
	Left-Through-Right	0							0				0				0			
Left-Right	0							0				0				0				
SOUTHBOUND	Left	1	145	0	145	145	8	165	1	165	0	165	1	165	0	165	1	165		
	Left-Through	0							0				0				0			
	Through	1	749	8	1252	750	104	1451	1	869	8	1459	1	870	0	1459	1	870		
	Through-Right	1							1				1				1			
	Right	0	254	-6	248	248	12	287	0	287	-6	281	0	281	0	281	0	281		
	Left-Through-Right	0							0				0				0			
Left-Right	0							0				0				0				
EASTBOUND	Left	1	186	-6	180	180	8	209	1	209	-6	203	1	203	0	203	1	203		
	Left-Through	0							0				0				0			
	Through	1	290	-3	482	289	1	526	1	320	-3	523	1	319	0	523	1	319		
	Through-Right	1							1				1				1			
	Right	0	95	0	95	95	11	114	0	114	0	114	0	114	0	114	0	114		
	Left-Through-Right	0							0				0				0			
Left-Right	0							0				0				0				
WESTBOUND	Left	1	170	4	174	174	0	184	1	184	4	188	1	188	0	188	1	188		
	Left-Through	0							0				0				0			
	Through	1	424	-3	421	421	1	460	1	460	-3	457	1	457	0	457	1	457		
	Through-Right	0							0				0				0			
	Right	1	2	0	147	2	5	164	1	0	0	164	1	0	0	164	1	0		
	Left-Through-Right	0							0				0				0			
Left-Right	0							0				0				0				
CRITICAL VOLUMES		North-South:	906	North-South:	912	North-South:	1024	North-South:	1031	North-South:	1031	North-South:	1031	North-South:	1031	North-South:	1031	North-South:	1031	
	East-West:	610	East-West:	601	East-West:	669	East-West:	660	East-West:	660	East-West:	660	East-West:	660	East-West:	660	East-West:	660	East-West:	660
	SUM:	1516	SUM:	1513	SUM:	1693	SUM:	1691	SUM:	1691	SUM:	1691	SUM:	1691	SUM:	1691	SUM:	1691	SUM:	1691
VOLUME/CAPACITY (V/C) RATIO:			1.103		1.100		1.231		1.230		1.230		1.230		1.230		1.230		1.230	
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.003		1.000		1.131		1.130		1.130		1.130		1.130		1.130		1.130	
LEVEL OF SERVICE (LOS):			F		F		F		F		F		F		F		F		F	

REMARKS: Westbound overlap phase.

Version: 1i Beta; 8/4/2011

ALT-D

PROJECT IMPACT

Change in v/c due to project: **-0.001** Δv/c after mitigation: **-0.001**
 Significant impacted? **NO** Fully mitigated? **N/A**