



Promenade 2035 Project

Case Number: ENV-2016-3909-EIR (Supplemental)
State Clearinghouse: 2016111027

Project Location: 6100 North Topanga Canyon Boulevard; 21800 and 21900 West Erwin Street; 21801, 21821, 21901, and 21931 West Oxnard Street; and 6101 North Owensmouth Avenue, Woodland Hills, California 91367

Community Plan Area: Canoga Park–Winnetka–Woodland Hills–West Hills

Council District: 3—Blumenfield

Project Description: The Project proposes the redevelopment of the existing Westfield Promenade Shopping Center located within the Warner Center Specific Plan area. Upon completion, the Project would include a total of 3,271,050 square feet of floor area, resulting in a net increase of 2,629,886 square feet of new floor area, including up to 1,432 multi-family residential units, approximately 244,000 square feet of retail/restaurant uses, approximately 629,000 square feet of office space, up to 572 hotels rooms within two hotels, and an Entertainment and Sports Center approximately 320,050 square-feet and 15,000 seats in size. The proposed uses would be provided in several buildings throughout the Project Site that would range in height from one-story retail and three- to four-story creative office, to a 28-story office tower. The Project proposes 5,610 parking spaces on-site in a combination of parking structures, subterranean parking, and limited surface parking. The Project proposes approximately 5.6 acres of ground-level, publicly accessible open space, including a central green space and plaza areas.

The proposed Project modifications addressed in this Erratum include a reduction in the square footage of the Entertainment and Sports Center to approximately 181,550 square feet and 10,000 seats in size, reallocation of formerly proposed Entertainment and Sports Center square footage to an additional approximately 102,500 square feet of office and approximately 36,000 square feet of retail uses. With the proposed Project modifications, the Project would provide 5,655 parking spaces on-site and approximately 6.0 acres of ground-level, publicly accessible open space.

PREPARED FOR:

The City of Los Angeles
Department of City Planning

PREPARED BY:

Eyestone Environmental, LLC

APPLICANT:

Westfield Promenade LLC, Promenade Buyer LLC

ERRATUM No. 1

TABLE OF CONTENTS

	<u>Page</u>
1. Introduction.....	1
2. Description of Proposed Modifications.....	3
2.1 Southwest Area Modifications—Entertainment and Sports Center	3
2.2 Southwest Area Modifications—Office, Retail, Open Space, and Parking	4
2.3 Southeast Area Parking Reduction.....	9
2.4 Northeast and Northwest Areas—Addition of Affordable Housing	9
3. EFFECT OF PROPOSED MODIFICATIONS.....	11
3.1 Aesthetics, Views, Light/Glare, and Shading.....	11
3.2 Air Quality	12
3.3 Cultural Resources	13
3.4 Greenhouse Gas Emissions	13
3.5 Hazards and Hazardous Materials	15
3.6 Hydrology, Surface Water Quality, and Groundwater.....	16
3.7 Land Use	16
3.8 Noise.....	17
3.9 Population, Housing, and Employment.....	22
3.10 Public Services—Police Protection, Fire Protection, Schools, Parks and Recreation, and Libraries	24
3.11 Traffic, Access, and Parking	27
3.12 Tribal Cultural Resources	35
3.13 Utilities and Service Systems	35
3.14 Energy Conservation	43
4. CONCLUSION.....	45

Appendices

Appendix 1	Air Quality, Greenhouse Gas Emissions, and Energy Calculation Worksheets
Appendix 2	Noise Calculation Worksheets
Appendix 3	Updated Transportation Analysis

List of Figures

	<u>Page</u>
Figure 1 Modified Project Site Plan—Ground Level	5
Figure 2 Modified Project Site Plan—Roof Plan	6
Figure 3 Project Site Plan—Ground Level.....	7
Figure 4 Project Site Plan—Roof Plan	8

List of Tables

Page

Table 1	Estimate of Maximum Regional Modified Project Daily Operational Emissions—At Project Buildout (2033)	14
Table 2	Annual GHG Emissions Summary (Buildout) for the Modified Project (metric tons of carbon dioxide equivalent [MTCO ₂ e]).....	15
Table 3	Estimated Noise Levels from Entertainment and Sports Center—Modified Project	19
Table 4	Estimated Noise Levels from Outdoor Uses—Modified Project	20
Table 5	Estimated Noise Levels from Parking Facilities—Modified Project	21
Table 6	Composite Noise Impacts—Modified Project	22
Table 7	Modified Project Employment versus Original Project Employment	23
Table 8	Estimated Police Service Population for the Project Site	25
Table 9	Modified Project Student Generation	26
Table 10	Modified Project Trip Comparison to Warner Center 2035 EIR (TAZ 9)	30
Table 11	Modified Project Estimated Water Consumption	36
Table 12	Modified Project Estimated Wastewater Generation	39
Table 13	Modified Project Demolition and Construction Waste Generation	40
Table 14	Modified Project Solid Waste Generation.....	41
Table 15	Summary of Net Annual Energy Use During Modified Project Operation	44

ERRATUM No. 1

1. INTRODUCTION

This Erratum addresses modifications proposed to the Promenade 2035 Project (Original Project) evaluated in the Promenade 2035 Project Supplemental Environmental Impact Report (Supplemental EIR) (ENV-2016-3909-EIR, State Clearinghouse No. 2016111027).¹ Modifications to the Project are proposed in response to community input and this Erratum provides supplemental information to the City decision-makers and the public regarding the proposed modifications. The Project, as described and evaluated in the Supplemental EIR and inclusive of the proposed modifications, is referred to herein as the Modified Project.²

CEQA requires recirculation of a Draft EIR only when “significant new information” is added to a Draft EIR after public notice of the availability of the Draft EIR has occurred (refer to California Public Resources Code (PRC) Section 21092.1 and CEQA Guidelines Section 15088.5), but before the EIR is certified. CEQA Guidelines Section 15088.5 specifically states:

New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement. “Significant new information” requiring recirculation includes, for example, a disclosure showing that:

- *A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.*
- *A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted to reduce the impact to a level of insignificance.*
- *A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project’s proponents decline to adopt it.*

¹ The City certified a programmatic environmental impact report (ENV-2008-3471-EIR) to evaluate the potential impacts of the approved Warner Center 2035 Plan in 2013. The Warner Center 2035 Plan EIR anticipated development in the WC2035 Specific Plan area, including the Project Site. As the WC2035 Plan EIR evaluated impacts on a programmatic level, a Supplemental Environmental Impact Report (SEIR) was prepared for the Promenade 2035 Project to assess potential environmental impacts related to this specific Project within the WC2035 Plan area.

² In a letter submitted to the Director of Planning, Vincent P. Bertoni, AICP, dated February 20, 2020, the applicant submitted the proposed modifications to the Project for consideration by the decision-makers.

- *The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.*

CEQA Guidelines Section 15088.5 also provides that “[r]ecirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR [...] A decision not to recirculate an EIR must be supported by substantial evidence in the administrative record.”

As demonstrated by the following discussion, the proposed modifications to the Project would not result in new significant impacts and do not warrant recirculation of the Supplemental EIR. Specifically, the proposed modifications do not constitute “significant new information” as that term is defined by CEQA Guidelines Section 15088.5. In addition, the proposed modifications to the site plan are not “significant” because the Supplemental EIR is not changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Project. As described below, the proposed modifications would not result in any new significant impacts or a substantial increase in the severity of any impact already identified in the Draft Supplemental EIR or Final Supplemental EIR. Thus, none of the conditions in Section 15088.5 of the CEQA Guidelines are met, and recirculation is not required.

ERRATUM No. 1

2. DESCRIPTION OF PROPOSED MODIFICATIONS

As discussed above, in response to concerns raised in appeals of the July 2019 approvals³ of the Original Project, modifications to the Original Project are proposed. The Modified Project does not change the proposed land uses, the overall proposed floor area, or the number of residential units proposed under the Original Project. A summary of the proposed modifications to the Original Project is included below.

As described in the Supplemental EIR for the Promenade 2035 Project, the Project Site encompasses the existing approximately 34-acre site of the Westfield Promenade Shopping Center (Shopping Center). The Project Site is generally bounded by Erwin Street to the north, Owensmouth Avenue to the east, Oxnard Street to the south, and Topanga Canyon Boulevard to the west. The Project includes a variety of uses within specific geographical areas of the Project Site, based on adjacent uses, which would be connected and integrated via internal streets and pedestrian pathways. These areas of the Project Site include the Northeast Area, the Northwest Area, the Southwest Area, and the Southeast Area. As discussed in the Supplemental EIR, the Project proposed two mixed-used buildings with residential and ground-level retail within the Northeast Area; residential, retail, hotel, and office uses within the Northwest Area; an Entertainment and Sports Center and office and retail uses in the Southwest Area; and residential, retail, hotel, and office uses in the Southeast Area.

2.1 Southwest Area Modifications—Entertainment and Sports Center

The Modified Project reduces both the number of seats and the square footage of the Entertainment and Sports Center. Specifically, the Entertainment and Sports Center is proposed to be reduced from 320,050 square feet and 15,000 seats to 181,550 square feet (a 138,500-square-foot reduction) and 10,000 seats. The proposed design of the reduced-footprint Entertainment and Sports Center under the Modified Project would be rotated along an east to west orientation rather than north to south as proposed by the Original Project. In addition, the height of the Entertainment and Sports Center is proposed to be reduced from 155 feet to 85 feet. The 10,000-seat Entertainment and Sports Center would be enclosed under the Modified Project. The Modified Project includes an option for a partial roof design, in which case the number of seats in the Entertainment and Sports Center would be reduced to 7,500 seats. Under the partial roof design, the height of the Entertainment and Sports Center would be reduced to approximately 75 feet. The partial roof design is consistent with the partial roof design analyzed in the Supplemental EIR, with an overhang extending over the seating areas of the Entertainment and Sports Center to provide shade, which would have additional benefits of providing some lighting and noise shielding.

³ The Zoning Administrator issued a letter of determination (LOD) on July 17, 2019 for ZA-2016-3908-MCUP-DI-SPP, approving Alternative 5—Reduced Entertainment and Sports Center Seating (Option 2—7,500 seats, as modified by the Zoning Administrator) and fully enclosed. The Deputy Advisory Agency issued its LODs on July 22, 2019 approving VTT-74587, VTT-74588 and VTT-74589. All decision letters were appealed.

Figure 1 and Figure 2 on pages 5 and 6 illustrate the proposed modifications. For ease of reference, the conceptual site plans for the ground and roof levels contemplated in the Supplemental EIR are included in Figure 3 and Figure 4 on pages 7 and 8, respectively.

As shown in Figure 1 and Figure 3, the larger Entertainment and Sports Center under the Original Project encompassed almost the entire Southwest Area along Promenade Boulevard, Topanga Canyon Boulevard, and Oxnard Street. The reduced Entertainment and Sports Center under the Modified Project would be located only along Promenade Boulevard and Topanga Canyon Boulevard within the northwest portion of the Southwest Area.

As shown in Figure 1, the proposed modifications to the Entertainment and Sports Center also include a dedicated space for cultural exhibits and activities. As illustrated in Figure 1, this cultural space would be located along the western portion of the Entertainment and Sports Center.

2.2 Southwest Area Modifications—Office, Retail, Open Space, and Parking

As described in the Supplemental EIR, and shown in Figure 3 on page 7, the Original Project proposed a three-story office building comprising approximately 43,000 square feet adjoining the Entertainment and Sports Center. Below the office building would be a three-story parking structure providing approximately 290 parking spaces. Approximately 23,000 square feet of retail would wrap the Entertainment and Sports Center and parking structure at the ground level.

With the reduced footprint of the Entertainment and Sports Center described above, the Modified Project proposes to reallocate the 138,500-square-foot reduction in the Entertainment and Sports Center to include 102,500 square feet of additional office space and 36,000 square feet of additional retail space for a total of 145,500 square feet of office space and 59,000 square feet of retail space within the Southwest Area. Overall, the square footage within the Southwest Area and the Original Project evaluated in the Supplemental EIR would remain unchanged with the Modified Project.

As further illustrated in Figure 1 and Figure 2 on pages 5 and 6, the modified Entertainment and Sports Center would also allow for the creation of approximately 9,000 square feet of additional open space within the Southwest Area. In addition, the Modified Project proposes to increase the previously proposed three-level parking structure with 290 parking spaces to a seven-level parking structure with 1,605 parking spaces. Office uses would continue to be provided above the parking structure, and the parking structure would continue to be fully screened with street-front retail and office. The Modified Project includes a right-turn-out egress from the Topanga Canyon Boulevard driveway, between Oxnard Street and Promenade Boulevard, which was previously proposed for ingress only.

With the reduced size of the Entertainment and Sports Center, the Modified Project would comply with Los Angeles Municipal Code (LAMC) and Warner Center 2035 Specific Plan (Warner Center Plan) on-site parking requirements. Therefore, off-site parking would no longer be needed to provide code-required parking as part of the Modified Project as was previously included for the Original Project. Specifically, the larger Entertainment and Sports Center under the Original Project requires 3,000 spaces per Warner Center Plan parking requirements, whereas the modified

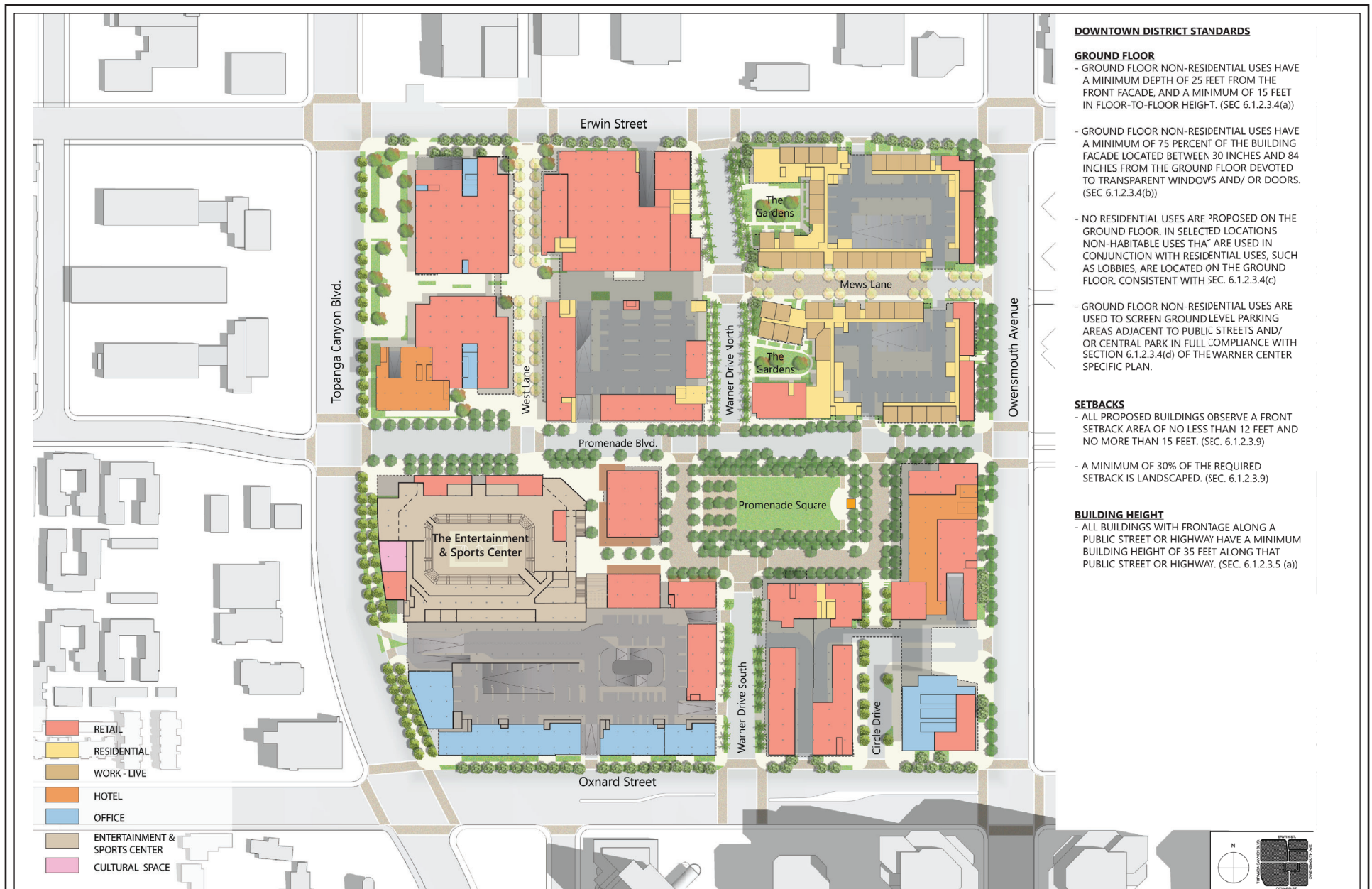


Figure 1
Modified Project Site Plan—Ground Level



Figure 2
Modified Project Site Plan—Roof Plan

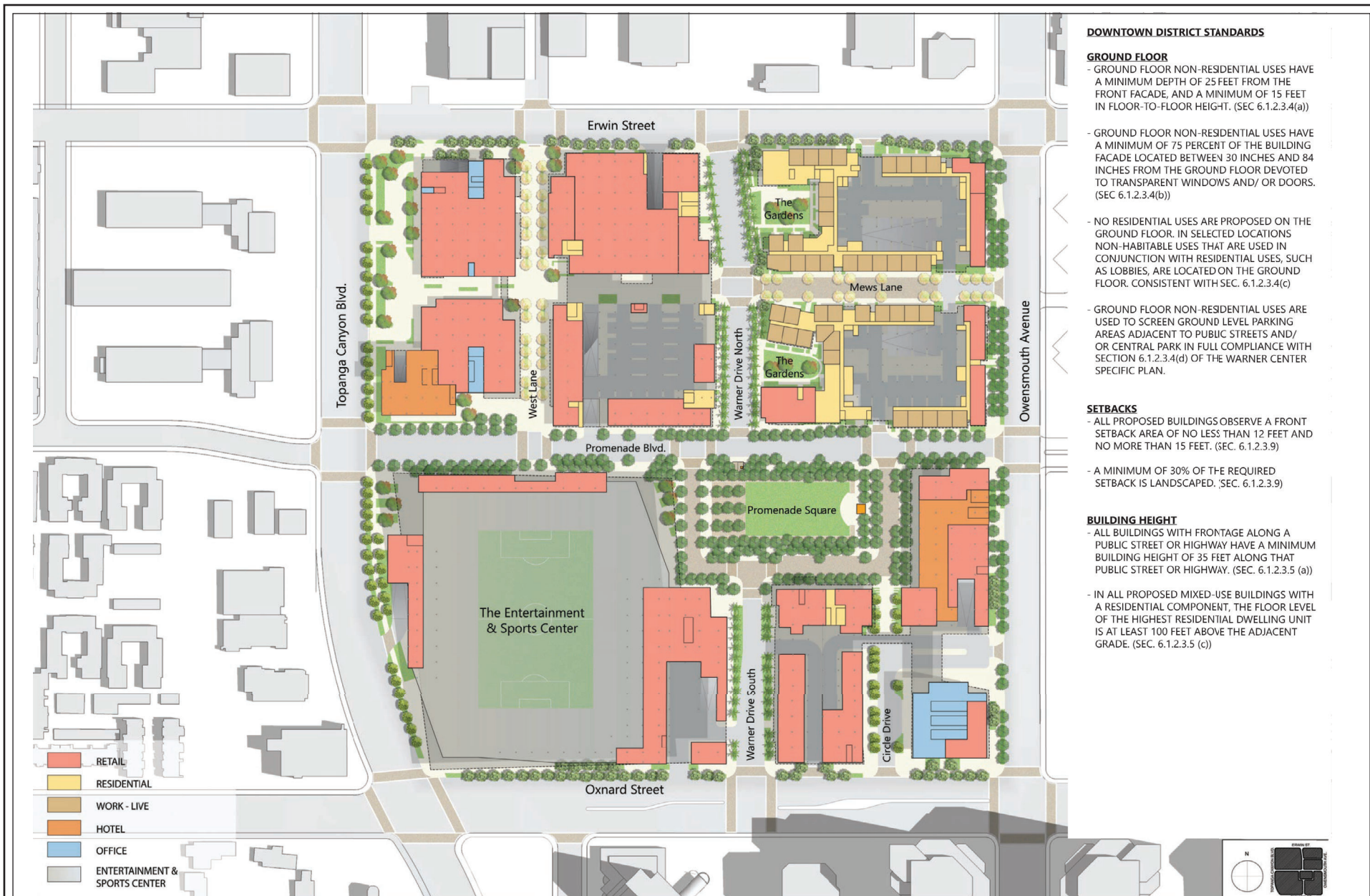


Figure 3
Project Site Plan—Ground Level

Entertainment and Sports Center would only require 2,000 spaces. The Original Project, as described in the Supplemental EIR, proposed approximately 2,800 spaces for the Entertainment and Sports Center, lower than the code-required on-site parking for a venue with 15,000 seats. On-site parking is expected to meet parking demand for most daily operations. During holiday periods and whenever needed to ensure availability of parking to meet demand, off-site parking would be made available at other nearby properties, with the approval of the Los Angeles Department of Transportation.

2.3 Southeast Area Parking Reduction

The Modified Project proposes a reduction in subterranean parking in the Southeast Area from a parking garage with 2,380 spaces, including 1,800 spaces below grade and 580 spaces above grade, to a two-level parking garage with 1,110 spaces, including 580 spaces below grade and 530 spaces above grade. With this proposed modification and the parking modification discussed above for the Southwest Area, the total on-site parking with the Modified Project is increased by 45 spaces (total on-site parking increases from 5,610 spaces to 5,655 spaces), while the minimum Code requirements based on the uses in the Modified Project decreases by 825 spaces compared to the Original Project. In addition, with the reduction in subterranean parking, the Modified Project would result in an associated reduction in excavation and soil export.

2.4 Northeast and Northwest Areas—Addition of Affordable Housing

While income restricted housing is not required under the Warner Center Plan, to address immediate community housing needs in the initial phases of the Project, the Modified Project proposes to provide 5 percent (up to 54 units) of housing units in the Northeast Area and in the Northwest Area as Very Low Income affordable units.^{4,5} In order to implement this proposed modification, the Modified Project requests relief from the minimum height requirement in the Downtown District of the Warner Center Plan of 100 feet for residential housing in the Northeast and Northwest Areas. With the requested relief in these areas from the Warner Center Plan's 100-foot minimum residential height requirement, set forth in Section 6.1.2.3.5(c) of the Warner Center Plan, no minimum height requirement would apply to the floor level of the highest residential units for residential buildings in the Northeast and Northwest Areas. With the requested relief, the proposed heights for the ground floor of the highest residential units for buildings in these areas would range from approximately 67 feet to 70 feet in lieu of 100 feet, corresponding to a reduction in the required minimum height of approximately three to four stories. This proposed modification is proposed to be implemented through an additional discretionary approval, specifically an off-menu incentive request in the density bonus process under Los Angeles Municipal Code Section 12.22.A 25.

⁴ As with the Original Project, the Modified Project includes 646 units in the Northeast Area (320 units in Northeast A and 326 units in Northeast B) and 417 units in Northwest B for a total unit count of 1,063 units. Approximately 5 percent of these units would be set aside as Very Low Income Housing Units.

⁵ The applicant submitted the Modified Project on February 21, 2020, which also identified the voluntary inclusion of 5-percent Workforce Housing and 5-percent Stakeholder Housing for the housing units in the Northeast and Northwest Areas. No change to the Original Project's analysis or requested discretionary actions would occur as a result of this voluntary housing.

The Modified Project is not requesting any additional residential density. The overall number of residential units proposed as part of the Original Project (1,432 units) would remain under the Modified Project. Additionally, to ensure the Modified Project continues to include high-rise components in the Downtown District of the Warner Center 2035 Specific Plan, no height reduction is requested in the hotel tower in the Northwest Area or for the proposed buildings in the Southeast Area.

ERRATUM No. 1

3. EFFECT OF PROPOSED MODIFICATIONS

3.1 Aesthetics, Views, Light/Glare, and Shading

As discussed in the Supplemental EIR, Senate Bill (SB) 743, which became effective on January 1, 2014, added Public Resources Code Section 21099, which provides that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” Public Resources Code Section 21099 also provides that aesthetic impacts do not include impacts on historical or cultural resources.

As discussed in the Supplemental EIR, the Original Project is a multiple phase, mixed-use residential development located entirely within 0.5 mile of a major transit stop (i.e., the adjacent Warner Center Transit Hub along Owensmouth Avenue). The Project Site which is currently developed with a shopping center, meets Public Resources Code Section 21099’s definition of an infill site as a lot located within an urban area that has been previously developed. Therefore, the Original Project is located in a transit priority area pursuant to Public Resources Code Section 21099. As such, pursuant to SB 743 and the City’s ZI 2452, the Original Project’s aesthetic impacts shall not be considered a significant impact on the environment. Nevertheless, the Supplemental EIR included an aesthetics analysis for informational purposes.

With the proposed modifications, the Modified Project would continue to be a mixed-use residential development within 0.5 mile of a major transit stop. As such, the Modified Project’s aesthetic impacts also would not be considered a significant impact on the environment. Notwithstanding, the proposed modifications include a substantial reduction in the size of the Entertainment and Sports Center as well as its height. Additional reductions in height are proposed for residential buildings in the Northeast and Northwest Areas. In addition, while the size and height of the above-grade parking structure proposed in the Southwest Area would increase, the parking structure would be fully wrapped in office and retail uses such that parking areas would not be visible. Overall, the Modified Project’s uses would be consistent with the same uses evaluated for the Original Project in the Supplemental EIR and the proposed modifications would not result in additional substantial sources of light and glare. The reduced heights of the Entertainment and Sports Center and residential buildings in the Northeast and Northwest Areas would also reduce the shadows previously evaluated in the Supplemental EIR. In addition, like the Original Project, the Modified Project would comply with all requirements of the Warner Center Plan Sign District. Overall, the Modified Project would not have a substantial adverse effect on a scenic vista, degrade the existing visual character or quality of the Project Site and its surroundings nor create a new source of substantial light and glare which would adversely affect day or nighttime views in the area. In accordance with SB 743, potential aesthetic impacts of the Modified Project, including those related to aesthetics, views, light/glare and shading, would continue to be less than significant.

3.2 Air Quality

As demonstrated by the following discussion, the modifications proposed under the Modified Project would not result in new significant air quality impacts.

3.2.1 Construction

As described in the Supplemental EIR, the Original Project is anticipated to be constructed in multiple phases, over a period of 15 years, with the Supplemental EIR assuming commencement in 2019 and buildout of the Original Project completed in 2033. For the purpose of providing a conservative analysis of potential construction impacts for the Supplemental EIR, construction assumptions were developed for the maximum potential overlap of construction phases (the Overlapping Construction Plan). The Overlapping Construction Plan assumes that the Northeast, Northwest, and Southwest Areas of the Project Site would be constructed as close in time as feasible to provide a peak scenario of potential construction impacts. As discussed above, the Modified Project would primarily involve the reduction of the Entertainment and Sports Center and the reallocation of that reduced floor area to the office and retail uses in the Southwest Area. The Modified Project also proposes to reduce the number of subterranean parking levels in the Southeast Area while increasing the above-grade parking levels in the Southwest Area. Based on these modifications, construction activities and the overall construction schedule under the Modified Project would be similar to those set forth in the Supplemental EIR. However, with the proposed reduction in subterranean parking in the Southeast Area of the Project Site, excavation, grading and soil export would be reduced under the Modified Project. While the reduction in soil export would serve to reduce air pollutant emissions over the duration of these activities, the intensity of air pollutant emissions and fugitive dust from grading/export activities would be similar on days with maximum construction activities. Similarly, while the additional above-grade parking levels in the Southwest Area would increase the overall amount of construction activities (e.g., concrete deliveries) related to construction of the above ground parking structure, the intensity of air pollutant emissions from these construction activities would be similar to the Original Project on days with maximum construction activities. Furthermore, the air quality analysis provided in the Supplemental EIR assumed maximum daily construction activities over the entire duration and accounted for the maximum parking square footage in each of the areas of the Project Site. Because maximum daily conditions are used for measuring impact significance, regional impacts on these days would be similar to those of the Original Project in the Supplemental EIR and would be significant and unavoidable for regional NO_x emissions under the conservative Overlapping Construction Plan scenario for the Modified Project.

The Modified Project would be located at similar distances from sensitive receptors as the Original Project analyzed in the Supplemental EIR. Since air emissions and fugitive dust from these construction activities would not increase in comparison to those of the Original Project on maximum construction activity days, localized emissions under the Modified Project would also be similar to those of the Original Project. Therefore, as with the Original Project, localized impacts under the Modified Project would be less than significant.

3.2.2 Operation

With the reduced footprint of the Entertainment and Sports Center described above, the Modified Project proposes to reallocate the 138,500-square-foot reduction in the Entertainment and

Sports Center to include 102,500 square feet of additional office space and 36,000 square feet of additional retail space for a total of 145,500 square feet of office space and 59,000 square feet of retail space within the Southwest Area. Overall, the square footage within the Southwest Area and the Original Project evaluated in the Supplemental EIR would remain unchanged with the Modified Project. Although daily vehicular trips are anticipated to decrease under the Modified Project, the analysis of operational air quality impacts also accounts for land use specific factors (e.g., trip distance and percent of trips that are considered primary, diverted, and passby). Thus, it is possible to have a decrease in daily trips, but an increase in air pollutant emissions as a result of a change in land use. Similarly, land uses have different electricity and natural gas usage rates. As a result, the operational analysis of air pollutant emissions provided in the Supplemental EIR was updated to reflect the change in land uses. As shown in Table 1 on page 14, potential air quality impacts would decrease under the Modified Project. These impacts would be within the envelope of impacts included in the Supplemental EIR. Nonetheless, regional operational emissions associated with Project buildout would still exceed the SCAQMD daily emission threshold for regional VOC and NO_x. Thus, the Modified Project would continue to result in significant and unavoidable Project-level and cumulative regional operational air quality impacts.

3.3 Cultural Resources

As analyzed in the Supplemental EIR, impacts to historical resources would be significant due to the demolition of the Macy's building, which appears eligible for listing on the California Register of Historical Resources and designation as a City of Los Angeles Historic-Cultural Monument. While implementation of Mitigation Measure C-1 included in the Supplemental EIR would record and document the building's design, Project impacts to historical resources were concluded to be significant and unavoidable. The Modified Project would also include demolition of the Macy's building. As such, the Modified Project's impacts to historical resources would continue to be significant and unavoidable.

With regard to archaeological resources in the form of buried human remains, the Supplemental EIR concluded that with compliance with applicable regulatory requirements and Warner Center Plan Mitigation Measures CUL-3 and CUL-5, as well as Warner Center Plan Mitigation Measures CUL-4 and CUL-6, impacts to archaeological resources in the form of buried human remains would be reduced to a less-than-significant level. As discussed above, the Modified Project would involve a reduction in subterranean parking in the Southeast Area. As such, the Modified Project would reduce excavation compared to the Original Project. Therefore, Modified Project impacts to archaeological resources in the form of buried human remains would continue to be less-than-significant with compliance with applicable regulatory requirements and implementation of mitigation measures.

3.4 Greenhouse Gas Emissions

3.4.1 Construction

As discussed above in Section 3.2, Air Quality, the Modified Project would reduce the maximum amount of soil export within the Southeast Area of the Project Site associated with the reduction in subterranean parking. This reduction in soil export would result in a proportional reduction in GHG emissions. In addition, while the parking square footage within the Southwest Area would increase, peak daily construction activities were conservatively assumed to occur on all days over the entire

Table 1
Estimate of Maximum Regional Modified Project Daily Operational Emissions—At Project Buildout (2033)^a

Emission Source	Pollutant Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Modified Project						
Area	64	4	119	<1	<1	<1
Energy (Natural Gas)	1	9	6	<1	1	1
Mobile	11	54	66	<1	22	6
Emergency Generators	<1	1	18	<1	<1	<1
Total Proposed Uses Emissions	74	69	210	<1	23	8
SCAQMD Significance Threshold	55	55	550	150	150	55
Over/(Under)	19	13	(340)	(149)	(127)	(47)
Exceed Threshold?	Yes	Yes	No	No	No	No
Comparison to Original Project						
Modified Project	74	69	210	<1	23	8
Original Project	76	79	223	<1	27	9
Over/(Under)	(2)	(10)	(13)	(<1)	(4)	(1)
Within Impacts in Supplemental EIR	Yes	Yes	Yes	Yes	Yes	Yes
<p><i>Numbers may not add up exactly due to rounding.</i></p> <p>^a The CalEEMod model printout sheets and/or calculation worksheets are presented in Appendix 1 (CalEEMod Output) of this Erratum.</p> <p>Source: Eystone Environmental, 2020.</p>						

construction duration. Thus, while the additional above-grade parking levels in the Southwest Area would increase the overall amount of construction activities (e.g., concrete deliveries) related to construction of the above ground parking structure, this maximum daily activity was included in the GHG analysis and would not increase the duration of construction.

3.4.2 Operation

As discussed above in Section 3.2, Air Quality, the square footage within the Southwest Area evaluated in the Supplemental EIR would remain unchanged with the Modified Project but would include a change in the square footages of different land uses. Although daily vehicular trips are anticipated to decrease under the Modified Project, the analysis of operational GHG emissions also accounts for land use specific factors (e.g., trip distance and percent of trips that are considered primary, diverted, and passby). Thus, it is possible to have a decrease in daily trips, but an increase in GHG emissions as a result of a change in land use. Similarly, land uses have different electricity and natural gas usage rates. As a result, the operational analysis of GHG emissions provided in the Supplemental EIR was updated to reflect the change in land uses. As shown in Table 2 on page 15, the Modified Project would result in lower GHG emissions compared to the Project (10,688 MMTCO₂e vs. 11,738 MMTCO₂e). The Modified Project would be designed to comply with the goals of AB 32,

Table 2
Annual GHG Emissions Summary (Buildout) for the Modified Project^a
(metric tons of carbon dioxide equivalent [MTCO₂e])

Scope	Modified Project	Original Project ^e	Difference
Area ^b	61	61	(<1)
Energy	5,538	5,544	(6)
Mobile	1,687	2,731	(1,044)
Stationary ^c	64	64	(0)
Solid Waste ^d	1,140	1,140	(0)
Water/Wastewater ^d	685	685	(0)
Construction	1,513	1,513	(0)
Total Emissions	10,688	11,738	(1,050)
<p>^a CO₂e was calculated using CalEEMod and the results are provided in Section 2.0 of the Operation CalEEMod output file within Appendix 1 of this Erratum.</p> <p>^b Area source emissions are from landscape equipment and fireplaces.</p> <p>^c Stationary source emissions are from on-site emergency generators.</p> <p>^d As shown below, solid waste generation and water usage would decrease under the Modified Project. However, for purposes of this analysis, it was conservatively assumed to remain the same as the Original Project.</p> <p>^e Table IV.D-6 of Section IV.D, Greenhouse Gas Emissions, of the Draft Supplemental EIR.</p> <p>Source: Eyestone Environmental, 2020.</p>			

SCAG's 2016–2040 RTP/SCS, and the City of Los Angeles LA Green Plan and implement sustainability features that are comparable to the ones proposed for the Original Project. The Modified Project would incorporate the same Project Design Features as those of the Original Project to reduce GHG emissions. Therefore, the Modified Project would be consistent with the GHG reduction goals and objectives set forth in state, regional, and local regulatory plans. Impacts related to GHG emissions under the Modified Project would be less than significant.

3.5 Hazards and Hazardous Materials

The Modified Project does not include different types of uses proposed or a change in the area to be developed when compared with the Original Project evaluated in the Supplemental EIR. While the Modified Project would increase the office and retail uses within the Southwest Area, the Modified Project would result in a corresponding decrease in the floor area of the Entertainment and Sports Center. In addition, the Modified Project would comply with the same regulatory requirements and implement the same mitigation measures set forth in the Supplemental EIR. Thus, impacts associated with hazards and hazardous materials would continue to be less than significant with compliance with regulatory requirements and implementation of mitigation. No new impacts with regard to hazards and use of hazardous materials would occur under the Modified Project.

3.6 Hydrology, Surface Water Quality, and Groundwater

Similar to the Original Project, construction of the Modified Project would be required to comply with all applicable City grading permit regulations, including, but not limited to, the Los Angeles Green Building Code, LAMC, and Low Impact Development (LID) requirements, that require necessary measures, plans, and inspections to reduce flooding, sedimentation, and erosion. In addition, National Pollutant Discharge Elimination Systems (NPDES) requirements would be implemented that would include a Storm Water Pollution Prevention Plan that would specify Best Management Practices (BMPs) to be used during construction to reduce or eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from the site during construction. The Modified Project would also reduce excavation activities with the reduction in subterranean parking in the Southeast Area, which would reduce the potential for erosion. Overall, construction-related impacts to surface water hydrology and surface water quality under the Modified Project would continue to be less than significant, and no new impacts would occur.

With regard to operation, upon buildout of the Modified Project, the amount of impervious area would decrease compared to the Original Project as the Modified Project would include additional landscaped areas. Therefore, the Modified Project would not increase runoff volumes into the existing storm drain system. Similar to the Original Project, the Modified Project would implement LID requirements for the Project Site that would outline the stormwater treatment post-construction BMPs required to control runoff and pollutants associated with storm events per the City's Stormwater Program. Thus, operational impacts associated with hydrology and surface water quality would continue to be less than significant under the Modified Project, and no new impacts would occur.

As with the Original Project, groundwater may be encountered during excavation activities associated with the Modified Project. However, it is noted that with the reduced subterranean parking in the Southeast Area, the potential need for dewatering activities would be reduced. Notwithstanding, as with the Original Project, if groundwater is encountered during construction of the Modified Project, a dewatering system would be implemented. Adherence to applicable NPDES Permit and industrial user sewer discharge permit requirements would ensure operation of the dewatering system would have a minimal effect on local groundwater recharge in the vicinity of the Project Site. The Modified Project would also comply with all applicable federal, state, and local requirements, concerning the handling, storage and disposal of hazardous waste, which would reduce the potential for construction to release contaminants into groundwater. Thus, potential groundwater impacts associated with operation of the Modified Project would continue to be less than significant, and no new impacts would occur.

3.7 Land Use

As provided in the Supplemental EIR, the Original Project would be substantially consistent with applicable goals, policies, and objectives in local and regional plans that govern development on the Project Site, including the Community Plan, WC2035 Plan, and the relevant environmental policies in other applicable plans, including regional plans. As discussed above, the Modified Project would not change the type of uses or introduce new uses on the Project Site not previously contemplated. The Modified Project would merely reallocate certain uses within the Southwest Area, reduce subterranean parking within the Southeast Area, and reallocate standard market rate housing units for Very Low Income housing. The Modified Project includes a request for relief from the minimum height

requirement in the Downtown District of the Warner Center Plan of 100 feet for residential housing in the Northeast and Northwest Areas. This proposed modification is proposed to be implemented through an off-menu incentive request in the density bonus process under Los Angeles Municipal Code Section 12.22.A 25. The WC2035 Plan specifically states that it “does not preclude or supersede an applicant’s rights prescribed in LAMC Section 12.22-A.25 for Incentives Related to Affordable Housing.” Additionally, this proposed modification would further support the City’s housing goals, policies, and objectives related to providing a diversity of housing as well as providing low-income housing. As such, impacts related to land use consistency under the Modified Project would continue to be less than significant, and no new impacts would occur.

With regard to land use compatibility, the Supplemental EIR concluded that the Original Project would not substantially or adversely change the existing relationship between on- and off-site land uses and properties, or have the long-term effect of adversely altering a neighborhood or community through ongoing disruption, division, or isolation. The Modified Project would continue to be implemented within the same Project Site as the Original Project. In addition, the Modified Project would reduce the size and height of the Entertainment and Sports Center. The Modified Project would also reduce the height of residential buildings within the Northeast and Northwest Areas. These reduced height buildings would also be compatible with the surrounding community and the Downtown District of the Warner Center Plan. As such, Modified Project impacts related to land use compatibility would continue to be less than significant, and no new impacts would occur.

3.8 Noise

The following analysis is based on the *Modified Project Noise Impact Analysis* prepared by AES. As discussed therein, the Modified Project Noise Impact Analysis is based on the same methodologies used in the Supplemental EIR for the Original Project. The Modified Project Noise Impact Analysis and supporting worksheets are included in Appendix 2 of this Erratum.

3.8.1 Construction

As previously discussed, for the purpose of providing a conservative analysis of potential construction impacts for the Supplemental EIR, construction assumptions were developed for the maximum potential overlap of construction phases (the Overlapping Construction Plan). The Overlapping Construction Plan assumes that the Northeast, Northwest, and Southwest Areas of the Project Site would be constructed as close in time as feasible to provide a peak scenario of potential construction impacts. As described above, the Modified Project would primarily involve the reduction of the Entertainment and Sports Center and the reallocation of that reduced floor area to the office and retail uses in the Southwest Area. The Modified Project also proposes to reduce the number of subterranean parking levels in the Southeast Area from five levels to two levels while increasing the above-grade parking levels in the Southwest Area from three levels to seven levels. Based on these modifications, construction activities and the overall construction schedule under the Modified Project would be similar to those set forth in the Supplemental EIR. While the proposed reduction in subterranean parking in the Southeast Area of the Project Site would reduce excavation, grading, and soil export under the Modified Project, and the additional above-grade parking in the Southwest Area would increase construction activities (e.g. concrete deliveries) associated with the construction of the above-grade parking, the peak day construction equipment mix analyzed for the Original Project in the Supplemental EIR would not change for the Modified Project. Because maximum daily conditions are

used for measuring impact significance, the on- and off-site noise and vibration impacts under peak construction activities for the Modified Project would be similar to those set forth in the Supplemental EIR for the Original Project, and no new impacts would occur. Therefore, construction-related on-site noise impacts and off-site vibration impacts with respect to human annoyance would continue to be significant and unavoidable under the Modified Project. Construction-related off-site noise impacts, on-site vibration impacts with respect to both building damage and human annoyance, and off-site vibration impacts with respect to building damage would also continue to be less than significant under the Modified Project.

3.8.2 Operation

As described above, the proposed modifications to the land uses and building footprints of the Original Project are limited to the Southwest Area of the Project Site. These modifications include a reduction in the square footage and seating capacity of the Entertainment and Sports Center, reorientation of the footprint of the Entertainment and Sports Center, reallocation of the reduced Entertainment and Sports Center square footage to office and retail uses, the reconfiguration of the parking structure to a seven-level parking structure, and the addition of outdoor open spaces. The remaining changes under the Modified Project, including the reduction in subterranean parking in the Southeast Area and the addition of affordable housing with reduced building heights in the Northeast and Northwest Areas, would not result in changes to the noise analysis in the Supplemental EIR that would result in increased impacts.

3.8.2.1 Entertainment and Sports Center

The Entertainment and Sports Center would be reduced from 15,000 seats to up to 10,000 seats under the Modified Project. As described above, the 10,000-seat Entertainment and Sports Center would be enclosed under the Modified Project. The Modified Project also includes an option for a partial roof design, in which case the number of seats in the Entertainment and Sports Center would be reduced to 7,500 seats. Accordingly, sold-out events at the maximum of 10,000 seats and 7,500 seats were assumed for the closed roof design and the partial roof option, respectively. In addition, under the Modified Project, the location of the Entertainment and Sports Center has shifted from a primarily north-south orientation to an east-west orientation. Table 3 on page 19 presents the estimated noise levels from the Entertainment and Sports Center based on a sold-out concert event to represent the worst-case conditions for both the closed roof design and the partial roof option. As shown in Table 3, compared to the Original Project, Modified Project noise levels associated with the Entertainment and Sports Center closed roof design would not change at receptor location R1, and would decrease at receptor locations R2, R3 and R4. As further shown in Table 3, compared to the Original Project, Modified Project noise levels associated with the Entertainment and Sports Center partial roof option would increase by 0.1 dBA at receptor location R1, decrease by 1.3 dBA at receptor location R2, decrease by 0.7 dBA at receptor location R3, and would increase by 1.1 dBA at receptor location R4. The slightly increased noise levels at receptor locations R1 and R4 under the partial roof option are due to the rotated design of the reduced-footprint Entertainment and Sports Center under the Modified Project along an east to west orientation rather than north to south as proposed by the Original Project. Overall, as summarized in Table 3, the estimated noise levels (Modified Project plus ambient) from the Entertainment and Sports Center under the Modified Project would continue to be below the significance threshold at all off-site receptor locations for both the 10,000-seat closed roof

Table 3
Estimated Noise Levels from Entertainment and Sports Center—Modified Project

Receptor Location	Existing Ambient Noise Levels dBA (L _{eq})	Estimated Noise Levels from Entertainment & Sports Center dBA (L _{eq})		Ambient + Project Noise Levels dBA (L _{eq})		Significance Threshold dBA (L _{eq})	Exceedance Above the Significance Threshold
		Original Project ^a	Modified Project	Original Project	Modified Project		
Modified Project Closed Roof Design (10,000 seats) ^b							
R1	59.1	38.5	38.0	59.1	59.1	64.1	0.0
R2	56.0	56.8	33.7	59.4	56.0	61.0	0.0
R3	54.9	52.1	44.1	56.7	55.2	59.9	0.0
R4	52.4	46.2	44.1	53.3	53.0	57.4	0.0
Modified Project Partial Roof Option (7,500 seats) ^c							
R1	59.1	38.5	44.4	59.1	59.2	64.1	0.0
R2	56.0	56.8	53.9	59.4	58.1	61.0	0.0
R3	54.9	52.1	49.5	56.7	56.0	59.9	0.0
R4	52.4	46.2	50.1	53.3	54.4	57.4	0.0
<div><div></div><div><div></div><div></div></div><div><div></div><div></div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div></div>							

design and the 7,500-seat partial roof option. Therefore, noise impacts associated with operation of the Entertainment and Sports Center under the Modified Project would continue to be less than significant.

3.8.2.2 Outdoor Spaces

With the reduction in the Entertainment and Sports Center, the Modified Project would provide additional outdoor spaces within the Southwest Area, including: outdoor open spaces within the northwest and northeast corners of the Southwest Area; the roof gardens at the south side of the Entertainment and Sports Center; and plaza areas along the west and south sides of the parking structure. Table 4 on page 20 presents the estimated noise levels from the outdoor spaces for the Modified Project, as compared to the Original Project. As provided in Table 4, compared to the Original Project, the estimated noise levels from the outdoor spaces (Modified Project plus ambient) for the Modified Project would result in a maximum noise increase ranging from 0.3 dBA at receptor location R4 to 1.8 dBA at receptor location R3, and no noise increase at receptor location R1. As summarized in Table 4, overall, the estimated noise levels associated with the outdoor uses under the Modified Project would continue to be below the significance threshold at all off-site receptor locations. Therefore, noise impacts associated with the outdoor spaces for the Modified Project would continue to be less than significant.

Table 4
Estimated Noise Levels from Outdoor Uses—Modified Project

Receptor Location	Existing Ambient Noise Levels dBA (L _{eq})	Estimated Noise Levels from Outdoor Uses dBA (L _{eq})		Ambient + Project Noise Levels dBA (L _{eq})		Significance Threshold dBA (L _{eq})	Exceedance Above the Significance Threshold
		Original Project	Modified Project	Original Project	Modified Project		
R1	59.1	44.2	44.1	59.2	59.2	64.1	0.0
R2	56.0	44.8	51.3	56.3	57.3	61.0	0.0
R3	54.9	48.6	54.3	55.8	57.6	59.9	0.0
R4	52.4	55.0	55.4	56.9	57.2	57.4	0.0
<i>Source: AES, 2020.</i>							

3.8.2.3 Parking Facilities

As described above, the Modified Project would include additional levels of above grade parking within the Southwest Area. As with the Original Project, the parking structure would be wrapped by office and retail uses and the Entertainment and Sport Center, which would attenuate noise levels at the off-site sensitive receptors. Table 5 on page 21 presents the estimated noise levels from the parking facilities for the Modified Project, as compared to the Original Project. As provided in Table 5, compared to the Original Project, the estimated noise levels (Modified Project plus ambient) from the parking facilities for the Modified Project would result in a maximum noise increase ranging from 0.2 dBA at receptor location R4 to 0.8 dBA at receptor location R2 and with no increase at receptor location R1. As with the Original Project, the estimated noise levels from the parking facilities under the Modified Project would be below the significance threshold at all off-site receptor locations. Therefore, noise impacts associated with the parking facilities for the Modified Project would continue to be less than significant.

3.8.2.4 Off-Site Mobile Noise Sources

As provided in the Updated Transportation Analysis included in Appendix 3 of this Erratum, during sold-out event conditions, the Modified Project would generate approximately 15 more net new morning peak-hour trips than under the Original Project. However, during the weekday afternoon and Saturday mid-day peak hours, the net new trip generation for the Modified Project would be respectively 277 and 228 trips lower than the Original Project. Similarly, the Modified Project's net new trips estimated one hour prior to an event on weekdays (6:00 P.M.–7:00 P.M.) and weekends (1:00 P.M.–2:00 P.M.) along with the weekday and weekend late night condition (10:00 P.M.–11:00 P.M.) would be lower when compared with the Original Project evaluated in the Supplemental EIR. Based on the nominal increase of trips during the morning peak hour under sold-out conditions, and the reduction in trips under sold-out conditions during the weekday afternoon, Saturday mid-day, and pre- and post-event hour, the Modified Project would not result in a new impact or increased impacts.

Table 5
Estimated Noise Levels from Parking Facilities—Modified Project

Receptor Location	Existing Ambient Noise Levels dBA (L _{eq})	Estimated Noise Levels from Parking Facilities dBA (L _{eq})		Ambient + Project Noise Levels dBA (L _{eq})		Significance Threshold dBA (L _{eq})	Exceedance Above the Significance Threshold
		Original Project	Modified Project	Original Project	Modified Project		
R1	59.1	31.4	31.7	59.1	59.1	64.1	0.0
R2	56.0	41.0	49.8	56.1	56.9	61.0	0.0
R3	54.9	26.6	46.6	54.9	55.5	59.9	0.0
R4	52.4	29.7	39.2	52.4	52.6	57.4	0.0
<i>Source: AES, 2020.</i>							

On a non-event day, the net new trip generation of the Modified Project is estimated to be 119 and 135 trips greater than the Original Project during the weekday morning and afternoon peak hours, respectively, and 119 trips greater than the Saturday mid-day peak hour due to the Modified Project's reallocation of the reduced Entertainment and Sports Center floor area to office and retail uses. However, the net increase in traffic trips would not result in a new impact or increased impacts. As such, the estimated noise increase due to Project-related traffic on a non-event day under the Modified Project would be similar to the Original Project and would continue to be less than significant.

The analysis for the Project identified a significant late-night off-site traffic noise impact from a sold-out Entertainment and Sports Center event with 15,000 attendees, and an operational measure was added to the Event Management Plan (Project Design Feature K-6) in the Final Supplemental EIR to mitigate the late-night off-site traffic noise impact to a less than significant level. The analysis also indicated that an event with a reduced capacity of 10,000 attendees did not generate a significant late-night off-site traffic noise impact. Therefore, as the Modified Project proposes a reduced Entertainment and Sports Center capacity of 10,000 seats, the specific measure addressing late-night noise impacts is no longer required, and off-site traffic noise impacts under the Modified Project would continue to be less than significant.

3.8.2.5 Composite Noise Levels

Table 6 on page 22 presents the estimated Modified Project composite noise levels, which includes all Project-related noise sources, including: traffic, mechanical equipment, outdoor areas, parking facilities, loading docks/trash compactors, and the Entertainment and Sports Center. The composite noise analysis assumed the Entertainment and Sports Center with the partial roof option to represent the worst-case conditions. As indicated in Table 6, the estimated composite noise levels (Modified Project plus ambient) for the Modified Project would be less than the Original Project, except for receptor location R3. The estimated composite noise levels at receptor location R3 would be 0.2 dBA greater than the Original Project. However, the estimated composite noise levels under the Modified Project would continue to be below the significance threshold at all off-site receptor locations.

Table 6
Composite Noise Impacts—Modified Project

Receptor Location	Existing Ambient Noise Levels CNEL (dBA)	Estimated Project Composite Noise Levels CNEL (dBA)		Ambient + Project Noise Levels CNEL (dBA)		Significance Threshold CNEL (dBA)	Exceedance Above the Significance Threshold
		Original Project	Modified Project	Original Project	Modified Project		
R1	69.0	63.5	60.9	70.1	69.6	72.0	0.0
R2	61.6	64.7	63.2	66.4	65.5	66.6	0.0
R3	63.1	62.8	63.2	66.0	66.2	68.1	0.0
R4	59.5	62.4	62.1	64.2	64.0	64.5	0.0
<p>^a Composite noise levels include: traffic, mechanical, parking, loading/trash compactors, outdoor spaces, and Entertainment and Sports Center.</p> <p>Source: AES, 2020.</p>							

Therefore, the composite noise level impacts due to the Modified Project would be similar to the Original Project, and would continue to be less than significant.

3.9 Population, Housing, and Employment

With regard to construction, the Modified Project would not increase the size of the proposed development such that additional construction workers would be needed. In addition, as analyzed in the Supplemental EIR, due to the operation of the market for construction labor, construction workers are not likely, to any notable degree, to relocate their households as a consequence of the construction job opportunities presented by a project. Therefore, construction-related impacts associated with population, housing, and employment would continue to be less than significant under the Modified Project, and no new impacts would occur.

With regard to operation, the Modified Project would not increase or decrease the number of multi-family residential units proposed by the Original Project evaluated in the Supplemental EIR. However, the Modified Project would further support the City's goals to provide additional low income housing by providing 5 percent of housing units in the Northeast Area and in the Northwest Area as Very Low Income affordable units. Therefore, the Modified Project's population and housing impacts would continue to be less than significant, and no new impacts would occur.

As shown in Table 7 on page 23, the Original Project would result in approximately 4,530 employment positions on the Project Site. When accounting for the removal of existing uses, a net increase of approximately 3,048 on-site jobs would be anticipated to occur under the Original Project. As summarized in Table 7, the Modified Project would result in approximately 5,053 employment positions on the Project Site. When accounting for the removal of existing uses, the Modified Project would generate a net increase of approximately 3,571 on-site jobs. Compared to the Original Project, the Modified Project would result in 523 additional employment positions. The increase in employment

Table 7
Modified Project Employment versus Original Project Employment

Land Use	Original Project	Modified Project	Difference
Commercial/Retail/Restaurant	661	759	98
Office	3,013	3,504	491
Hotel (572 rooms)	530	530	0
Entertainment and Sports Center	125	83	(42)
Parking	201	177	(24)
Project Total	4,530	5,053	523
Existing	(1,482)	(1,482)	0
Net Total	3,048	3,571	523
<hr/> <i>Source: Eyestone Environmental, 2020.</i>			

is due to the reallocation of the 138,500-square-foot reduction in the Entertainment and Sports Center to include 102,500 square feet of additional office space and 36,000 square feet of additional retail space for a total of 145,500 square feet of office space and 59,000 square feet of retail space within the Southwest Area.

The 3,571 net new employees generated under the Modified Project would represent approximately 0.25 percent of employment growth forecasted for the SCAG Region between 2016 and 2033⁶ (an increase of 0.04 percent compared to the Project) and approximately 1.24 percent of the employment growth forecasted for the City of Los Angeles between 2016 and 2033⁷ based on SCAG's 2016–2040 RTP/SCS (an increase of 0.18 percent compared to the Original Project). Furthermore, Modified Project-related employment growth would continue to be consistent with contemplated growth for the Warner Center Plan as described in the Warner Center Plan EIR. Therefore, Modified Project-related employment generation would be within and, thus, consistent with SCAG's employment forecasts for the SCAG Region and the City of Los Angeles. Additionally, as with the Original Project evaluated in the Supplemental EIR, the retail and office uses would include a range of permanent and part-time positions that may be filled by persons already residing in the vicinity of the workplace and who generally do not relocate their households due to such employment opportunities. As such, the Original Project would not induce substantial population growth or exceed SCAG's population forecast for the City or the SCAG region by introducing additional retail and office employment positions. Therefore, impacts related to employment would continue to be less than significant under the Modified Project, and no new impacts would occur.

⁶ Based on SCAG's 2016–2040 RTP/SCS, there were approximately 7,973,500 employees in the SCAG Region in 2016 and there would be approximately 9,430,000 employees in 2033 (a difference of approximately 1,456,500 employees). Modified Project percentage of employment growth forecasted for the SCAG Region: (3,571 employees / 1,456,500 employees) * 100 = 0.25 percent.

⁷ Based on SCAG's 2016–2040 RTP/SCS, there were approximately 1,763,929 employees in the City of Los Angeles in 2016 and there would be approximately 2,050,925 employees in 2033 (a difference of approximately 286,996 employees). Modified Project percentage of employment growth forecasted for the SCAG Region: (3,571 employees / 286,996 employees) * 100 = 1.24 percent.

3.10 Public Services—Police Protection, Fire Protection, Schools, Parks and Recreation, and Libraries

With regard to police protection, as summarized in Table 8 on page 25, the Modified Project would generate a reduced police service population compared to the Original Project. Specifically, the Modified Project would generate a police service population of approximately 17,312 compared to the Original Project's police service population of approximately 21,794. This reduction is primarily attributable to the conversion of Entertainment and Sports Center floor area to retail and office. Therefore, the Modified Project would result in a reduced demand for police protection services compared to the Original Project. In addition, the Modified Project would continue to implement the same project design features set forth in the Supplemental EIR. Therefore, impacts to police protection services would continue to be less than significant under the Modified Project, and no new impacts would occur.

With regard to fire protection facilities, the Modified Project would provide the same number of residential units as the Original Project. As such, the Modified Project's residential component would have a similar demand for fire protection services as the Original Project. As provided in Table 7, the Modified Project would generate 523 additional employment positions in the Southwest Area from reallocation of the reduced Entertainment and Sports Center floor area to office and retail uses. Therefore, the Modified Project may result in a limited increase in the demand for fire protection services compared to the Original Project. However, the Modified Project would reduce the Entertainment and Sports Center's seating from 15,000 to 10,000 seats, which would reduce the Modified Project's population on event days and generate a reduced demand for LAFD fire protection and emergency medical services. In addition, the Modified Project would continue to comply with applicable regulatory requirements, including the Los Angeles Fire Department's (LAFD) fire/life safety plan review and LAFD's fire/life safety inspection for new construction projects, which would ensure that adequate fire prevention features would be provided that would reduce the demand on LAFD facilities and equipment. Similar to the Original Project, the Modified Project would be located outside of the response distance of 0.75 mile for an engine company and 1 mile for a truck company. Therefore, pursuant to the requirements of Section 57.507.3.3 of the LAMC and various provisions of the 2016 California Building Standards Code, the Modified Project would also include the installation of automatic fire sprinklers in all proposed buildings. Furthermore, emergency access would continue to be maintained at all times under the Modified Project. Additionally, sufficient flow and pressure to satisfy the needs of fire suppression for the Modified Project would continue to be available. Overall, impacts to fire protection services under the Modified Project would continue to be less than significant, and no new impacts would occur.

As shown in Table 9 on page 26, the Modified Project would generate approximately 813 net new elementary school students, approximately 221 net new middle school students, and approximately 465 net new high school students for a total of 1,499 net new students within LAUSD schools, which would be slightly more than the Original Project's estimated net total of 1,459 students comprised of 791 elementary school students, 215 middle school students, and 453 high school students. Although the number of residential units would remain the same under the Modified Project, the slight increase in student generation is due to the additional office floor area as compared to the Original Project. As with the Original Project, the Modified Project would require the payment of development fees for schools to the Los Angeles Unified School District (LAUSD) prior to the issuance

Table 8
Estimated Police Service Population for the Project Site

Land Use	Units	Conversion Factor ^a	Total Police Service Population
Existing^b			
Retail	546,794	0.003 persons/sf	1,640
Proposed			
Retail	280,000	0.003 persons/sf	840
Residential Studio	296	3 persons/du	888
Residential 1-Bedroom	755	3 persons/du	2,265
Residential 2-Bedroom	349	3 persons/du	1,047
Residential 3-Bedroom	32	4 persons/du	128
Office	731,500	0.004 persons/sf	2,926
Hotel	572	1.5 persons/rm	858
Entertainment	10,000	1.0 persons/seats	10,000
<i>Subtotal Proposed</i>			18,952
Modified Project Net Police Service Population (Proposed – Existing to be Removed)			17,312
Original Project Net Police Service Population			21,794
Difference between Modified Project and Original Project			(4,482)
<p><i>du = dwelling units</i> <i>sf = square feet</i> <i>rm = rooms</i></p> <p>^a The following L.A. CEQA Thresholds Guide, K. Police Service Population Conversion Factors were used: Residential (Studio, one-, and two-bedroom units): 3 persons/unit; Residential (Three-, and Four-bedroom units): 4 persons/unit; Retail: 3 persons/1,000 sf; Hotel 1.5 persons/room; Office: 4 persons/1,000 sf. The L.A. CEQA Thresholds Guide does not provide a police service population factor for Entertainment per seat. Therefore, the police service population is assumed to be equivalent to the number of seats.</p> <p>^b The existing shopping center buildings are comprised of 641,164 square feet of floor area. In accordance with CEQA, credit for the entirety of these uses as the environmental baseline under CEQA is appropriate given the nature of a shopping center occupancy to fluctuate over time. However, to provide a conservative analysis and consistent with LADOT established practices for trip credits, the existing floor area presented herein reflects the amount of floor area that was in active use during the past two years.</p> <p>Source: Eyestone Environmental, 2020.</p>			

of building permits pursuant to SB 50, which, according to California Government Code Section 65996(b), would be considered full and complete mitigation for impacts related to adequacy of school facilities. Therefore, impacts related to schools under the Modified Project would continue to be less than significant, and no new impacts would occur.

Table 9
Modified Project Student Generation

Land Use	Area/Units	Students Generated ^a		
		Elementary (K–5)	Middle School (6–8)	High School (9–12)
Modified Project				
Residential	1,432 du	325	88	186
Hotel	469,000 sf	65	18	37
Retail/Restaurant	280,000 sf	93	25	53
Office	731,500 sf	429	116	245
Entertainment and Sports Center	181,500 sf	61	17	35
Parking Areas	2,127,680 sf	22	6	13
Total New Students Generated		995	270	569
Existing Uses (to be removed)	(546,794 sf)	(182)	(49)	(104)
Modified Project Net Students		813	221	465
Original Project Net Students		791	215	453
Difference (Modified Project – Original Project)		22	6	12
<hr/>				
du = dwelling units				
sf = square feet				
Numbers may not total due to rounding.				
^a Based on student generation factors provided in the LAUSD Developer Fee Justification Study, March 2017.				
Source: Calculations by Eyestone Environmental, 2020.				

With regard to parks and recreational facilities, residents are the primary users of parks and recreational facilities. As previously discussed, the Modified Project would not increase the number of residential units proposed by the Original Project. In addition, the Modified Project's proposed open space would continue to exceed the residential open space requirement of the LAMC. While the Modified Project would slightly increase the number of employment positions on the Project Site, as with the Original Project, employees generated by the Modified Project would primarily use on-site open space, such as the proposed Promenade Square, and facilities as lunch breaks typically are not long enough for workers to take advantage of parks and recreation facilities and return to work within the allotted time (e.g., 30 to 60 minutes). Thus, as with the Original Project, the Modified Project would not substantially increase the demand for off-site public parks and recreational facilities. Therefore, impacts on parks and recreational facilities during operation of the Modified Project would continue to be less than significant, and no new impacts would occur.

As with parks and recreational facilities, residents are the primary users of library services. As discussed above, the Modified Project would not change the number of units proposed by the Original Project. While the Modified Project would slightly increase the number of employment positions on the

Project Site, as with the Original Project, it is anticipated that for the Modified Project's retail/restaurant uses, the new employment opportunities would include a range of full-time and part-time positions that would be typically and primarily filled by persons already residing in the vicinity of the Project Site, and who already generate a demand for library services within the service boundaries of the Woodland Hills Branch Library, Canoga Park Branch Library, and the Platt Branch Library. Similarly, some of the new employment opportunities offered by the proposed office uses could also be filled by persons already residing in the vicinity of the Project Site and who already generate a demand for library services within the service areas of the Woodland Hills Branch Library, Canoga Park Branch Library, and the Platt Branch Library. In addition, other employees generated by the Modified Project not currently residing in the vicinity of the Project Site, would be more likely to use library facilities near their homes during non-work hours. Furthermore, any new employees generated by the Modified Project who would move to the Project Site area would fill existing vacant units already accounted for in library service boundaries. The residential units under the Modified Project would also be equipped to receive individual internet service, which provides information and research capabilities that studies have shown reduce demand at physical library locations. Additionally, the Modified Project would continue to include implementation of Project Design Feature J.5-1 included in the Supplemental EIR, which provides that a library room would be incorporated in each residential building for use by residents. The library room would include computers, free internet access, books for loan, and seating areas and tables. Therefore, impacts related to the provision of new or physically altered libraries under the Modified Project would continue to be less than significant, and no new impacts would occur.

3.11 Traffic, Access, and Parking

3.11.1 Construction

As discussed above, the Modified Project would reduce excavation in the Southeast Area as a result of the reduced subterranean parking. Accordingly, the Modified Project would reduce the maximum amount of soil export within the Southeast Area and similarly reduce the total number of haul truck trips required for soil export. However, as discussed above, it is assumed that overall maximum daily construction activities of the Modified Project would be similar to the Original Project. As with the Original Project, a Construction Management Plan would be implemented for the Modified Project that would limit almost all haul truck activity and worker trips to occur outside of the morning and afternoon peak hours. However, as with the Original Project, temporary construction-related traffic impacts would continue to be significant and unavoidable.

As with the Original Project, the Modified Project also would not require substantial roadway and/or sidewalk closures to the extent that a hazard to roadway travelers and/or pedestrians would occur. Therefore, access and safety impacts during construction of the Modified Project would continue to be less than significant, and no new impacts would occur.

Additionally, while also not anticipated as part of the Modified Project, temporary displacement of bus stops adjacent to the Project Site may occur. As with the Original Project, the Modified Project would include implementation of a Construction Management Plan, which would require coordination with public transit agencies to provide advance notification of bus stop relocations and durations. Therefore, with implementation of the same mitigation as the Original Project (Mitigation Measure TR-100 and Mitigation Measure K-1), temporary impacts to bus and/or transit service would continue to be less than significant, and no new impacts would occur.

As discussed in the Supplemental EIR, parking is not allowed adjacent to the Project Site, therefore, construction fences would not result in any temporary loss of on-street parking spaces. Therefore, Modified Project impacts to on-street parking during construction would continue to be less than significant, and no new impacts would occur.

3.11.2 Operation

The analysis below is based on the *Updated Transportation and Parking Analyses for Promenade 2035 Modified Project* (Updated Transportation Analysis) prepared by Gibson Transportation Consulting, Inc., dated March 2020. The Updated Transportation Analysis is included in Appendix 3 of this Erratum.⁸

3.11.2.1 Modified Project Trip Generation

As detailed in the Updated Transportation Analysis, the Modified Project is anticipated to result in a total net new trip generation of 15,357 daily trips, with 1,445 morning peak-hour trips 3 hours prior to a weekday daytime event and 1,358 afternoon peak-hour trips 2 hours prior to weekday evening event. The net new Saturday trip generation is estimated at 8,526 daily trips, with 813 mid-day peak-hour trips 2 hours prior to a mid-day event. During the off-peak hours and assuming a sold-out event, the Modified Project is estimated to generate 2,837 net new trips one hour prior to an evening event from 6:00 P.M. to 7:00 P.M. on weekdays and 2,269 net new trips one hour prior to a daytime event from 1:00 P.M. to 2:00 P.M. on Saturdays. During the late night 10:00 P.M. to 11:00 P.M. period, one hour after the event the net new Project trips are estimated at 2,706 trips on a weekday and 3,511 trips on a Saturday. On a non-event day, the net new trip generation is estimated at 7,096 daily weekday trips, with 1,239 morning peak hour and 531 afternoon peak hour trips. The total net new

⁸ California Senate Bill 743 (SB 743), which went into effect in January 2014, requires the Governor's Office of Planning and Research to change the way public agencies evaluate transportation impacts of projects under CEQA. Under SB 743, the focus of transportation analysis shifts from driver delay, which is typically measured by LOS, to a new measurement, VMT, that addresses the State's goals on reduction of GHG emissions, creation of a multi-modal transportation network, and promotion of compact, mixed-use development patterns. On July 30, 2019, the City of Los Angeles adopted the CEQA Transportation Analysis Update, which set forth the revised thresholds of significance for evaluating transportation impacts as well as screening and evaluation criteria for determining impacts. The CEQA Transportation Analysis Update establishes VMT as the City's formal method of evaluating a project's transportation impacts and includes guidelines for when VMT analysis is required. The transportation analysis in the Supplemental EIR was based on the adopted rules and policies that were in effect at the time of preparation of the Supplemental EIR as well as when the Draft Supplemental EIR and Final Supplemental EIR were published (April 2018 and April 2019, respectively), both before the adoption of the CEQA Transportation Analysis Update on July 30, 2019. Pursuant to CEQA Guidelines Section 15007(c), "[i]f a document meets the content requirements in effect when the document is set out for public review, the document shall not need to be revised to conform to any new content requirements in guideline amendments taking effect before the document is finally approved." Furthermore, in accordance with LADOT's *Pandemic-related Updates to LADOT's Transportation Assessment Requirements*, dated April 17, 2020, LADOT extended the deadline for requiring a VMT analysis for those Projects that were delayed from receiving their final entitlements because of the COVID-19 pandemic and where: (i) the project had a MOU that predated July 30, 2019; (ii) the environmental documentation for the project was circulated for public review; and (iii) a pre-July 1, 2020, decision by the City was likely if not for delays caused by the pandemic. The Project meets all of these requirements as the Traffic Study was approved in March 2018; the Supplemental Draft EIR was circulated for public review in April 2018 with a Final EIR distributed in April 2019; the Supplemental EIR was recommended for certification by the Zoning Administrator in a decision issued prior to July 30, 2019; and the March 26, 2020, Planning Commission meeting for the Project, which would have allowed the Project to be considered by City Council for final certification by June, 2020, was postponed because of the COVID-19 pandemic.

Saturday trip generation on a non-event day is estimated at 1,569 daily trips with 117 mid-day peak trips.

The net new trip generation of the Modified Project is estimated to be 119 and 135 trips greater than the non-event day conditions provided in the Supplemental EIR during the weekday morning and afternoon peak hours, respectively, and 119 trips greater than the Saturday mid-day peak hour. During sold-out event conditions at the Entertainment and Sports Center, the Modified Project is estimated to generate approximately 15 more net new morning peak-hour trips than the corresponding conditions of the Original Project. During the weekday afternoon and Saturday mid-day peak hours, however, the net new trip generation is estimated to be lower than the corresponding conditions of the Original Project by 277 and 228 trips, respectively. Similarly, the Modified Project's net new trips one hour prior to an event on weekdays (6:00 P.M.–7:00 P.M.) and weekends (1:00 P.M.–2:00 P.M.) along with the weekday and weekend late night condition (10:00 P.M.–11:00 P.M.) are substantially lower than analyzed in the SEIR by over 1,000 trips in each timeframe.

The estimated increases in the Modified Project's non-event trip generation are attributable to the increased office and retail area relative to the Original Project. Conversely, the estimated decreases of the Modified Project's sold-out event condition are linked to the reduction of seats in the Entertainment and Sports Center.

With regard to the Warner Center Plan Model discussed in the Supplemental EIR, as shown in Table 10 on page 30, the Modified Project with a sold-out event is estimated to generate a total of 1,776 morning peak-hour trips and 2,637 afternoon peak-hour trips before the application of any existing use credits. Compared to the Warner Center 2035 Traffic Analysis Zone 9 (TAZ 9) trip allocations, the Modified Project at full buildout with a sold-out event is estimated to generate approximately 480 fewer morning and 1,204 fewer afternoon peak-hour trips. On non-event days, before the application of any existing use credits, the Modified Project is projected to generate 686 fewer morning and 2,031 fewer afternoon peak-hour trips relative to the identified TAZ 9 trip allocations.

Assuming a sold-out event, the Modified Project respectively generates approximately 21 percent and 31 percent fewer trips for the Project Site (TAZ 9) than identified by the Warner Center Plan Model and assumed in the Warner Center 2035 EIR for the morning and afternoon peak hours. Similarly, on a non-event day, the Modified Project generates 30 percent and 53 percent fewer morning and afternoon peak-hour trips, respectively, than identified for TAZ 9 in the Warner Center 2035 EIR. Therefore, the morning and afternoon peak-hour transportation impacts of the Modified Project are anticipated to remain within the envelope of impacts analyzed in the Supplemental EIR and consistent with the analyses of the Warner Center 2035 EIR.

3.11.2.2 Supplemental Intersection Level of Service Analysis

As detailed in the Updated Transportation Analysis, consistent with the analysis of the Supplemental EIR, the Modified Project's potential impacts to intersection levels of service was evaluated with only the non-Entertainment and Sports Center uses as well as with all of the uses, including the Entertainment and Sports Center.

Table 10
Modified Project Trip Comparison to Warner Center 2035 EIR (TAZ 9)

Peak Hour	WC2035 EIR Assumed Trips (TAZ 9)	Modified Project Trips: Sold-Out Event	Exceeds WC2035 EIR Trips?	Modified Project Trips: Non-Event Day	Exceeds WC2035 EIR Trips?
A.M.	2,256	1,776	No: 480 fewer trips, 21-percent reduction	1,570	No: 686 fewer trips, 30-percent reduction
P.M.	3,841	2,637	No: 1,204 fewer trips, 31-percent reduction	1,810	No: 2,031 fewer trips, 53-percent reduction
<i>Source: Gibson Transportation Consulting Inc., 2020.</i>					

As evaluated in the Updated Transportation Analysis, the Modified Project would result in impacts to the same eight intersections impacted by the Original Project under the Non-Entertainment and Sports Center uses analysis. Similarly, under the Full Modified Project analysis, the Modified Project would result in impacts to the same 12 intersections impacted by the Original Project. As with the Original Project, the Modified Project would pay the Warner Center Mobility Fee, which will contribute toward the implementation of the Warner Center 2035 Mitigation Program. Therefore, the significant impacts to intersections identified under the Existing with Modified Project analyses would be temporary and mitigated with implementation of the Warner Center 2035 Mitigation Program. As such, impacts to intersection levels of service under Existing with Modified Project Conditions would continue to be less than significant with implementation of mitigation, and no new impacts would occur.⁹

As with the Original Project, the Updated Transportation Analysis evaluated the Modified Project's potential impacts to intersection levels of service under Future with Modified Project Conditions during six time periods, including: weekdays from 5:00 P.M.–6:00 P.M., 6:00 P.M.–7:00 P.M., and 10:00 P.M.–11:00 P.M., and Saturday's from 12:00 P.M.–1:00 P.M., 1:00 P.M.–2:00 P.M., and 10:00 P.M.–11:00 P.M. In addition, as set forth in the Supplemental EIR, the Modified Project would continue to implement an Event Management Plan, as modified for the Modified Project. As discussed in detail in the Updated Transportation Analysis, similar to the Original Project and consistent with the analysis of the Supplemental EIR, with implementation of the Event Management Plan, the Modified Project would not result in significant impacts to the analyzed intersections during any of the time periods analyzed. Therefore, no new intersection impacts would occur with implementation of the Modified Project.

3.11.2.3 Regional Transportation System

As with the Project, and as summarized in Table 10, the Modified Project would generate fewer trips than TAZ 9 analyzed in the Warner Center Plan EIR. In addition, the Modified Project would not

⁹ As discussed in Section IV.K, Traffic, Access, and Parking, of the Draft Supplemental EIR, the impacts for operation of Phases 1–3 (interim) conditions would result in significant Project and cumulative impacts in the event that the Warner Center Plan improvements are not implemented by operation of Phases 1–3. These same impacts would occur under the Modified Project.

generate significantly more trips than the Original Project such that the transit lines serving the Project Site would not have sufficient transit capacity to serve the Modified Project. Therefore, as with the Original Project, impacts to the regional transportation system would continue to be less than significant under the Modified Project. As such, no new impacts would occur.

3.11.2.4 Neighborhood Street Segments

As described above, the trip generation estimates of the Modified Project during sold-out event conditions would be lower than the Original Project as analyzed in the Supplemental EIR. Therefore, the Modified Project would be consistent with the neighborhood intrusion analysis findings included in the Supplemental EIR, and no new impacts would occur. Specifically, as set forth in the Supplemental EIR, any significant impacts identified could potentially be mitigated to less-than-significant levels through approval of a neighborhood protection program, as detailed in Warner Center Plan Mitigation Measure TR-101 and Mitigation Measure K-2 of the Supplemental EIR. Warner Center Plan Section 8 establishes the Neighborhood Protection Program, which includes measures to make the primary arterial routes more attractive and discourage use of local routes by through traffic and to facilitate vehicular and pedestrian egress from adjacent local streets onto the primary arterial streets and highway system. The Mobility Fee collected from the Modified Project would also finance the Warner Center Plan Mitigation Program, which includes neighborhood protection components. However, as with the Original Project, should significant impacts be identified and a neighborhood traffic management plan not be approved by the community, then significant Project-level neighborhood street segment impacts in the identified neighborhoods would remain.

3.11.2.5 Access and Circulation

The Modified Project would implement similar access and circulation improvements as the Original Project. The Modified Project includes a revised access/egress at the Topanga Canyon Boulevard driveway compared to the Original Project; however, such improvement would not affect access and circulation throughout the Project Site. Rather, the proposed access/egress modification at the Topanga Canyon Boulevard driveway is anticipated to offset the effects of the changes to the non-Entertainment and Sports Center trip generation and may further facilitate and/or improve post-event operations through the Event Management Plan, as modified under the Modified Project. As concluded in the Updated Transportation Analysis, overall driveway operations would remain materially unchanged and generally consistent with the analysis presented in the Supplemental EIR. Therefore, access and circulation impacts under the Modified Project would continue to be less than significant, and no new impacts would occur.

3.11.2.6 Bicycle, Pedestrian, and Vehicular Safety

With regard to pedestrian and bicycle safety, as with the Original Project, the proposed access locations for pedestrians and vehicles under the Modified Project would be required to conform to City standards and would be designed to provide adequate sight distance, sidewalks, and/or pedestrian movement controls that would meet the City's requirements to protect pedestrian safety. In addition, similar to the Original Project, the proposed driveways under the Modified Project would be designed to limit potential impediments to visibility and incorporate pedestrian warning systems. The Modified Project would also maintain the existing sidewalks and circulation system and would not disrupt bicycle flow along local streets. Similar to the Original Project, visitors, patrons, and employees arriving by

bicycle would have the same access options as pedestrian visitors, and to facilitate bicycle use, bicycle parking spaces and amenities would be provided within the Project Site. Therefore, similar to the Original Project, impacts related to hazards to bicycles, pedestrians, or vehicles under the Modified Project would be less than significant, and no new impacts would occur.

3.11.2.7 Parking

As set forth in the Supplemental EIR, in accordance with Senate Bill (SB) 743, the Project's impacts associated with parking would not be considered a significant impact on the environment pursuant to Public Resources Code Section 21099.

For informational purposes, the Updated Transportation Analysis included the Modified Project's parking requirements pursuant to the Los Angeles Municipal Code (LAMC) and the Warner Center 2035 Plan as well as a parking demand analysis, as summarized below.

Parking Requirements

As detailed in the Updated Transportation Analysis, the required off-street parking of the Non-Entertainment and Sports Center uses is calculated at 2,965 spaces and the Entertainment and Sports Center is required to provide 2,000 spaces. This results in a total minimum off-street parking requirement, per the LAMC/Warner Center 2035 Plan, of 4,965 spaces. The Modified Project would provide 5,655 spaces. As such, there would be an approximate surplus of 690 parking spaces from the minimum parking requirements. It is noted that the Original Project previously identified a deficit between the required off-street parking and the on-site parking supply.

Parking Demand Analysis

As detailed in the Updated Transportation Analysis, the Modified Project would provide a larger on-site parking supply while generating a lower parking demand during the peak and off-peak months with a sold-out event at the Entertainment and Sports Center. Nevertheless, similar to the Original Project, the Modified Project would still require off-site parking during peak month events but in reduced amounts i.e., 159 parking spaces during weekend and 360 parking spaces during weekday of the peak month of December.

Based on the above, and pursuant to SB 743 and ZI 2452, the Modified Project's parking impacts shall not be considered significant impacts on the environment pursuant to Public Resources Code Section 21099. Therefore, the Modified Project's impacts related to parking would continue to be less than significant, and no new impacts would occur.

3.11.2.8 Modified Event Management Plan

As discussed above, the Entertainment and Sports Center would be reduced compared to the Entertainment and Sports Center described in the Supplemental EIR. Accordingly, the Operational Event Management Plan included as Project Design Feature K-6 in the Supplemental EIR is proposed to be updated as follows:

Project Design Feature K-6: Operational Event Management Plan: An Event Management Plan (EMP) will be implemented as part of operation of the ESC. The EMP is intended to be an evolving document subject to modification over time in coordination and consultation with LADOT and Caltrans, in order to respond to changes in traffic patterns and mobility/parking technologies that may alter the travel to and attendance of events at the ESC.

On-site measures are proposed to include: providing access along all four street frontages of the Project Site; the addition of a northbound lane on the Topanga Canyon Boulevard across the site frontage (resulting in a total of four northbound lanes); ~~a dedicated entry speed ramp into the subterranean inbound and outbound access to the~~ ESC parking garage on Topanga Canyon Boulevard between Oxnard Street and Promenade Boulevard; multiple above ground and subterranean parking facilities across the Project Site that will be managed by a single parking operator; ~~subterranean parking that is designed to be connected and operated as a single facility;~~ and centrally located pick-up/drop-off and bus zones. Also included as part of the on-site measures will be a guest communications system that will provide the location of the purchased parking space to visitors with the advance purchase of an event ticket; identification of preferred traffic routes to the assigned parking facility prior to the event, at the time of ticket purchase and on the parking ticket; traffic announcements and updates made in the ESC and to guest cell phones at the end of the event; and coordination of traffic information and ridesharing services.

Off-site measures are proposed to include: identification of specific routing to distribute event traffic away from already congested locations along with the use/installation of changeable message signs at select freeway and arterial locations to communicate to visitors the preferred routing to the Project Site; coordinated traffic control adjacent to the Project Site; coordination with the LADOT Traffic Action Team, which oversees and/or implements special event traffic operations in the City; coordination with the citywide Traffic Management Center to facilitate the real-time monitoring of event traffic conditions along with real-time adjustments to traffic control equipment, including allowing adjustments to signal timing and synchronization; deployment of traffic control officers, by the ESC operator, to selected locations for the purposes of directing traffic; and facilitation of the utilization and integration of transit services during ESC events, including by coordinating with Metro to optimize transit service and frequency to the ESC during events.

~~Late-night measures for the purpose of reducing off-site noise are proposed to include: delaying access to the Warner Drive South & Oxnard Street driveway to exiting vehicles by approximately 15 minutes after the end of the event (or another period to be identified in consultation with LADOT) using internal traffic control (traffic control officers, staff, signage, and/or~~

~~barriers); utilization of additional wayfinding signage and changeable message signs to direct exiting traffic to preferred routes; and utilization of traffic control officers to reconfigure driveway/intersection lanes to facilitate outbound event operations.~~

The EMP will also identify off-site parking needed to accommodate parking demand based on time of year, day/time of the event, and number of attendees. The Applicant will be required to provide DOT annually evidence of agreements that identify/secure the location and quantity of available off-site parking, prior to the issuance of a temporary or permanent certificate of occupancy for the ESC.

During the Holiday period between Thanksgiving and New Year's, for weekday or weekend events with 7,500 or more attendees, the EMP will be supplemented with additional measures to account for higher background traffic volumes. The Holiday EMP measures include: additional intersection operation adjustments and an expanded deployment of traffic control officers.

These and other measures would be implemented in accordance with a tiered operational plan that is based on attendance. In particular, the off-site traffic management and traffic control officer components of the EMP would be scaled commensurate to the event attendance/projected traffic levels as set forth in the Traffic Study. As indicated therein, the EMP off-site measures are proposed to be applied at the following attendance levels:

- <7,500 attendees: ~~On-site~~ All on-site measures; no off-site measures required;
- 7,500–~~9,500~~ 10,000 attendees: ~~On-site~~ All on-site measures; selected off-site measures comprised of Traffic Management (changeable message signs), Coordinated Traffic Control (LADOT Traffic Management Center), and off-site parking; and,
- ~~>10,000~~ >9,500–10,000 attendees: ~~On-site~~ All on-site measures; all off-site measures ~~required~~, including those required above for 7,500 to ~~40,000~~ 9,500 attendees, deployment of traffic control officers, transit service coordination; and off-site parking.

During holidays (day after Thanksgiving through January 2 of the following year), the above measures would also be implemented for each of the attendance levels, plus for sold-out events ~~with >10,000 attendees~~, additional traffic control officers would be located at all intersections operating at LOS D or worse (with Project traffic) within the Study Area.

As discussed above, the analysis for the Original Project identified a significant late-night off-site traffic noise impact from a sold-out Entertainment and Sports Center event with 15,000 attendees, and an operational measure was added to the Event Management Plan in the Final Supplemental EIR to

mitigate the late-night off-site traffic noise impact to a less than significant level. The analysis also indicated that an event with a reduced capacity of 10,000 attendees did not generate a significant late-night off-site noise impact. Therefore, as the Modified Project proposes a reduced Entertainment and Sports Center capacity of 10,000 seats, the specific measure addressing late-night noise impacts is no longer required. With regard to the management of event parking and traffic, the Modified Project does not remove any of the previously identified Event Management Plan measures, even with the reduced capacity of the Entertainment and Sports Center. Therefore, the Modified Project is anticipated to provide a more conservative implementation of the Event Management Plan as compared to the Project.

3.12 Tribal Cultural Resources

As discussed above, the Modified Project would involve a reduction in subterranean parking in the Southeast Area. As such, the Modified Project would reduce excavation compared to the Original Project. In addition, the Modified Project would continue to implement the same mitigation measures as set forth in the Supplemental EIR. Therefore, Modified Project impacts to tribal cultural resources would continue to be less-than-significant with implementation of mitigation, and no new impacts would occur.

3.13 Utilities and Service Systems

3.13.1 Water Supply and Infrastructure

As summarized in Table 11 on page 36, it is estimated that the Modified Project would generate a base water demand (i.e., prior to accounting for water conservation measures) of approximately 727,254 gallons per day. The Original Project would generate a base water demand of approximately 728,078 gallons per day. As such, the Modified Project would result in a reduced water demand compared to the Original Project. As with the Original Project, the Modified Project would continue to implement water conservation practices to reduce water usage and would also implement water conservation measures to comply with the City's Green Building Ordinance, as applicable. As with the Original Project, domestic and fire water service to the Project Site under the Modified Project would continue to be supplied by LADWP. As provided in Section IV.M.1, Utilities and Service Systems—Water Supply and Infrastructure, of the Draft Supplemental EIR, the Promenade 2035 Water Supply Assessment included in Appendix O of the Draft Supplemental EIR concluded that the projected water supplies for normal, single-dry, and multiple-dry years reported in LADWP's 2015 Urban Water Management Plan would be sufficient to meet the larger Original Project's estimated water demand, in addition to the existing and planned future water demands within LADWP's service area through the year 2040.

As the Modified Project would result in a reduced water demand compared to the Original Project, it is anticipated that LADWP would also be able to meet the water demand of the Modified Project. Thus, the Modified Project's impacts on water supply would continue to be less than significant, and no new impacts would occur.

Additionally, based on LADWP's confirmation that existing infrastructure in the vicinity of the Project Site is capable of serving the Original Project's water demand, it is anticipated that existing

Table 11
Modified Project Estimated Water Consumption

Land Use	No. of Units/ Floor Area	Water Demand Rate (gpd/unit)^a	Demand (gpd)
EXISTING			
Retail/Commercial	546,794 sf ^b		50,078 ^c
Total Existing			50,078
PROPOSED			
Residential			
Studio	296 du	75	22,200
1 bd	755 du	110	83,050
2 bd	349 du	150	52,350
3 bd	32 du	190	6,080
Swimming Pools ^d	16,455 sf		1,704
Hot Tubs ^e	1,363 sf		141
Base Demand Adjustment ^f			17,767
Total Residential			183,293
Hotel			
Hotel Room	572 rm	120	68,640
Swimming Pools ^g	5,786 sf		599
Hot Tubs ^h	600 sf		62
Base Demand Adjustment ^f			6,216
Total Hotel			75,517
Commercial			
Office	731,500 sf	0.12	87,780
Commercial/Retail	190,000 sf	0.05	9,500
Restaurants ⁱ	4,500 seat	30	135,000
Entertainment and Sports Center	10,000 seat	3	30,000
Swimming Pool	13,448 sf		1,393
Dive Pool	4,774 sf		495
Hot Tub	225 sf		23
Base Demand Adjustment ^f			7,868
Total Commercial			272,059
Landscape (Irrigation) ^j	323,000 sf		38,089
Parking Structure ^k	2,527,680 sf	0.02	1,662
Cooling Tower North-West ^l	1,800 ton	36	64,152
Cooling Tower South-West ^l	2,200 ton	36	78,408
Cooling Tower South-East ^l	1,800 ton	36	64,152
Modified Project Total Water Demand			777,332
Less Existing to be Removed			(50,078)
Modified Project Net Water Demand (Proposed – Existing)			727,254

Table 11 (Continued)
Modified Project Estimated Water Consumption

Land Use	No. of Units/ Floor Area	Water Demand Rate (gpd/unit) ^a	Demand (gpd)
Original Project Net Water Demand			728,078
<p>du = dwelling units bd = bedroom sf = square feet rm = rooms gpd = gallons per day</p> <p><i>Note: Some numbers do not add up exactly due to rounding.</i></p> <p>^a Based on sewage generation rates provided by the City of Los Angeles Bureau of Sanitation (2012).</p> <p>^b The existing shopping center buildings are comprised of 641,164 square feet of floor area. In accordance with CEQA, credit for the entirety of these uses as the environmental baseline under CEQA is appropriate given the nature of a shopping center occupancy to fluctuate over time. However, to provide a conservative analysis and consistent with LADOT established practices for trip credits, the existing floor area presented herein reflects the amount of floor area that was in active use during the past two years.</p> <p>^c Existing water demand is based on LADWP billing data.</p> <p>^d Seven residential swimming pools measure as follows: 42'x75', 32'x75', 32'x75', 38'x38', 46' diameter, 30'x75', and 42'x75'.</p> <p>^e Nine residential hot tubs measure as follows: 10'x15', 10'x17', 10'x15', 10'x25', 8'x15', 10' diameter, 8'x18', 10'x15', and 10'x15'.</p> <p>^f Base Demand Adjustment is the estimated savings due to Ordinance No. 180822 accounted for in the current version of Bureau of Sanitation Sewer Generation Rates.</p> <p>^g Three hotel swimming pools measure as follows: 25'x75', 30'x75', 46' diameter.</p> <p>^h Four hotel hot tubs measure 10'x15' each.</p> <p>ⁱ Number of seats for restaurant uses based on LADWP standard of 1 seat/30 sf.</p> <p>^j Landscaping water use is estimated per California Code of Regulations Title 23. Division 2. Chapter 2.7. Model Water Efficient Landscape Ordinance.</p> <p>^k Auto parking water uses are based on City of Los Angeles Department of Public Works, Bureau of Sanitation Sewer Generation Rates table, and 12 times/year cleaning assumption.</p> <p>^l Operating 24 hours/day, 365 days/year, 6 cycles of concentration, and 55% of chiller capacity.</p> <p>Source: LADWP, Water Supply Assessment—Promenade 2035 Project; Eyestone Environmental, 2020.</p>			

infrastructure would also be able to meet the reduced demand under the Modified Project. Similar to the Original Project, the Modified Project would include the installation of automatic fire sprinklers in all new buildings, which would reduce or eliminate the public hydrant demands. The Project Applicant would also construct the necessary on-site infrastructure and connections to the LADWP system pursuant to applicable City requirements under the Modified Project. Therefore, impacts on water infrastructure under the Modified Project would continue to be less than significant, and no new impacts would occur.

3.13.2 Wastewater

As summarized in Table 12 on page 39, the estimated average net daily wastewater flow generated by the Modified Project is approximately 424,307 gallons per day. As set forth in the Supplemental EIR, the Original Project was estimated to result in a net daily wastewater flow of approximately 420,082 gallons per day. As such, the Modified Project would result in an additional wastewater flow of approximately 4,225 gallons per day, which represents a less than 1-percent increase above the Original Project. This increase is due to the reallocation of the reduced Entertainment and Sports Center floor area to office and retail uses, which have a higher wastewater generation rate compared to the Entertainment and Sports Center generation rate.

As with the Original Project, wastewater generated by the Modified Project would be conveyed via the existing wastewater conveyance systems for treatment at the Hyperion Treatment Plant. As set forth in the Supplemental EIR, the Hyperion Treatment Plant has a capacity of 450 million gallons per day and current wastewater flow levels are at approximately 275 million gallons per day. Accordingly, the remaining available capacity at the Hyperion Treatment Plant is approximately 175 million gallons per day. As shown in Table 12, the Modified Project would generate a net increase in wastewater flow from the Project Site of approximately 424,307 gallons per day, or approximately 0.42 million gallons per day. Similar to the Original Project, the Modified Project's increase in average daily wastewater flow of 0.42 million gallons per day would continue to represent approximately 0.24 percent of the 175 million gallons per day remaining available capacity of the Hyperion Treatment Plant. Therefore, like the Project, the Modified Project-generated wastewater would be accommodated by the existing capacity of the Hyperion Treatment Plant, and impacts would continue to be less than significant.

With regard to wastewater infrastructure, as set forth in Section IV.M.2, Utilities and Service Systems—Wastewater, of the Draft Supplemental EIR, the Bureau of Sanitation analyzed the Original Project demands in conjunction with existing conditions and forecasted growth, and approved the Original Project to discharge up to 526,950 gallons per day of wastewater to the 15-inch sewer line in Owensmouth Avenue and the 8-inch sewer line in Erwin Street. Based on the approximate flow levels and design capacities in the sewer system, and the Original Project's estimated wastewater flow, the City determined that the existing capacity of the above sewer mains would be adequate to accommodate the additional wastewater infrastructure demand created by the Original Project. While the Modified Project would result in additional wastewater flows, as provided in the Supplemental EIR, the Original Project was approved to discharge up to 526,950 gallons per day. The Modified Project would result in wastewater flows of approximately 424,307 gallons per day. Therefore, there would continue to be sufficient capacity in the wastewater infrastructure to serve the Modified Project. Furthermore, any on-site sewer system improvements associated with the Modified Project would be designed to meet Bureau of Sanitation and California Plumbing Code standards. Thus, impacts with regard to wastewater infrastructure capacity under the Modified Project would continue to be less than significant.

3.13.3 Solid Waste

3.13.3.1 Construction

As shown in Table 13 on page 40, it is estimated that construction of the Modified Project would generate a total of 89,505 tons of construction-related waste prior to recycling. In comparison,

Table 12
Modified Project Estimated Wastewater Generation

Land Use	No. of Units/ Floor Area	Generation Rate (gpd/unit)^a	Total Wastewater Generation (gpd)
Residential Apartments—Studio	296 du	75/du	22,200
Residential Apartments—1 BR	755 du	110/du	83,050
Residential Apartments—2 BR	349 du	150/du	52,350
Residential Apartments—3 BR	32 du	190/du	6,080
Hotels	572 rooms	120/room	68,640
Office Towers	731,500 sf	170/1000 sf	124,355
Retail Spaces	190,000 sf	50/1000 sf	9,500
Restaurants	90,000 sf (4,500 seats) ^b	30/seat	135,000
Entertainment and Sports Center	10,000 seats	3/seat	30,000
Total Wastewater Generation			531,175
Less Existing to be Removed			(106,868)
Net Wastewater Generation (Proposed – Existing)			424,307
Original Project Net Wastewater Generation			420,082
<hr/> <i>du = dwelling units</i> <i>sf = square feet</i> ^a Based on sewage generation rates provided by LA Sanitation (2012). ^b Assumes 60 percent of the restaurant area is available for patrons with 12 square feet of space per patron. Source: KPFF Consulting Engineers, 2017; Eyestone Environmental 2020.			

construction of the Original Project was estimated to generate a total of 89,304 tons of construction-related waste prior to recycling. Therefore, the Modified Project would result in a nominal (less than 1 percent) increase in the amount of construction-related waste compared to the Original Project, prior to recycling. As with the Original Project, the Modified Project would implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of non-hazardous demolition and construction debris.

Overall, like the Original Project, the total amount of construction and demolition waste generated by the Modified Project would represent a fraction of the remaining capacity at the unclassified landfill serving Los Angeles County, and construction of the Modified Project would not result in the need for an additional disposal facility to adequately handle Modified Project-generated construction-related waste. Therefore, Modified Project construction impacts to solid waste facilities would continue to be less than significant, and no new impacts would occur.

Table 13
Modified Project Demolition and Construction Waste Generation

Land Use	Size/Units	Generation Rate^a (lbs/sf)	Total (tons)
Existing Uses			
Retail: Westfield Promenade Shopping Center Building	634,142 sf	155	49,135
Restaurant	7,022 sf	155	543
Surface Parking	1,165,000 sf	48 ^c	28,154
Subtotal for Demolition			77,832
Modified Project Proposed Uses			
Residential (1,432 units)	1,609,000 sf	4.38	3,524
Retail/Restaurant	280,000 sf	3.89	545
Office	731,500 sf	3.89	1,423
Hotel (572 rooms)	469,000 sf	3.89	912
Entertainment and Sports Center (10,000 seats)	181,550 sf	3.89	353
Parking Areas ^d	2,527,680 sf	3.89	4,916
Subtotal for Construction			11,673
Modified Project Total (prior to recycling)			89,505
Modified Project Total (after 75 percent recycling)^b			22,376
Original Project Total (after 75 percent recycling)			22,326
<p><i>sf = square feet</i></p> <p>^a U.S. Environmental Protection Agency, Report No. EPA530-98-010, <i>Characterization of Building-Related Construction and Demolition Debris in the United States</i>, June 1998, Table 3, Table 4 and Table 6. Generation rates used in this analysis are based on an average of individual rates assigned to specific building types.</p> <p>^b Pursuant to requirements of SB 1374 and Warner Center Plan Mitigation Measure U-12 set forth in the Warner Center Plan EIR.</p> <p>^c National Asphalt Pavement Association, <i>How to Determine Quantities</i>, www.asphaltpavement.org/index.php?option=com_content&view=article&id=144&Itemid=330, accessed January 17, 2017.</p> <p>^d Includes surface parking, below grade parking, and parking structures.</p> <p>Source: Eyestone Environmental, 2020.</p>			

3.13.3.2 Operation

As summarized in Table 14 on page 41, when accounting for the removal of the existing uses, operation of the Modified Project would generate an annual net increase of approximately 6,449 tons of solid waste from the Project Site. Assuming a diversion rate of 62 percent (Citywide diversion rate set forth in the Warner Center Plan EIR), the net increase in solid waste disposal associated with the Modified Project would be approximately 2,451 tons per year. This would be less than the net increase in solid waste disposal associated with the Original Project of approximately 2,461 tons per year. Thus, as with the Original Project, the Modified Project's net increase of 2,451 tons of annual solid waste disposal would also represent a limited amount of the estimated remaining Class III landfill capacity

Table 14
Modified Project Solid Waste Generation

Land Use	Area/Units	Employees,^b Households or Visitors	Solid Waste Generation Factor^{c,d} (tons/employee or household/year or tons/visitor)	Waste Generation (tons/year)
Existing Uses^a				
Commercial/Retail	365,539 sf	991	0.91 ton/employee	902
Restaurant	48,404 sf	131	2.98 ton/employee	390
Gym/Health Club	12,851 sf	35	0.73 ton/employee	26
Theater	120,000 sf	325	0.92 ton/employee	299
Total Existing				1,617
Modified Project Proposed Uses				
Residential Units	1,432 du	—	2.23 household/year	3,193
Commercial/Retail	190,000 sf	515	0.91 ton/employee	469
Restaurant	90,000 sf	244	2.98 tons/employee	727
Office	731,500 sf	3,504	0.37 ton /employee	1,296
Hotel (572 rooms)	469,000 sf	530	3.03 tons/employee	1,606
Entertainment and Sports Center (10,000 seats)	181,550 sf	500,000	2.44 pounds/visitor ^e	610
Parking Structure	2,527,680 sf	212	0.78 ton/employee	165
Total Proposed				8,066
Modified Project Total Net Generation (prior to diversion)				6,449
Modified Project Total Net Generation (after 62 percent diversion)				2,451
Original Project Total Net Generation (after 62 percent diversion)				2,461
<p><i>sf = square feet</i> <i>du = dwelling unit</i> <i>Note: Numbers may not sum due to rounding.</i></p> <p>^a As discussed above, the existing shopping center buildings are comprised of 641,164 square feet of floor area. In accordance with CEQA, credit for the entirety of these uses as the environmental baseline under CEQA is appropriate given the nature of a shopping center occupancy to fluctuate over time. However, to provide a conservative analysis and consistent with LADOT established practices for trip credits, the existing floor area presented herein reflects the amount of floor area that was in active use during the past two years.</p> <p>^b Based on employee generation factors from the Los Angeles Unified School District's 2016 Developer Fee Justification Study, Table 15, March 2017. Applies rates for "Neighborhood Shopping Centers" uses, "Standard Commercial Office" uses, "Lodging" uses, and "Parking Structure" uses.</p> <p>^c Non-residential yearly solid waste generation factors from City of Los Angeles Bureau of Sanitation, City Waste Characterization and Quantification Study, Table 4, July 2002. Assumes rate of 0.91 ton per employee per year (Retail—Miscellaneous) for Commercial/Retail uses, 2.98 ton per employee per year (Retail—Restaurant) for restaurant uses, 0.92 ton per employee per year (Services—Motion Picture) for theater, 0.78 ton per employee per year (Other Transportation) for parking structure, and 0.37 ton per employee per year for (Services—Business)</p>				

Table 14 (Continued)
Modified Project Solid Waste Generation

Land Use	Area/Units	Employees,^b Households or Visitors	Solid Waste Generation Factor^{c,d} (tons/employee or household/year or tons/visitor)	Waste Generation (tons/year)
<p><i>for Office. No generation factor is available for gym/health club uses; therefore, a factor of 0.73 ton per employee per year (Services—Other) was used.</i></p> <p>^d <i>Residential solid waste generation factor based on a rate of 12.23 pounds per household per day (or 2.23 tons per household per year), pursuant to the L.A. CEQA Thresholds Guide.</i></p> <p>^e <i>Waste generation factors for the Entertainment and Sports Center were based on the Integrated Waste Management Board's June 2006 Targeted Statewide Waste Characterization Study with a generation factor of 2.44 pounds per visitor per year and assumed 500,000 visitors.</i></p> <p><i>Source: Eyestone Environmental, 2020.</i></p>				

available to the City of Los Angeles. Therefore, as with the Original Project, existing landfills serving the Project Site would have adequate capacity to accommodate the disposal needs of the Modified Project.

As discussed in Section IV.M.3, Utilities and Service Systems—Solid Waste, of the Supplemental EIR, the County will continue to address landfill capacity through the preparation of Countywide Integrated Waste Management Plan annual reports, which include Countywide waste generation projections as well as policies and programs to implement waste reduction strategies. The preparation of each annual report provides sufficient lead time (15 years) to address potential future shortfalls in landfill capacity. Solid waste disposal is an essential public service that must be provided without interruption in order to protect public health and safety, as well as the environment. Jurisdictions in the County of Los Angeles continue to implement and enhance the waste reduction, recycling, special waste, and public education programs identified in their respective planning directives. Additionally, in response to China's restriction on the import of recyclable materials, CalRecycle has identified programs and initiatives that may assist jurisdictions with recycling.¹⁰ Specifically, by July 1, 2020, CalRecycle will convene a Statewide Commission to make policy recommendations for meeting California's landfill diversion and market development goals as well as identify products that are recyclable or compostable. CalRecycle's GHG grants and loans also provide financial incentives for capital investments in infrastructure for recycling and manufacturing facilities that will reduce greenhouse gas emissions. Grants are targeted to build or expand organics infrastructure for manufacturing products with recycled content fiber, plastic, or glass. In addition, CalRecycle's Recycling Market Development Zone program combines recycling with economic development to fuel new businesses, expand existing ones, create jobs, and divert waste from landfills. The program provides loans, technical assistance, and product marketing to businesses that use recyclable materials to manufacture their products. CalRecycle also continues to pursue options for reducing waste and increasing the recyclability of packaging through their upcoming packaging reform initiative, and is dedicated to reducing contamination of all recycling streams as a part of its effort to combat climate change and meet mandates for reducing the amount of organics going to landfills.

¹⁰ CalRecycle. State Response and Resources, www.calrecycle.ca.gov/markets/nationalsword/stateresponse, accessed March 10, 2020.

Based on the above, potential impacts associated with solid waste disposal would continue to be less than significant under the Modified Project, and no new impacts would occur.

3.14 Energy Conservation

3.14.1 Construction

As discussed above in Section 3.2, Air Quality, the Modified Project would reduce the Entertainment and Sports Center while reallocating the reduced floor area to the office and retail uses proposed in the Southwest Area. In addition, the Modified Project would reduce the maximum amount of soil export within the Southeast Area of the Project Site with the reduction in subterranean parking. This reduction in export would result in a proportional reduction in diesel fuel usage. Although the parking square footage within the Southwest Area would increase, peak daily construction activities were conservatively assumed to occur on all days over the entire construction duration. Thus, the additional above-grade parking area in the Southwest Area may increase the overall amount of construction activities (e.g., additional concrete deliveries), but would not increase the overall duration of construction or estimated electricity usage. As provided in the Supplemental EIR, construction activities typically do not involve the consumption of natural gas. As such, like the Original Project, the consumption of natural gas also would not be expected during construction of the Modified Project.

3.14.2 Operation

As discussed above in Section 3.2, Air Quality, the square footage within the Southwest Area evaluated in the Supplemental EIR and the overall development would remain unchanged with the Modified Project but would include a change in the square footages of different land uses. Although daily vehicular trips are anticipated to decrease under the Modified Project, the analysis of operational energy usage also accounts for land use specific factors (e.g., trip distance and percent of trips that are considered primary, diverted, and passby). Thus, it is possible to have a decrease in daily trips, but an increase in energy usage emissions as a result of a change in land use. Similarly, land uses have different electricity and natural gas usage rates. As a result, the operational analysis of energy usage provided in the Supplemental EIR was updated to reflect the change in land uses. As shown in Table 15 on page 44, the Modified Project would result in lower energy usage compared to the Original Project.

The Modified Project would continue to comply with applicable regulatory requirements for the design of new buildings, including the provisions set forth in the CALGreen Code and California's Building Energy Efficiency Standards to ensure appropriate conservation measures are incorporated into specific Project facilities prior to submitting final plans and designs to the City's Building and Safety Department. Therefore, Modified Project impacts to energy conservation are anticipated to be less than significant, and no new impacts would occur.

Table 15
Summary of Net Annual Energy Use During Modified Project Operation^a

Source	Modified Project	Original Project	Comparison to Original Project Increase/(Decrease)^b
Electricity^c			
Building	17,260 MWh	17,325 MWh	(65) MWh
Water	1,921 MWh	1,921 MWh	0 MWh
Total Electricity	19,181 MWh	19,246 MWh	(65) MWh
Natural Gas			
Building	32,983,200 cf	34,433,600 cf	(1,450,362) cf
Total Natural Gas	32,983,200 cf	34,433,600 cf	(1,450,362) cf
Transportation			
Gasoline	318,355 gallons	394,366 gallons	(76,011) gallons
Diesel	11,445 gallons	14,178 gallons	(2,733) gallons
Total Transportation	329,800 gallons	408,544 gallons	(78,744) gallons
<hr/> <i>cf = cubic feet</i> <i>MWh = megawatt hours</i> ^a Calculations were derived from the CalEEMod inputs used for the GHG analysis included in Appendix 1 of this Erratum. ^b Table IV.N-2 of Section IV.N, Energy Conservation, of the Draft Supplemental EIR. Source: Eyestone Environmental, 2020.			

ERRATUM No. 1

4. CONCLUSION

Based on the analysis presented above, the changes to the Supplemental EIR set forth in this Erratum do not result in any of the conditions set forth in Section 15088.5 of the CEQA Guidelines requiring recirculation of the Draft Supplemental EIR. Specifically, the information included in this Erratum does not disclose any new significant impacts or a substantial increase in the severity of an impact already identified in the Draft Supplemental EIR, nor does it contain significant new information that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Project or a feasible alternative or mitigation measure that the Applicant has declined to adopt. All of the information added in this Erratum merely clarifies, corrects, adds to, or makes insignificant modifications to information in the EIR. The City has reviewed the information in this Erratum and has determined that it does not change any of the basic findings or conclusions of the EIR, does not constitute “significant new information” pursuant to CEQA Guidelines Section 15088.5, and does not require recirculation of the EIR.

Appendices

Appendix 1

Air Quality, Greenhouse Gas Emissions, and Energy Calculation Worksheets

AQ SUMMARY OF EMISSIONS (Modified Project for Addendum)

Operation Emissions (With Project Design Features)							
Baseline	ROG	NO _x	CO	SO2	PM ₁₀	PM _{2.5}	
Area	13	0	0	0	0	0	0
Energy	0	0	0	0	0	0	0
Mobile	54	174	450	1	54	15	
Emergency Generator	1	2	2	0	0	0	
Total	68	176	452	1	54	16	
Baseline (Buildout)							
	ROG	NO _x	CO	SO2	PM ₁₀	PM _{2.5}	
Area	13	0	0	0	0	0	0
Energy	0	0	0	0	0	0	0
Mobile	17	102	140	1	53	14	
Emergency Generator	1	2	2	0	0	0	
Total	31	104	142	1	53	15	
Buildout (Modified Project)							
	ROG	NO _x	CO	SO2	PM ₁₀	PM _{2.5}	
Area	77	4	120	0	1	1	
Energy	1	9	6	0	1	1	
Mobile	27	156	206	1	75	20	
Emergency Generator	1	4	20	0	0	0	
Total	105	173	352	1	76	22	
Project (Buildout Less Baseline (Buildout))							
	ROG	NO _x	CO	SO2	PM ₁₀	PM _{2.5}	
Area	64	3.9	119	0	1	1	
Energy	1	9.1	6	0	1	1	
Mobile	9	54.1	66	0	22	6	
Emergency Generator	0	1.5	18	0	0	0	
Total	74	68.5	210	0	23	8	
Threshold	55	55	550	150	150	55	
Difference	(19)	(13)	340	150	127	47	
Impact	Yes	Yes	No	No	No	No	
Onsite Total			14	144		2	1.6
Threshold			114	1537		9	2
Difference			100	1393		7	0
Impact		No	No		No	No	

Promenade Operations-Buildout - Los Angeles-South Coast County, Winter

Promenade Operations-Buildout (Modified Project)
Los Angeles-South Coast County, Winter

1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	731.50	1000sqft	16.79	731,500.00	0
Enclosed Parking with Elevator	2,380.00	Space	21.42	952,000.00	0
Unenclosed Parking with Elevator	3,360.00	Space	30.24	1,344,000.00	0
Arena	181.50	1000sqft	58.34	181,500.00	0
Hotel	572.00	Room	19.07	469,000.00	0
Apartments High Rise	1,432.00	Dwelling Unit	23.10	1,609,000.00	4530
Strip Mall	272.50	1000sqft	6.26	272,500.00	0
Supermarket	7.50	1000sqft	0.17	7,500.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	8			Operational Year	2033
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MW hr)	525	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Carbon Intensity Factor for RPS of 50 Percent (SB 350)

Land Use - Site Specific

- Construction Phase - Site Specific
- Off-road Equipment -
- Off-road Equipment - Site Specific (Included in Building Construction)
- Trips and VMT - Site Specific
- On-road Fugitive Dust - Site Specific
- Demolition -
- Grading -
- Architectural Coating -
- Vehicle Trips - Traffic Study Specific
- Vehicle Emission Factors -
- Vehicle Emission Factors -
- Vehicle Emission Factors -
- Woodstoves - Consistency with SCAQMD Rules (Limited to amenity and roof top fire pits ("villa" units on top of the garages and PH units on the towers)
- Area Coating -
- Energy Use - Compliance with 2016 Title 24 Standards
- Water And Wastewater - Table IV.L.1-4 of the Draft EIR
- Solid Waste - Table IV.L.3-5 of the Draft EIR
- Construction Off-road Equipment Mitigation - SP
- Mobile Land Use Mitigation -
- Area Mitigation -
- Energy Mitigation -
- Water Mitigation -
- Waste Mitigation - WC 2035 Plan Requirement
- Stationary Sources - Emergency Generators and Fire Pumps -
- Stationary Sources - Emergency Generators and Fire Pumps EF - SCAQMD BACT Requirements

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	831,025.00	831,000.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	2,493,075.00	2,493,000.00
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	0.5
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15

tblEnergyUse	LightingElect	1.75	2.33
tblEnergyUse	T24E	3.92	0.42
tblFireplaces	NumberGas	1,217.20	150.00
tblFireplaces	NumberNoFireplace	143.20	1,282.00
tblFireplaces	NumberWood	71.60	0.00
tblLandUse	LandUseSquareFeet	830,544.00	469,000.00
tblLandUse	LandUseSquareFeet	1,432,000.00	1,609,000.00
tblLandUse	Population	4,096.00	4,530.00
tblProjectCharacteristics	CO2IntensityFactor	1227.89	525
tblSolidWaste	SolidWasteGenerationRate	658.72	0.00
tblSolidWaste	SolidWasteGenerationRate	4.99	0.00
tblSolidWaste	SolidWasteGenerationRate	680.30	8,092.00
tblSolidWaste	SolidWasteGenerationRate	313.17	0.00
tblSolidWaste	SolidWasteGenerationRate	286.13	0.00
tblSolidWaste	SolidWasteGenerationRate	42.30	0.00
tblStationaryGeneratorsPumpsEF	NOX_EF	2.85	0.50
tblStationaryGeneratorsPumpsEF	NOX_EF	4.56	0.50
tblStationaryGeneratorsPumpsEF	NOX_EF	4.56	0.50
tblStationaryGeneratorsPumpsEF	PM10_EF	0.15	0.02
tblStationaryGeneratorsPumpsEF	PM10_EF	0.15	0.02
tblStationaryGeneratorsPumpsEF	PM10_EF	0.15	0.02
tblStationaryGeneratorsPumpsEF	PM2_5_EF	0.15	0.02
tblStationaryGeneratorsPumpsEF	PM2_5_EF	0.15	0.02
tblStationaryGeneratorsPumpsEF	PM2_5_EF	0.15	0.02
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	3.1000e-004
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	3.1000e-004
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	3.1000e-004
tblTripsAndVMT	WorkerTripNumber	518.00	521.00
tblVehicleTrips	ST_TR	4.98	6.01
tblVehicleTrips	ST_TR	10.71	40.78

tblVehicleTrips	ST_TR	2.46	2.19
tblVehicleTrips	ST_TR	8.19	7.94
tblVehicleTrips	ST_TR	42.04	48.47
tblVehicleTrips	ST_TR	177.59	48.47
tblVehicleTrips	SU_TR	3.65	4.40
tblVehicleTrips	SU_TR	10.71	40.78
tblVehicleTrips	SU_TR	1.05	0.91
tblVehicleTrips	SU_TR	5.95	5.77
tblVehicleTrips	SU_TR	20.43	23.56
tblVehicleTrips	SU_TR	166.44	23.56
tblVehicleTrips	WD_TR	4.20	5.46
tblVehicleTrips	WD_TR	10.71	40.78
tblVehicleTrips	WD_TR	11.03	9.82
tblVehicleTrips	WD_TR	8.17	7.92
tblVehicleTrips	WD_TR	44.32	42.99
tblVehicleTrips	WD_TR	102.24	42.99
tblWater	IndoorWaterUseRate	93,300,564.69	0.00
tblWater	IndoorWaterUseRate	78,184,776.34	0.00
tblWater	IndoorWaterUseRate	130,012,236.66	137,315,190.00
tblWater	IndoorWaterUseRate	14,509,792.44	0.00
tblWater	IndoorWaterUseRate	20,184,762.10	0.00
tblWater	IndoorWaterUseRate	924,511.61	0.00
tblWater	OutdoorWaterUseRate	58,819,921.22	0.00
tblWater	OutdoorWaterUseRate	4,990,517.64	0.00
tblWater	OutdoorWaterUseRate	79,684,919.24	77,640,975.00
tblWater	OutdoorWaterUseRate	1,612,199.16	0.00
tblWater	OutdoorWaterUseRate	12,371,305.81	0.00
tblWater	OutdoorWaterUseRate	28,593.14	0.00
tblWoodstoves	NumberCatalytic	71.60	0.00
tblWoodstoves	NumberNoncatalytic	71.60	0.00

2.0 Emissions Summary

2.2 Overall Operational Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	76.6188	3.8535	119.6509	0.0222		0.8591	0.8591		0.8591	0.8591						3,414.8889
Energy	1.2884	11.4488	7.9046	0.0703		0.8902	0.8902		0.8902	0.8902						14,138.5608
Mobile	37.4415	208.2506	438.6503	2.1132	223.1664	1.2181	224.3845	59.6978	1.1315	60.8293						217,201.8409
Stationary	1.1008	3.9142	20.3536	0.0384		0.1566	0.1566		0.1566	0.1566						4,097.8775
Total	116.4494	227.4670	586.5593	2.2440	223.1664	3.1239	226.2902	59.6978	3.0373	62.7351						238,853.1681

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	76.6188	3.8535	119.6509	0.0222		0.8591	0.8591		0.8591	0.8591						3,414.8889
Energy	1.0573	9.3826	6.3904	0.0577		0.7305	0.7305		0.7305	0.7305						11,603.1597
Mobile	26.5873	155.6793	205.9054	0.8100	74.2028	0.5067	74.7096	19.8495	0.4701	20.3197						83,640.6832
Stationary	1.1008	3.9142	20.3536	0.0384		0.1566	0.1566		0.1566	0.1566						4,097.8775

Total	105.3642	172.8294	352.3003	0.9282	74.2028	2.2529	76.4557	19.8495	2.2163	22.0658						102,756.6093
-------	----------	----------	----------	--------	---------	--------	---------	---------	--------	---------	--	--	--	--	--	--------------

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	9.52	24.02	39.94	58.63	66.75	27.88	66.21	66.75	27.03	64.83	0.00	0.00	0.00	0.00	0.00	56.98

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

- Increase Density
- Increase Diversity
- Improve Walkability Design
- Increase Transit Accessibility
- Improve Pedestrian Network
- Provide Traffic Calming Measures

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	26.5873	155.6793	205.9054	0.8100	74.2028	0.5067	74.7096	19.8495	0.4701	20.3197						83,640.6832
Unmitigated	37.4415	208.2506	438.6503	2.1132	223.1664	1.2181	224.3845	59.6978	1.1315	60.8293						217,201.8409

4.2 Trip Summary Information

	Average Daily Trip Rate	Unmitigated	Mitigated
--	-------------------------	-------------	-----------

Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	7,818.72	8,606.32	6300.80	26,361,238	8,765,112
Arena	7,401.57	7,401.57	7401.57	15,976,302	5,312,120
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	7,183.33	1,601.99	665.67	17,572,747	5,842,939
Hotel	4,530.24	4,541.68	3300.44	10,394,611	3,456,208
Strip Mall	11,714.78	13,208.08	6420.10	21,255,264	7,067,375
Supermarket	322.43	363.53	176.70	405,709	134,898
Unenclosed Parking with Elevator	0.00	0.00	0.00		
Total	38,971.06	35,723.16	24,265.28	91,965,871	30,578,652

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Arena	16.60	8.40	6.90	0.00	81.00	19.00	66	28	6
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15
Supermarket	16.60	8.40	6.90	6.50	74.50	19.00	34	30	36
Unenclosed Parking with	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.540767	0.043825	0.210979	0.115876	0.013474	0.006417	0.021769	0.035705	0.002676	0.001662	0.005313	0.000728	0.000807
Arena	0.540767	0.043825	0.210979	0.115876	0.013474	0.006417	0.021769	0.035705	0.002676	0.001662	0.005313	0.000728	0.000807
Enclosed Parking with Elevator	0.540767	0.043825	0.210979	0.115876	0.013474	0.006417	0.021769	0.035705	0.002676	0.001662	0.005313	0.000728	0.000807
General Office Building	0.540767	0.043825	0.210979	0.115876	0.013474	0.006417	0.021769	0.035705	0.002676	0.001662	0.005313	0.000728	0.000807
Hotel	0.540767	0.043825	0.210979	0.115876	0.013474	0.006417	0.021769	0.035705	0.002676	0.001662	0.005313	0.000728	0.000807
Strip Mall	0.540767	0.043825	0.210979	0.115876	0.013474	0.006417	0.021769	0.035705	0.002676	0.001662	0.005313	0.000728	0.000807
Supermarket	0.540767	0.043825	0.210979	0.115876	0.013474	0.006417	0.021769	0.035705	0.002676	0.001662	0.005313	0.000728	0.000807
Unenclosed Parking with Elevator	0.540767	0.043825	0.210979	0.115876	0.013474	0.006417	0.021769	0.035705	0.002676	0.001662	0.005313	0.000728	0.000807

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	1.0573	9.3826	6.3904	0.0577		0.7305	0.7305		0.7305	0.7305						11,603.1597
NaturalGas Unmitigated	1.2884	11.4488	7.9046	0.0703		0.8902	0.8902		0.8902	0.8902						14,138.5608

5.2 Energy by Land Use - NaturalGas
Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments High Rise	44833.2	0.4835	4.1317	1.7582	0.0264		0.3341	0.3341		0.3341	0.3341						5,305.8393
Arena	10392.7	0.1121	1.0189	0.8559	6.1100e-003		0.0774	0.0774		0.0774	0.0774						1,229.9410
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000

General Office Building	18317.6	0.1975	1.7958	1.5085	0.0108		0.1365	0.1365		0.1365	0.1365						2,167.8134
Hotel	44008.9	0.4746	4.3146	3.6243	0.0259		0.3279	0.3279		0.3279	0.3279						5,208.2855
Strip Mall	1493.15	0.0161	0.1464	0.1230	8.8000e-004		0.0111	0.0111		0.0111	0.0111						176.7087
Supermarket	422.26	4.5500e-003	0.0414	0.0348	2.5000e-004		3.1500e-003	3.1500e-003		3.1500e-003	3.1500e-003						49.9729
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
Total		1.2884	11.4488	7.9046	0.0703		0.8902	0.8902		0.8902	0.8902						14,138.5608

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments High Rise	39.0351	0.4210	3.5974	1.5308	0.0230		0.2909	0.2909		0.2909	0.2909						4,619.6576
Arena	8.64736	0.0933	0.8478	0.7121	5.0900e-003		0.0644	0.0644		0.0644	0.0644						1,023.3815
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
General Office Building	14.0137	0.1511	1.3739	1.1541	8.2400e-003		0.1044	0.1044		0.1044	0.1044						1,658.4721
Hotel	34.661	0.3738	3.3981	2.8544	0.0204		0.2583	0.2583		0.2583	0.2583						4,102.0001
Strip Mall	1.31584	0.0142	0.1290	0.1084	7.7000e-004		9.8000e-003	9.8000e-003		9.8000e-003	9.8000e-003						155.7245
Supermarket	0.371147	4.0000e-003	0.0364	0.0306	2.2000e-004		2.7700e-003	2.7700e-003		2.7700e-003	2.7700e-003						43.9239
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
Total		1.0574	9.3826	6.3904	0.0577		0.7305	0.7305		0.7305	0.7305						11,603.1597

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	76.6188	3.8535	119.6509	0.0222		0.8591	0.8591		0.8591	0.8591						3,414.8889
Unmitigated	76.6188	3.8535	119.6509	0.0222		0.8591	0.8591		0.8591	0.8591						3,414.8889

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	7.1544					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	65.5790					0.0000	0.0000		0.0000	0.0000						0.0000
Hearth	0.2912	2.4882	1.0588	0.0159		0.2012	0.2012		0.2012	0.2012						3,195.3468
Landscaping	3.5941	1.3652	118.5920	6.3000e-003		0.6579	0.6579		0.6579	0.6579						219.5422
Total	76.6188	3.8535	119.6508	0.0222		0.8591	0.8591		0.8591	0.8591						3,414.8889

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	7.1544					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	65.5790					0.0000	0.0000		0.0000	0.0000						0.0000
Hearth	0.2912	2.4882	1.0588	0.0159		0.2012	0.2012		0.2012	0.2012						3,195.3468
Landscaping	3.5941	1.3652	118.5920	6.3000e-003		0.6579	0.6579		0.6579	0.6579						219.5422
Total	76.6188	3.8535	119.6508	0.0222		0.8591	0.8591		0.8591	0.8591						3,414.8889

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	3	0	12	670	0.73	Diesel

Emergency Generator	1	0.33	12	4020	0.73	Diesel
Emergency Generator	2	0.33	12	5360	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (500 - 750 HP)	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
Emergency Generator - Diesel (750 - 9999 HP)	1.1008	3.9142	20.3536	0.0384		0.1566	0.1566		0.1566	0.1566						4,097.8775
Total	1.1008	3.9142	20.3536	0.0384		0.1566	0.1566		0.1566	0.1566						4,097.8775

11.0 Vegetation

Westfield Promenade
GHG Modeling Parameters

	Square Footage	Units	Weekday Trip Rate	Weekday Trips	Saturday Trip Rate	Saturday Trips	Weekday	TDM (PDF) Saturday	No PDFs	Project Total Weekday Daily Trips With PDFs	No PDFs	Project Total Saturday Daily Trips With PDFs	Total Weekday Trips No PDFs	With PDFs	Total Saturday Trips No PDFs	With PDFs	Adjustment Factor for Project		With PDFs			
Buildout (Daily Trip Generation)																		CalEEMod Saturday	Sunday	Sun		
Apartments (units)																						
NE-A	384,000		320	5.81	1859	6.39	2045	112	123	1,859	1,748	2,045	1,922									
NE-B	370,000		326	5.81	1894	6.39	2083	114	125	1,894	1,780	2,083	1,958									
NW	480,000		417	5.81	2423	6.39	2665	145	160	2,423	2,277	2,665	2,505									
SW	-		0	5.81	0	6.39	0	-	-	-	-	-	-									
SE	375,000		369	5.81	2144	6.39	2358	129	141	2,144	2,015	2,358	2,216									
Subtotal:	1,609,000		1432	5.81	8320	6.39	9150	499	549	8,320	7,821	9,150	8,601	5.81	5.46	6.39	6.01	6.39	5.86	0.94	5.51	1.00
Retail (ksf)																						
NE-A	7,000		7	44.32	310	49.97	350	9	10	310	301	350	339									
NE-B	14,000		14	44.32	620	49.97	700	19	21	620	602	700	679									
NW	147,000		147	44.32	6515	49.97	7346	195	220	6,515	6,320	7,346	7,125									
SW	23,000		59	44.32	2615	49.97	2948	78	88	2,615	2,536	2,948	2,860									
SE	53,000		53	44.32	2349	49.97	2648	70	79	2,349	2,278	2,648	2,569									
Subtotal:	244,000		244	44.32	10814	49.97	13992	372	420	10,814	10,442	13,992	13,572	44.32	42.79	57.34	55.62	42.04	20.43	1.32	27.03	1.36
Hotel (rooms)																						
NE-A	-	0	0	8.17	0	8.19	0	-	-	-	-	-	-									
NE-B	-	0	0	8.17	0	8.19	0	-	-	-	-	-	-									
NW	209,000		272	8.17	2222	8.19	2228	67	67	2,222	2,156	2,228	2,161									
SW	-	0	0	8.17	0	8.19	0	-	-	-	-	-	-									
SE	260,000		300	8.17	2451	8.19	2457	74	74	2,451	2,377	2,457	2,383									
Subtotal:	469,000		572	8.17	4673	8.19	4685	140	141	4,673	4,533	4,685	4,544	8.17	7.92	8.19	7.94	8.19	5.95	0.97	5.77	1.00
Office (ksf)																						
NE-A	-	0	0	11.03	0	2.46	0	-	-	-	-	-	-									
NE-B	-	0	0	11.03	0	2.46	0	-	-	-	-	-	-									
NW	114,000		114	11.03	1257	2.46	280	138	31	1,257	1,119	280	250									
SW	43,000		145.5	11.03	1605	2.46	358	177	39	1,605	1,428	358	319									
SE	472,000		472	11.03	5206	2.46	1161	573	128	5,206	4,633	1,161	1,033									
Subtotal:	629,000		629	11.03	8068	2.46	1799	888	198	8,068	7,181	1,799	1,602	12.83	11.42	2.86	2.55	2.37	0.98	1.07	1.05	1.21
Live Entertainment Venue (seats)																						
NE-A	-	0	0	0.87	0	0.87	0	-	-	-	-	-	-									
NE-B	-	0	0	0.87	0	0.87	0	-	-	-	-	-	-									
NW	-	0	0	0.87	0	0.87	0	-	-	-	-	-	-									
SW	320,000		10000	0.87	8695	0.87	8695	-	-	8,695	8,695	8,695	8,695									
SE	-	0	0	0.87	0	0.87	0	-	-	-	-	-	-									
Subtotal:	320,000		10000	0.87	8695	0.87	8695	-	-	8,695	8,695	8,695	8,695	0.87	0.87	0.87	0.87	2.24	1.85	0.39	0.72	0.39
TOTAL:	3,271,000				40571		38321															
Parking Structure (space)	Above	Below	Total																			
NE-A	560	-	560																			
NE-B	580	-	580																			
NW	1,350	450	1,800																			
SW	290	1400	1690																			
SE	580	530	1,110																			
Subtotal:	3,360	2,380	5,740																			
Square Feet (CalEEMod)	1,344,000		952,000		2,296,000																	
Baseline-Buildout (Daily Trip Generation)	Square Footage	Units	Weekday Trip Rate	Weekday Trips	Saturday Trip Rate	Saturday Trips	Weekday	TDM Saturday	820	Baseline Total Weekday Daily Trips No PDFs	With PDFs	Baseline Total Saturday Daily Trips No PDFs	With PDFs	Total Weekday Trips No PDFs	With PDFs	Total Saturday Trips No PDFs	With PDFs	Adjustment Factor for Project	With PDFs			
Regional Shopping Center (TSF)	547		547	42.68	23348	50.0	27323	700		23,348		22,648		42.68	41.40	49.95	48.45	42.04	20.43	1.15	23.55	1.19
Parking Lot (square feet)	1,165,000																					
***Note: Trip generation rates were derived from Tables XX and XX of the Transportation Impact Study for Promenade 2035, prepared by Gibson Transportation Consulting, Inc., 2017. Included as Attachment XX.																						
***Note: Internal capture, transit, and pass-by reduction in trips are calculated internally within CalEEMod																						

Baseline

EnergyUseAndUseSubType	CalEEMod Default					CalEEMod Adjustment to Reflect 2008 Title 24 Standards				
	T24E	NT24E	Lighting	T24NG	NT24NG	T24E	NT24E	Lighting	T24NG	NT24NG
Regional Shopping Center	3.79	2.8	6.85	1.06	1.05	3.79	2.8	6.85	1.06	1.05
Parking Lot	0	0	0.876	0	0	0	0	0.876	0	0

Baseline Note: CalEEMod provides for the use of historical data (Consistent with 2008 Title 24 Standards). The Baseline condition conservatively assumed consistency with 2008 Title 24 Standards.

Buildout

Energy/Use/Land/UseSubType	CalEEMod Default					CalEEMod Adjustment to Reflect 2016 Title 24 Standards				
	T24E	NT24E	Lighting	T24NG	NT24NG	T24E	NT24E	Lighting	T24NG	NT24NG
Apartment Mid Rise	211.98	3277.06	741.44	8530.25	5157.8	152.63	3277.06	741.44	8530.25	5157.80
Live Entertainment Venue	1.71	3.83	3.08	14.11	6.86	1.62	3.83	3.08	14.11	6.86
Strip Mall	2.07	2.8	5.85	0.96	1.05	2.02	2.80	0.96	0.85	0.86
General Office Building	4.94	4.94	4.46	0.55	8.63	4.69	4.94	4.46	0.63	0.63
Hotel	2.91	3.24	3.11	29.24	5.15	2.76	3.24	3.11	29.24	5.15
Enclosed Parking with Elevator	3.92	0.19	2.63	0	0	0.42	0.19	2.33	0.00	0
Unenclosed Parking With Elevator	0	0.19	2.63	0	0	0.00	0.19	2.33	0.00	0.00

Project Note: CalEEMod default energy factors reflect 2013 Title 24 Standards. Therefore, adjustments were made to account for improvements in 2016 standards.

-2016 Standards reduce Title 24 electricity requirements by 28% for residential and 5% for non residential (Website www.energy.ca.gov/title24/2016standards/rulemaking/documents/2015-06-10_hearing/2015-06-10_Adoption_Hearing_Presentation.pdf, accessed April 7, 2016.)

Calculation of Carbon Intensity Factor for RPS of 50 Percent (Consistent with SB 350) based on LADWP 2016 Integrated Resource Plan, December 2016

-2016 = 840 lb/MWh

-Post 2030 with an RPS of 50% = 525 lb/MWh

Consistent with Section 120.6(c), Mandatory Requirements for Enclosed Parking Garages, the ventilation rate shall be at least 0.15 cfm/sq f when the garage is scheduled to be occupied.

Buildout Parking Garage Ventilation

Square Footage =	952,000	ft ²	
Minimum Ventilation =	0.15	cfm/ft ²	
Flowrate =	142800	cfm	
Number of Fans (18,000 cfm)	7.9	fans	
Number of Fans	8	fans	
Horsepower per Fan	13	hp	
Horsepower to kW Conv.	0.746	kW per hp	
Total kW =	77.584		
Annual kWh =	339,818	conservatively assumes operational 50 percent of the time even though it would only be operational when CO sensors read CO concentrations in excess of 25 ppm (2013 Building Energy Efficiency Standards)	
Usage Rate:	0.36	kWh/leg 11 annual	
Adjustment:	0.42	CalEoMod applies mitigation to all land uses. So, this adjustment accounts for the 15% reduction in Title 24 standards associated with LEED Silver)	

Buildout Parking Garage Lighting

Square Footage =	2,296,000	ft ²	
Allowed Lighting Power =	0.2	watts per ft ²	(Table 140.6 (Complete Building Method Lighting Power Density Value) of the 2013 Building Energy Efficiency Standards)
Annual kWh =	4,012,556		(conservatively assumes maximum lighting 24 hours per day)
Annual kWh/sq ft =	1.75	kWh/sq ft annual	
Adjustment:	2.33	(CalEEMod applies mitigation to all land uses. So, this adjustment accounts for the 25% reduction in lighting associated with LEED Silver)	

Elevator (no change CalEEMod Default)	0.19 kWh/sq ft annual
---------------------------------------	-----------------------

Water Usage Calculations (Table IV.L.1-4 of the Draft EIR)

	Indoor	Gallons Per Day Outdoor	
Baseline	45,070	5,008	
Gallons Per Year	16,450,623	1,827,847	
Buildout			
Residential	181,447	1,845	
Hotel	74,856	661	
Commercial	271,048	1,911	
Landscape	-	-	
Parking Structure	-	1,586	
Cooling Towers	-	206,712	
Less Required Ordinances Water Savings	(151,145)		
	376,206	212,715	
Less Additional Measures That Exceed Ordinances	28,170	15,928	7 Percent Reduction
Gallons Per Year	137,315,190	77,640,975	

Note: The Refined Project would result in a small reduction in water usage in comparison to the Project analyzed in the Supplemental EIR. It was conservatively assumed that water usage would not decrease under the Refined Project

Solid Waste Generation (Table IV.L3-5 of the Draft EIR)										
	Waste Generation	Waste Diverted	Waste Disposed							
Baseline	1,617	809	809	Note: 50% Diversion Rate						
Buildout	8,092	5,017	3,075	Note: 62% Diversion Rate consistent with WC 2035						
Note: The Refined Project would result in a small reduction in solid waste generation in comparison to the Project analyzed in the Supplemental EIR. It was conservatively assumed that solid waste generation would not decrease under the Refined Project.										
Summary of GHG Emissions										
	Baseline (2016)	Baseline (Buildout)	Buildout-No PDFs	Buildout-PDFs	PV and Water Heater Reduction	Project	% Reduction	% Project		
Area	0	0	337	61		61	-82%		1%	
Energy	3,262	2,066	9,642	8,055	(451)	5,538	-21%		52%	Note: Additional reduction reflects PDF D-4 (Water Heater) and PDF D-7 (PV)
Mobile	11,106	8,052	31,897	12,376	(2,637)	1,687	-21%		16%	Note: Additional reduction reflects PDF D-6 (15% EV Charging Stations/Plugin)
Emergency Generators	13	13	77	77		64	0%		1%	
Waste	407	407	1,546	1,546		1,140	0%		11%	
Water	112	79	821	764		685	-7%		6%	
Construction	-	-	1,513	1,513		1,513	0%		14%	
Total	14,899	10,615	45,833	24,392		10,688			100%	
APPLICABLE GHG REDUCTION MEASURES Included within CalEEMod										
Applicable VMT Reduction Measures selected in CalEEMod based on CAPCOA's Quantifying Greenhouse Gas Mitigation Measures, August, 2010.										
LUT-1:	Increase Density LUT-1 CAPCOA measures dwellings per acre and jobs per acre . Data Needed: number of housing units per acre or jobs per acre (34 acres) Employees: 1,482 employees for Baseline and 4,420 employees for Buildout. Residential Units: 0 units for Baseline and 1,432 units or 3,714 population for Buildout.				Buildout #/Acre	Baseline #/Acre				
						130.0	43.6			
						42.1	Not Applicable			
LUT-3	Increase Diversity of Urban and Suburban Developments (Mixed Use) (Internally calculated in CalEEMod based on mix of land uses)									
LUT-5	Increase Transit Accessibility (0.5-24.6% reduction) Distance to Transit Station along Owensmouth Avenue				Buildout	Baseline				
						0.1	0.1 miles			
LUT-6	Integrate Below Market Rate Housing Number of dwelling units below market rate				Buildout	Baseline				
						0	Not Applicable	dwelling units		
LUT-8/SDT-1	Provide pedestrian Network Improvements				Buildout Applicable	Baseline Not Applicable				
LUT-9	Improve Walkability Design Intersections within one square mile of the Project site				Buildout	Baseline				
						97	89 intersections			
SDT-2	Provide Traffic Calming Measures Percent of Streets with sidewalks within one square mile of the Project site Percent of intersections with crosswalks within one square mile of the Project site				Buildout	Baseline				
						100	100 Percent			
						25	25 Percent			
Total VMT Reduction for Buildout:										
Buildout with CAPCOA Measures:		33,026,431 miles								
Buildout without CAPCOA Measures:		99,327,611 miles								
Percent Reduction:		67%								
Energy Reduction Measures Included in CalEEMod Run:										
			Reduction							
High Efficiency Lighting (25%)			783 MTCO2E/YR							
Title 24 25%:			850 MTCO2E/YR							
Energy Star:			78 MTCO2E/YR							
Note: Energy Star certified solar water heaters can prevent 4,000 pounds of CO2E/YR (https://www.energystar.gov/products/water_heaters/water_heater_solar/benefits_savings)										
Water Reduction Measures Included in CalEEMod Run:										
Seven Percent Reduction Beyond Code Requirements			60 MTCO2E/YR							
Waste Diversion Rate Reduction Measures Included in CalEEMod Run:										
-Baseline assumes a 50% Diversion Rate										
-Project assumes a 62% Diversion Rate (WC 2035 Measure)			585 MTCO2E/YR							
Area Source Reduction Measure Included in CalEEMod Run:										
-Fireplaces would be limited to 150 units and rooftop terraces			275 MTCO2E/YR							

Promenade Operations-Buildout (Modified Project) - Los Angeles-South Coast County, Annual

Promenade Operations-Buildout Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	731.50	1000sqft	16.79	731,500.00	0
Enclosed Parking with Elevator	2,380.00	Space	21.42	952,000.00	0
Unenclosed Parking with Elevator	3,360.00	Space	30.24	1,344,000.00	0
Arena	181.50	1000sqft	58.34	181,500.00	0
Hotel	572.00	Room	19.07	469,000.00	0
Apartments High Rise	1,432.00	Dwelling Unit	23.10	1,609,000.00	4530
Strip Mall	272.50	1000sqft	6.26	272,500.00	0
Supermarket	7.50	1000sqft	0.17	7,500.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	8			Operational Year	2033
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MW hr)	525	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Carbon Intensity Factor for RPS of 50 Percent (SB 350)

Land Use - Site Specific

Construction Phase - Site Specific

Off-road Equipment -

Off-road Equipment - Site Specific (Included in Building Construction)

Trips and VMT - Site Specific

On-road Fugitive Dust - Site Specific

Demolition -

Grading -

Architectural Coating -

Vehicle Trips - Traffic Study Specific

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - Consistency with SCAQMD Rules (Limited to amenity and roof top fire pits ("villa" units on top of the garages and PH units on the towers)

Area Coating -

Energy Use - Compliance with 2016 Title 24 Standards

Water And Wastewater - Table IV.L.1-4 of the Draft EIR

Solid Waste - Table IV.L.3-5 of the Draft EIR

Construction Off-road Equipment Mitigation - SP

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation -

Waste Mitigation - WC 2035 Plan Requirement

Stationary Sources - Emergency Generators and Fire Pumps -

Stationary Sources - Emergency Generators and Fire Pumps EF - SCAQMD BACT Requirements

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Exterior	831000	831025
tblAreaCoating	Area_Nonresidential_Interior	2493000	2493075
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	0.5
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15

tblConstructionPhase	NumDays	220.00	330.00
tblEnergyUse	LightingElect	1.75	2.33
tblEnergyUse	T24E	3.92	0.42
tblFireplaces	NumberGas	1,217.20	150.00
tblFireplaces	NumberNoFireplace	143.20	1,282.00
tblFireplaces	NumberWood	71.60	0.00
tblLandUse	LandUseSquareFeet	830,544.00	469,000.00
tblLandUse	LandUseSquareFeet	1,432,000.00	1,609,000.00
tblLandUse	Population	4,096.00	4,530.00
tblProjectCharacteristics	CO2IntensityFactor	1227.89	525
tblSolidWaste	SolidWasteGenerationRate	658.72	0.00
tblSolidWaste	SolidWasteGenerationRate	4.99	0.00
tblSolidWaste	SolidWasteGenerationRate	680.30	8,092.00
tblSolidWaste	SolidWasteGenerationRate	313.17	0.00
tblSolidWaste	SolidWasteGenerationRate	286.13	0.00
tblSolidWaste	SolidWasteGenerationRate	42.30	0.00
tblStationaryGeneratorsPumpsEF	NOX_EF	2.85	0.50
tblStationaryGeneratorsPumpsEF	NOX_EF	4.56	0.50
tblStationaryGeneratorsPumpsEF	NOX_EF	4.56	0.50
tblStationaryGeneratorsPumpsEF	PM10_EF	0.15	0.02
tblStationaryGeneratorsPumpsEF	PM10_EF	0.15	0.02
tblStationaryGeneratorsPumpsEF	PM10_EF	0.15	0.02
tblStationaryGeneratorsPumpsEF	PM2_5_EF	0.15	0.02
tblStationaryGeneratorsPumpsEF	PM2_5_EF	0.15	0.02
tblStationaryGeneratorsPumpsEF	PM2_5_EF	0.15	0.02
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	3.1000e-004
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	3.1000e-004
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	3.1000e-004
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	4,020.00
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	5,360.00

tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	670.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	0.33
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	0.33
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	12.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	12.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	12.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	1.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	2.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	3.00
tblTripsAndVMT	WorkerTripNumber	518.00	521.00
tblVehicleTrips	ST_TR	4.98	6.01
tblVehicleTrips	ST_TR	10.71	40.78
tblVehicleTrips	ST_TR	2.46	2.19
tblVehicleTrips	ST_TR	8.19	7.94
tblVehicleTrips	ST_TR	42.04	48.47
tblVehicleTrips	ST_TR	177.59	48.47
tblVehicleTrips	SU_TR	3.65	4.40
tblVehicleTrips	SU_TR	10.71	40.78
tblVehicleTrips	SU_TR	1.05	0.91
tblVehicleTrips	SU_TR	5.95	5.77
tblVehicleTrips	SU_TR	20.43	23.56
tblVehicleTrips	SU_TR	166.44	23.56
tblVehicleTrips	WD_TR	4.20	5.46
tblVehicleTrips	WD_TR	10.71	40.78
tblVehicleTrips	WD_TR	11.03	9.82
tblVehicleTrips	WD_TR	8.17	7.92
tblVehicleTrips	WD_TR	44.32	42.99
tblVehicleTrips	WD_TR	102.24	42.99
tblWater	IndoorWaterUseRate	93,300,564.69	0.00
tblWater	IndoorWaterUseRate	78,184,776.34	0.00

tblWater	IndoorWaterUseRate	130,012,236.66	137,315,190.00
tblWater	IndoorWaterUseRate	14,509,792.44	0.00
tblWater	IndoorWaterUseRate	20,184,762.10	0.00
tblWater	IndoorWaterUseRate	924,511.61	0.00
tblWater	OutdoorWaterUseRate	58,819,921.22	0.00
tblWater	OutdoorWaterUseRate	4,990,517.64	0.00
tblWater	OutdoorWaterUseRate	79,684,919.24	77,640,975.00
tblWater	OutdoorWaterUseRate	1,612,199.16	0.00
tblWater	OutdoorWaterUseRate	12,371,305.81	0.00
tblWater	OutdoorWaterUseRate	28,593.14	0.00
tblWoodstoves	NumberCatalytic	71.60	0.00
tblWoodstoves	NumberNoncatalytic	71.60	0.00

2.0 Emissions Summary

2.2 Overall Operational Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	13.7268	0.2018	14.8372	9.9000e-004		0.0848	0.0848		0.0848	0.0848						61.1303
Energy	0.2351	2.0894	1.4426	0.0128		0.1625	0.1625		0.1625	0.1625						9,641.8315
Mobile	5.8379	33.8434	70.7598	0.3421	34.8966	0.1938	35.0904	9.3501	0.1800	9.5301						31,897.3607
Stationary	0.0227	0.0809	0.4205	7.9000e-004		3.2300e-003	3.2300e-003		3.2300e-003	3.2300e-003						76.8085
Waste						0.0000	0.0000		0.0000	0.0000						4,069.4791
Water						0.0000	0.0000		0.0000	0.0000						821.1261

Total	19.8225	36.2155	87.4602	0.3567	34.8966	0.4442	35.3408	9.3501	0.4304	9.7805						46,567.73 62
-------	---------	---------	---------	--------	---------	--------	---------	--------	--------	--------	--	--	--	--	--	-----------------

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	13.7268	0.2018	14.8372	9.9000e-004		0.0848	0.0848		0.0848	0.0848						61.1303
Energy	0.1930	1.7123	1.1662	0.0105		0.1333	0.1333		0.1333	0.1333						8,054.6866
Mobile	4.0991	25.2894	32.7331	0.1321	11.6031	0.0805	11.6836	3.1089	0.0747	3.1836						12,376.1685
Stationary	0.0227	0.0809	0.4205	7.9000e-004		3.2300e-003	3.2300e-003		3.2300e-003	3.2300e-003						76.8085
Waste						0.0000	0.0000		0.0000	0.0000						1,546.4021
Water						0.0000	0.0000		0.0000	0.0000						763.6473
Total	18.0416	27.2843	49.1572	0.1444	11.6031	0.3018	11.9049	3.1089	0.2960	3.4049						22,878.8432

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	8.98	24.66	43.79	59.52	66.75	32.06	66.31	66.75	31.24	65.19	0.00	0.00	0.00	0.00	0.00	50.87

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

- Increase Density
- Increase Diversity
- Improve Walkability Design

- Increase Transit Accessibility
- Improve Pedestrian Network
- Provide Traffic Calming Measures

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	4.0991	25.2894	32.7331	0.1321	11.6031	0.0805	11.6836	3.1089	0.0747	3.1836						12,376.1685
Unmitigated	5.8379	33.8434	70.7598	0.3421	34.8966	0.1938	35.0904	9.3501	0.1800	9.5301						31,897.3607

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	7,818.72	8,606.32	6300.80	26,361,238	8,765,112
Arena	7,401.57	7,401.57	7401.57	15,976,302	5,312,120
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	7,183.33	1,601.99	665.67	17,572,747	5,842,939
Hotel	4,530.24	4,541.68	3300.44	10,394,611	3,456,208
Strip Mall	11,714.78	13,208.08	6420.10	21,255,264	7,067,375
Supermarket	322.43	363.53	176.70	405,709	134,898
Unenclosed Parking with Elevator	0.00	0.00	0.00		
Total	38,971.06	35,723.16	24,265.28	91,965,871	30,578,652

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Arena	16.60	8.40	6.90	0.00	81.00	19.00	66	28	6
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15
Supermarket	16.60	8.40	6.90	6.50	74.50	19.00	34	30	36
Unenclosed Parking with	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Elevator									

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.540767	0.043825	0.210979	0.115876	0.013474	0.006417	0.021769	0.035705	0.002676	0.001662	0.005313	0.000728	0.000807
Arena	0.540767	0.043825	0.210979	0.115876	0.013474	0.006417	0.021769	0.035705	0.002676	0.001662	0.005313	0.000728	0.000807
Enclosed Parking with Elevator	0.540767	0.043825	0.210979	0.115876	0.013474	0.006417	0.021769	0.035705	0.002676	0.001662	0.005313	0.000728	0.000807
General Office Building	0.540767	0.043825	0.210979	0.115876	0.013474	0.006417	0.021769	0.035705	0.002676	0.001662	0.005313	0.000728	0.000807
Hotel	0.540767	0.043825	0.210979	0.115876	0.013474	0.006417	0.021769	0.035705	0.002676	0.001662	0.005313	0.000728	0.000807
Strip Mall	0.540767	0.043825	0.210979	0.115876	0.013474	0.006417	0.021769	0.035705	0.002676	0.001662	0.005313	0.000728	0.000807
Supermarket	0.540767	0.043825	0.210979	0.115876	0.013474	0.006417	0.021769	0.035705	0.002676	0.001662	0.005313	0.000728	0.000807
Unenclosed Parking with	0.540767	0.043825	0.210979	0.115876	0.013474	0.006417	0.021769	0.035705	0.002676	0.001662	0.005313	0.000728	0.000807
Elevator													

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

- Exceed Title 24
- Install High Efficiency Lighting
- Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Electricity Mitigated						0.0000	0.0000		0.0000	0.0000							6,133.6533
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000							7,301.0342
NaturalGas Mitigated	0.1930	1.7123	1.1662	0.0105		0.1333	0.1333		0.1333	0.1333							1,921.0332
NaturalGas Unmitigated	0.2351	2.0894	1.4426	0.0128		0.1625	0.1625		0.1625	0.1625							2,340.7973

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	1.63641e+007	0.0882	0.7540	0.3209	4.8100e-003		0.0610	0.0610		0.0610	0.0610						878.4412
Arena	3.79335e+006	0.0205	0.1860	0.1562	1.1200e-003		0.0141	0.0141		0.0141	0.0141						203.6305
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
General Office Building	6.68591e+006	0.0361	0.3277	0.2753	1.9700e-003		0.0249	0.0249		0.0249	0.0249						358.9058
Hotel	1.60633e+007	0.0866	0.7874	0.6614	4.7200e-003		0.0598	0.0598		0.0598	0.0598						862.2901
Strip Mall	545000	2.9400e-003	0.0267	0.0224	1.6000e-004		2.0300e-003	2.0300e-003		2.0300e-003	2.0300e-003						29.2561
Supermarket	154125	8.3000e-004	7.5600e-003	6.3500e-003	5.0000e-005		5.7000e-004	5.7000e-004		5.7000e-004	5.7000e-004						8.2736
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
Total		0.2351	2.0894	1.4426	0.0128		0.1624	0.1624		0.1624	0.1624						2,340.7973

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	1.42478e+007	0.0768	0.6565	0.2794	4.1900e-003		0.0531	0.0531		0.0531	0.0531						764.8361
Arena	3.15629e+006	0.0170	0.1547	0.1300	9.3000e-004		0.0118	0.0118		0.0118	0.0118						169.4323
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
General Office Building	5.11501e+006	0.0276	0.2507	0.2106	1.5000e-003		0.0191	0.0191		0.0191	0.0191						274.5787
Hotel	1.26513e+007	0.0682	0.6202	0.5209	3.7200e-003		0.0471	0.0471		0.0471	0.0471						679.1321
Strip Mall	480281	2.5900e-003	0.0235	0.0198	1.4000e-004		1.7900e-003	1.7900e-003		1.7900e-003	1.7900e-003						25.7819
Supermarket	135469	7.3000e-004	6.6400e-003	5.5800e-003	4.0000e-005		5.0000e-004	5.0000e-004		5.0000e-004	5.0000e-004						7.2721
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
Total		0.1930	1.7123	1.1662	0.0105		0.1333	0.1333		0.1333	0.1333						1,921.0332

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	5.69263e+006				1,362.1089
Arena	1.53367e+006				366.9714
Enclosed Parking with Elevator	2.79888e+006				669.7045
General Office Building	1.02337e+007				2,448.6739
Hotel	4.23976e+006				1,014.4723

Strip Mall	3.1174e+006				745.9186
Supermarket	289650				69.3063
Unenclosed Parking with Elevator	2.60736e+006				623.8783
Total					7,301.0342

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	5.36284e+006				1,283.1982
Arena	1.32404e+006				316.8114
Enclosed Parking with Elevator	2.14438e+006				513.0984
General Office Building	8.53697e+006				2,042.6911
Hotel	3.49499e+006				836.2663
Strip Mall	2.48711e+006				595.1048
Supermarket	264544				63.2989
Unenclosed Parking with Elevator	2.01936e+006				483.1841
Total					6,133.6533

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	13.7268	0.2018	14.8372	9.9000e-004		0.0848	0.0848		0.0848	0.0848						61.1303
Unmitigated	13.7268	0.2018	14.8372	9.9000e-004		0.0848	0.0848		0.0848	0.0848						61.1303

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.3057					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	11.9682					0.0000	0.0000		0.0000	0.0000						0.0000
Hearth	3.6400e-003	0.0311	0.0132	2.0000e-004		2.5100e-003	2.5100e-003		2.5100e-003	2.5100e-003						36.2346
Landscaping	0.4493	0.1707	14.8240	7.9000e-004		0.0822	0.0822		0.0822	0.0822						24.8957
Total	13.7268	0.2018	14.8372	9.9000e-004		0.0847	0.0847		0.0847	0.0847						61.1303

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.3057					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	11.9682					0.0000	0.0000		0.0000	0.0000						0.0000
Hearth	3.6400e-003	0.0311	0.0132	2.0000e-004		2.5100e-003	2.5100e-003		2.5100e-003	2.5100e-003						36.2346
Landscaping	0.4493	0.1707	14.8240	7.9000e-004		0.0822	0.0822		0.0822	0.0822						24.8957
Total	13.7268	0.2018	14.8372	9.9000e-004		0.0847	0.0847		0.0847	0.0847						61.1303

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated				763.6473
Unmitigated				821.1261

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	0 / 0				0.0000
Arena	0 / 0				0.0000
Enclosed Parking with Elevator	0 / 0				0.0000
General Office Building	137.315 / 77.641				821.1261
Hotel	0 / 0				0.0000
Strip Mall	0 / 0				0.0000
Supermarket	0 / 0				0.0000
Unenclosed Parking with Elevator	0 / 0				0.0000
Total					821.1261

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	0 / 0				0.0000
Arena	0 / 0				0.0000
Enclosed Parking with Elevator	0 / 0				0.0000
General Office Building	127.703 / 72.2061				763.6473
Hotel	0 / 0				0.0000

Strip Mall	0 / 0			0.0000
Supermarket	0 / 0			0.0000
Unenclosed Parking with Flare	0 / 0			0.0000
Total				763.6473

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated				1,546.4021
Unmitigated				4,069.4791

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	0				0.0000

Arena	0			0.0000
Enclosed Parking with Elevator	0			0.0000
General Office Building	8092			4,069.4791
Hotel	0			0.0000
Strip Mall	0			0.0000
Supermarket	0			0.0000
Unenclosed Parking with Elevator	0			0.0000
Total				4,069.4791

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	0				0.0000
Arena	0				0.0000
Enclosed Parking with Elevator	0				0.0000
General Office Building	3074.96				1,546.4021
Hotel	0				0.0000
Strip Mall	0				0.0000
Supermarket	0				0.0000
Unenclosed Parking with Elevator	0				0.0000
Total					1,546.4021

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	3	0	12	670	0.73	Diesel
Emergency Generator	1	0.33	12	4020	0.73	Diesel
Emergency Generator	2	0.33	12	5360	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Emergency Generator - Diesel (600-750 HP)	2.7300e-003	9.7000e-003	0.0505	1.0000e-004		3.9000e-004	3.9000e-004		3.9000e-004	3.9000e-004						9.2170
Emergency Generator - Diesel (750-999 HP)	0.0200	0.0712	0.3701	7.0000e-004		2.8500e-003	2.8500e-003		2.8500e-003	2.8500e-003						67.5915
Total	0.0227	0.0809	0.4205	8.0000e-004		3.2400e-003	3.2400e-003		3.2400e-003	3.2400e-003						76.8085

11.0 Vegetation

Promenade 2035 - Energy Calculations (Modified Project)

Summary of Energy Use During Operations

	Baseline (Buildout)	Modified Project with PDFs	Approved Project with PDFs	Difference Between Modified and Approved Projects
Electricity				
Electricity (building)	8,374,290	17,259,944	17,324,960 kWh/year	(65,016)
Electricity (water)	200,562	1,920,695	1,920,695 kWh/year	-
Electricity Total	8,574,852	19,180,639	19,245,655 kWh/year	(65,016)
Natural Gas	1,098,810	32,983,238	34,433,600 cu ft/year	(1,450,362)
Mobile				
Gasoline	631,212	318,354	394,366 Gallons/year	(76,011)
Diesel	22,693	11,445	14,178 Gallons/year	(2,733)

Promenade 2035 - Modified Project Operations
Los Angeles-South Coast County, Annual

Land Use Details

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	731.5	1000sqft	14.44	731500	0
Enclosed Parking with Elevator	2380	Space	21.42	952000	0
Unenclosed Parking with Elevator	3360	Space	30.24	1344000	0
Hotel	572	Room	19.07	469000	0
Arena	10000	Seat	7.75	181500	0
Apartment High Rise	1432	Dwelling Unit	37.68	1609000	4069
Supermarket	7.5	1000sqft	0.17	7500	
Strip Mall	272.5	1000sqft	5.6	272500	0

Trip Summary Information

Land Uses	Average Daily Trip Rate			Mitigated
	Weekday	Saturday	Sunday	
General Office Building	7,183.33	1,601.99	655.67	5,842,939
Enclosed Parking with Elevator	0.00	0.00	0.00	0
Unenclosed Parking with Elevator	0.00	0.00	0.00	0
Hotel	4,530.24	4,541.68	3,300.44	3,456,208
Arena	7,401.57	7,401.57	7,401.57	5,312,120
Apartment High Rise	7,818.72	8,606.32	7,890.32	8,765,112
Supermarket	322.43	363.53	176.70	134,898
Strip Mall	11,714.78	13,208.08	6,420.10	7,067,375
Total	38,971.07	35,723.17	25,844.80	30,578,652

Mitigated Gasoline and Diesel Usage

	Gasoline	Diesel
Miles/Gallon	31.4	23.6
% Fleet Mix	97.4%	2.6%
Total (Gallons):	949,567	34,138

Energy by Land Use - Natural Gas (Mitigated)

Land Uses	kBTU/yr	cu ft/year
General Office Building	5,115,010	4,871,438
Enclosed Parking with Elevator	0	0
Unenclosed Parking with Elevator	0	0
Hotel	12,651,300	12,048,857
Arena	3,156,290	3,005,990
Apartment High Rise	14,247,800	13,569,333
Supermarket	135,469	129,018
Strip Mall	480,281	457,410
Total	35,786,150	34,082,048

Energy by Land Use - Electricity (Mitigated)

Land Uses	kWh/yr
General Office Building	8,536,970
Enclosed Parking with Elevator	2,144,380
Unenclosed Parking with Elevator	2,019,360
Hotel	3,494,990
Arena	1,324,040
Apartment High Rise	5,362,840
Supermarket	264,544
Strip Mall	2,487,110
Total	25,634,234

Water Detail (Unmitigated)

Land Uses	Indoor Use (Mgal)	Outdoor Use (Mgal)	Electricity Use (kWh/yr)
General Office Building	127.70	72.21	2,121,257
Enclosed Parking with Elevator	0.00	0.00	0
Unenclosed Parking with Elevator	0.00	0.00	0
Hotel	0.00	0.00	0
Arena	0.00	0.00	0
Apartment High Rise	0.00	0.00	0
Strip Mall	0.00	0.00	0
Total	127.70	0.00	2,121,257

Notes: Indoor water results in 0.0111 kWhr of electricity usage per gallon from delivery, treatment, and distribution of water within Southern California (CalEEMod). Outdoor water results in 0.009727 kWhr of electricity usage per gallon from delivery and distribution of water within Southern California (CalEEMod).

Appendix 2

Noise Calculation Worksheets

**Promenade 2035 Project
Modified Project**

Noise Calculations Worksheets

Provided by Acoustical Engineering Services

Operation Noise Calculations

Project Composite Noise Calculations (CNEL)

Project: Promenade 2035 Project

MODIFIED PROJECT

[illegible]

^a - traffic noise levels at each receptor is based on the traffic noise analysis for the roadway segment in front of the receptor.

[illegible]

Parking Noise Calculations

Project: Promenade 2035 Project

MODIFIED PROJECT

Hours of Operations

			Estimated noise levels, Leq (FROM SOUNDPLAN)			Ld (7am to 7pm)	Le (7pm to 10pm)	Ln (10pm to 7am)
Receptor					Leq	12	3	4
R1					31.7	31.7	31.7	28.2
R2					49.8	49.8	49.8	46.3
R3					46.6	46.6	46.6	43.1
R4					39.2	39.2	39.2	35.7

Receptor	Ambient CNEL	Project CNEL	Ambient + Project (CNEL)	Increase (CNEL)	Lowest ambient (Leq)	Project Noise, (Leq)	Ambient + Project (Leq)	Significance threshold (Leq)
R1	69.0	35.8	69.0	0.0	59.1	31.7	59.1	64.1
R2	61.6	53.9	62.3	0.7	56.0	49.8	56.9	61.0
R3	63.1	50.7	63.3	0.2	54.9	46.6	55.5	59.9
R4	59.5	43.3	59.6	0.1	52.4	39.2	52.6	57.4

Outdoor Spaces Noise Calculations

Project: Promenade 2035 Project

MODIFIED PROJECT

Hours of Operations

		Estimated noise levels, Leq (FROM SOUNDPLAN)			Ld (7am to 7pm)	Le (7pm to 10pm)	Ln (10pm to 7am)	
Receptor		Sound System	Occupants	Total	12	3	4	Project CNEL
R1		43.1	37.2	44.1	44.1	44.1	40.6	48.2
R2		49.5	46.5	51.3	51.3	51.3	47.7	55.4
R3		53.8	44.9	54.3	54.3	54.3	50.8	58.4
R4		55.2	42.1	55.4	55.4	55.4	51.9	59.5

TOTAL COMBINED

Receptor	Project (CNEL)	Ambient (CNEL)	Ambient + Project (CNEL)	Increase (CNEL)	Ambient (Leq)	Project Noise, (Leq)	Ambient + Project (Leq)	Significance threshold (Leq)
R1	48.2	69.0	69.0	0.0	59.1	44.1	59.2	64.1
R2	55.4	61.6	62.5	0.9	56.0	51.3	57.3	61.0
R3	58.4	63.1	64.4	1.3	54.9	54.3	57.6	59.9
R4	59.5	59.5	62.5	3.0	52.4	55.4	57.2	57.4

Entertainment & Sport Center Noise Calculations

Project: Promenade 2035 Project

MODIFIED PROJECT - OPEN ROOF OPTION

Hours of Operations

		Estimated noise levels, Leq (FROM SOUNDPLAN)			Ld (7am to 7pm)	Le (7pm to 10pm)	Ln (10pm to 7am)
Receptor		Sound System	Occupants	Total	3	3	4
R1		43.1	38.5	44.4	38.4	44.4	40.9
R2		53.1	46.3	53.9	47.9	53.9	50.4
R3		44.0	48.1	49.5	43.5	49.5	46.0
R4		44.1	48.8	50.1	44.0	50.1	46.5

TOTAL COMBINED

Receptor	Ambient (CNEL)	Project (CNEL)	Ambient + Project (CNEL)	Increase (CNEL)	Lowest Ambient (Leq)	Project Noise, (Leq)	Ambient + Project (Leq)	Significance threshold (Leq)
R1	69.0	47.8	69.0	0.0	59.1	44.4	59.2	64.1
R2	61.6	57.3	63.0	1.4	56.0	53.9	58.1	61.0
R3	63.1	52.9	63.5	0.4	54.9	49.5	56.0	59.9
R4	59.5	53.5	60.5	1.0	52.4	50.1	54.4	57.4

Entertainment & Sport Center Noise Calculations

Project: Promenade 2035 Project

MODIFIED PROJECT - CLOSED ROOF OPTION

Hours of Operations

		Estimated noise levels, Leq (FROM SOUNDPLAN)			Ld (7am to 7pm)	Le (7pm to 10pm)	Ln (10pm to 7am)
Receptor		Sound System	Occupants	Total	3	3	4
R1		33.2	36.3	38.0	32.0	38.0	34.5
R2		30.7	30.6	33.7	27.6	33.7	30.1
R3		39.7	42.1	44.1	38.1	44.1	40.6
R4		40.2	41.9	44.1	38.1	44.1	40.6

TOTAL COMBINED

Receptor	Ambient (CNEL)	Project (CNEL)	Ambient + Project (CNEL)	Increase (CNEL)	Lowest Ambient (Leq)	Project Noise, (Leq)	Ambient + Project (Leq)	Significance threshold (Leq)
R1	69.0	41.4	69.0	0.0	59.1	38.0	59.1	64.1
R2	61.6	37.1	61.6	0.0	56.0	33.7	56.0	61.0
R3	63.1	47.5	63.2	0.1	54.9	44.1	55.2	59.9
R4	59.5	47.5	59.8	0.3	52.4	44.1	53.0	57.4

Promenade 2035

Octave spectra of the sources in dB(A) - Modified Project - Outdoor Spaces Speakers

Name	Source type	Lw dB(A)	125Hz dB	250Hz dB	500Hz dB	1kHz dB	2kHz dB	4kHz dB	8kHz dB	
NE-A-Spkr1	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
NE-A-Spkr1	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
NE-A-Spkr2	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
NE-A-Spkr2	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
NE-A-Spkr3	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
NE-A-Spkr3	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
NE-A-Spkr5	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
NE-A-Spkr5	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
NE-B-Spkr1	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
NE-B-Spkr1	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
NE-B-Spkr2	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
NE-B-Spkr2	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
NE-B-Spkr3	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
NE-B-Spkr3	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
NE-B-Spkr4	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
NW-A-Hotel-Spkr2	Point	118.6	100.4	106.0	108.8	110.7	111.7	111.7	113.7	
NW-A-Office1-Spkr1	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
NW-A-Office1-Spkr2	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
NW-A-Office2-Spkr1	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
NW-A-Office2-Spkr2	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
NW-A-Spkr1	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
NW-B-Resi1-Spkr1	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
NW-B-Resi1-Spkr2	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
NW-B-Resi1-Spkr3	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
NW-B-Resi1-Spkr4	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
NW-B-Resi2-Spkr1	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
NW-B-Resi2-Spkr2	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
NW-B-Resi2-Spkr3	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
NW-B-Resi2-Spkr4	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
NW-B-Resi3-Spkr1	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
NW-B-Resi3-Spkr2	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
NW-B-Resi3-Spkr3	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
NW-B-Resi3-Spkr4	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
Promenade-Spkr1	Point	126.7	108.5	114.1	116.9	118.8	119.8	119.8	121.8	
Promenade-Spkr2	Point	126.7	108.5	114.1	116.9	118.8	119.8	119.8	121.8	
Promenade-Spkr3	Point	126.7	108.5	114.1	116.9	118.8	119.8	119.8	121.8	
Promenade-Spkr4	Point	126.7	108.5	114.1	116.9	118.8	119.8	119.8	121.8	
SE-Hotel-Spkr1	Point	118.6	100.4	106.0	108.8	110.7	111.7	111.7	113.7	
SE-Hotel-Spkr2	Point	118.6	100.4	106.0	108.8	110.7	111.7	111.7	113.7	
SE-Hotel-Spkr3	Point	118.6	100.4	106.0	108.8	110.7	111.7	111.7	113.7	
SE-Hotel-Spkr4	Point	118.6	100.4	106.0	108.8	110.7	111.7	111.7	113.7	
SE-Resi-Spkr1	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
SE-Resi-Spkr2	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
SE-Resi-Spkr3	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
SW Speakers - Roof Garden	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
SW Speakers - Roof Garden	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
SW Speakers - Roof Garden	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
SW Speakers - Roof Garden	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	

Promenade 2035
Octave spectra of the sources in dB(A) - Modified Project - Outdoor
Spaces Speakers

Name	Source type	Lw	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	8kHz	
		dB(A)	dB	dB	dB	dB	dB	dB	dB	
SW Speakers - Roof Garden	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
SW Speakers - Roof Garden	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
SW Speakers - Roof Garden	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
SW Speakers Ground Level	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
SW Speakers Ground Level	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
SW Speakers Ground Level	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
SW Speakers Ground Level	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
SW Speakers Ground Level	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	
SW Speakers Ground Level	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	

Promenade 2035

Assessed contribution level - Modified Project - Outdoor Spaces

9

Source	Source type	Leq dB(A)	
Receiver R1 Leq,d 43.1 dB(A)			
NE-A-Spkr1	Point	11.3	
NE-A-Spkr1	Point	28.9	
NE-A-Spkr2	Point	28.1	
NE-A-Spkr2	Point	17.4	
NE-A-Spkr3	Point	24.9	
NE-A-Spkr3	Point	18.1	
NE-A-Spkr5	Point	24.7	
NE-A-Spkr5	Point	40.5	
NE-B-Spkr1	Point	19.2	
NE-B-Spkr1	Point	8.1	
NE-B-Spkr2	Point	19.6	
NE-B-Spkr2	Point	15.0	
NE-B-Spkr3	Point	24.6	
NE-B-Spkr3	Point	15.9	
NE-B-Spkr4	Point	26.4	
NW-A-Hotel-Spkr2	Point	9.7	
NW-A-Office1-Spkr1	Point	-1.2	
NW-A-Office1-Spkr2	Point	-1.0	
NW-A-Office2-Spkr1	Point	11.0	
NW-A-Office2-Spkr2	Point	1.5	
NW-A-Spkr1	Point	3.8	
NW-B-Resi1-Spkr1	Point	17.7	
NW-B-Resi1-Spkr2	Point	4.6	
NW-B-Resi1-Spkr3	Point	4.9	
NW-B-Resi1-Spkr4	Point	22.7	
NW-B-Resi2-Spkr1	Point	14.9	
NW-B-Resi2-Spkr2	Point	4.7	
NW-B-Resi2-Spkr3	Point	5.8	
NW-B-Resi2-Spkr4	Point	17.5	
NW-B-Resi3-Spkr1	Point	16.4	
NW-B-Resi3-Spkr2	Point	5.2	
NW-B-Resi3-Spkr3	Point	18.1	
NW-B-Resi3-Spkr4	Point	4.7	
Promenade-Spkr1	Point	22.7	
Promenade-Spkr2	Point	24.1	
Promenade-Spkr3	Point	26.4	
Promenade-Spkr4	Point	19.8	
SE-Hotel-Spkr1	Point	25.7	
SE-Hotel-Spkr2	Point	33.2	
SE-Hotel-Spkr3	Point	31.0	

AES 22801 Crespi St Woodland Hills, CA 91364 USA

1

Promenade 2035
Assessed contribution level - Modified Project - Outdoor Spaces

9

Source	Source type	Leq dB(A)	
SE-Hotel-Spkr4	Point	27.8	
SE-Resi-Spkr1	Point	1.3	
SE-Resi-Spkr2	Point	13.0	
SE-Resi-Spkr3	Point	7.1	
SW Speakers - Roof Garden	Point	-1.7	
SW Speakers - Roof Garden	Point	-0.4	
SW Speakers - Roof Garden	Point	-2.9	
SW Speakers - Roof Garden	Point	8.0	
SW Speakers - Roof Garden	Point	0.0	
SW Speakers - Roof Garden	Point	-1.4	
SW Speakers - Roof Garden	Point	-0.5	
SW Speakers Ground Level	Point	18.0	
SW Speakers Ground Level	Point	8.8	
SW Speakers Ground Level	Point	8.2	
SW Speakers Ground Level	Point	10.6	
SW Speakers Ground Level	Point	10.1	
SW Speakers Ground Level	Point	10.7	
Receiver R2 Leq,d 49.5 dB(A)			
NE-A-Spkr1	Point	8.6	
NE-A-Spkr1	Point	-0.4	
NE-A-Spkr2	Point	11.3	
NE-A-Spkr2	Point	13.8	
NE-A-Spkr3	Point	11.7	
NE-A-Spkr3	Point	11.9	
NE-A-Spkr5	Point	6.8	
NE-A-Spkr5	Point	9.7	
NE-B-Spkr1	Point	3.4	
NE-B-Spkr1	Point	9.7	
NE-B-Spkr2	Point	9.7	
NE-B-Spkr2	Point	16.0	
NE-B-Spkr3	Point	12.3	
NE-B-Spkr3	Point	15.7	
NE-B-Spkr4	Point	4.6	
NW-A-Hotel-Spkr2	Point	26.0	
NW-A-Office1-Spkr1	Point	4.5	
NW-A-Office1-Spkr2	Point	3.3	
NW-A-Office2-Spkr1	Point	15.5	
NW-A-Office2-Spkr2	Point	14.9	
NW-A-Spkr1	Point	24.2	
NW-B-Resi1-Spkr1	Point	7.3	
NW-B-Resi1-Spkr2	Point	5.3	

AES 22801 Crespi St Woodland Hills, CA 91364 USA

2

Promenade 2035

Assessed contribution level - Modified Project - Outdoor Spaces

9

Source	Source type	Leq dB(A)	
NW-B-Resi1-Spkr3	Point	17.1	
NW-B-Resi1-Spkr4	Point	3.9	
NW-B-Resi2-Spkr1	Point	18.1	
NW-B-Resi2-Spkr2	Point	19.4	
NW-B-Resi2-Spkr3	Point	12.6	
NW-B-Resi2-Spkr4	Point	11.8	
NW-B-Resi3-Spkr1	Point	20.1	
NW-B-Resi3-Spkr2	Point	21.2	
NW-B-Resi3-Spkr3	Point	15.6	
NW-B-Resi3-Spkr4	Point	13.7	
Promenade-Spkr1	Point	30.8	
Promenade-Spkr2	Point	31.6	
Promenade-Spkr3	Point	44.6	
Promenade-Spkr4	Point	42.9	
SE-Hotel-Spkr1	Point	25.3	
SE-Hotel-Spkr2	Point	35.9	
SE-Hotel-Spkr3	Point	25.1	
SE-Hotel-Spkr4	Point	13.2	
SE-Resi-Spkr1	Point	18.1	
SE-Resi-Spkr2	Point	24.4	
SE-Resi-Spkr3	Point	26.0	
SW Speakers - Roof Garden	Point	38.0	
SW Speakers - Roof Garden	Point	37.5	
SW Speakers - Roof Garden	Point	29.3	
SW Speakers - Roof Garden	Point	40.0	
SW Speakers - Roof Garden	Point	31.2	
SW Speakers - Roof Garden	Point	23.5	
SW Speakers - Roof Garden	Point	36.6	
SW Speakers Ground Level	Point	18.2	
SW Speakers Ground Level	Point	14.9	
SW Speakers Ground Level	Point	5.5	
SW Speakers Ground Level	Point	27.0	
SW Speakers Ground Level	Point	31.5	
SW Speakers Ground Level	Point	29.4	
Receiver R3 Leq,d 53.8 dB(A)			
NE-A-Spkr1	Point	9.8	
NE-A-Spkr1	Point	6.6	
NE-A-Spkr2	Point	10.0	
NE-A-Spkr2	Point	12.1	
NE-A-Spkr3	Point	18.3	
NE-A-Spkr3	Point	-1.9	

AES 22801 Crespi St Woodland Hills, CA 91364 USA

3

Promenade 2035

Assessed contribution level - Modified Project - Outdoor Spaces

9

Source	Source type	Leq dB(A)	
NE-A-Spkr5	Point	16.8	
NE-A-Spkr5	Point	18.7	
NE-B-Spkr1	Point	11.0	
NE-B-Spkr1	Point	15.0	
NE-B-Spkr2	Point	21.4	
NE-B-Spkr2	Point	10.3	
NE-B-Spkr3	Point	9.0	
NE-B-Spkr3	Point	11.4	
NE-B-Spkr4	Point	12.2	
NW-A-Hotel-Spkr2	Point	48.8	
NW-A-Office1-Spkr1	Point	8.1	
NW-A-Office1-Spkr2	Point	6.3	
NW-A-Office2-Spkr1	Point	1.5	
NW-A-Office2-Spkr2	Point	14.8	
NW-A-Spkr1	Point	17.0	
NW-B-Resi1-Spkr1	Point	0.1	
NW-B-Resi1-Spkr2	Point	7.4	
NW-B-Resi1-Spkr3	Point	13.8	
NW-B-Resi1-Spkr4	Point	6.8	
NW-B-Resi2-Spkr1	Point	15.8	
NW-B-Resi2-Spkr2	Point	17.2	
NW-B-Resi2-Spkr3	Point	17.0	
NW-B-Resi2-Spkr4	Point	2.3	
NW-B-Resi3-Spkr1	Point	17.5	
NW-B-Resi3-Spkr2	Point	18.6	
NW-B-Resi3-Spkr3	Point	4.6	
NW-B-Resi3-Spkr4	Point	18.8	
Promenade-Spkr1	Point	39.9	
Promenade-Spkr2	Point	40.3	
Promenade-Spkr3	Point	33.6	
Promenade-Spkr4	Point	43.7	
SE-Hotel-Spkr1	Point	24.5	
SE-Hotel-Spkr2	Point	30.7	
SE-Hotel-Spkr3	Point	28.0	
SE-Hotel-Spkr4	Point	9.4	
SE-Resi-Spkr1	Point	12.1	
SE-Resi-Spkr2	Point	23.3	
SE-Resi-Spkr3	Point	9.3	
SW Speakers - Roof Garden	Point	26.2	
SW Speakers - Roof Garden	Point	46.6	
SW Speakers - Roof Garden	Point	41.7	

AES 22801 Crespi St Woodland Hills, CA 91364 USA

4

Promenade 2035
Assessed contribution level - Modified Project - Outdoor Spaces

9

Source	Source type	Leq dB(A)	
SW Speakers - Roof Garden	Point	39.4	
SW Speakers - Roof Garden	Point	45.5	
SW Speakers - Roof Garden	Point	39.3	
SW Speakers - Roof Garden	Point	18.3	
SW Speakers Ground Level	Point	2.6	
SW Speakers Ground Level	Point	29.6	
SW Speakers Ground Level	Point	29.3	
SW Speakers Ground Level	Point	4.6	
SW Speakers Ground Level	Point	4.7	
SW Speakers Ground Level	Point	15.2	
Receiver R4 Leq,d 55.2 dB(A)			
NE-A-Spkr1	Point	14.8	
NE-A-Spkr1	Point	0.0	
NE-A-Spkr2	Point	1.6	
NE-A-Spkr2	Point	9.4	
NE-A-Spkr3	Point	4.7	
NE-A-Spkr3	Point	0.8	
NE-A-Spkr5	Point	11.2	
NE-A-Spkr5	Point	3.6	
NE-B-Spkr1	Point	9.9	
NE-B-Spkr1	Point	17.8	
NE-B-Spkr2	Point	21.9	
NE-B-Spkr2	Point	8.3	
NE-B-Spkr3	Point	12.3	
NE-B-Spkr3	Point	4.4	
NE-B-Spkr4	Point	0.5	
NW-A-Hotel-Spkr2	Point	50.3	
NW-A-Office1-Spkr1	Point	39.3	
NW-A-Office1-Spkr2	Point	40.5	
NW-A-Office2-Spkr1	Point	10.4	
NW-A-Office2-Spkr2	Point	36.7	
NW-A-Spkr1	Point	31.8	
NW-B-Resi1-Spkr1	Point	2.4	
NW-B-Resi1-Spkr2	Point	14.1	
NW-B-Resi1-Spkr3	Point	12.8	
NW-B-Resi1-Spkr4	Point	13.1	
NW-B-Resi2-Spkr1	Point	3.4	
NW-B-Resi2-Spkr2	Point	10.1	
NW-B-Resi2-Spkr3	Point	15.5	
NW-B-Resi2-Spkr4	Point	2.3	
NW-B-Resi3-Spkr1	Point	11.3	

AES 22801 Crespi St Woodland Hills, CA 91364 USA

5

Promenade 2035

Assessed contribution level - Modified Project - Outdoor Spaces

9

Source	Source type	Leq dB(A)	
NW-B-Resi3-Spkr2	Point	9.2	
NW-B-Resi3-Spkr3	Point	22.6	
NW-B-Resi3-Spkr4	Point	17.6	
Promenade-Spkr1	Point	49.9	
Promenade-Spkr2	Point	41.4	
Promenade-Spkr3	Point	32.6	
Promenade-Spkr4	Point	45.2	
SE-Hotel-Spkr1	Point	23.5	
SE-Hotel-Spkr2	Point	37.2	
SE-Hotel-Spkr3	Point	34.6	
SE-Hotel-Spkr4	Point	39.3	
SE-Resi-Spkr1	Point	0.7	
SE-Resi-Spkr2	Point	14.7	
SE-Resi-Spkr3	Point	16.8	
SW Speakers - Roof Garden	Point	29.1	
SW Speakers - Roof Garden	Point	36.6	
SW Speakers - Roof Garden	Point	41.5	
SW Speakers - Roof Garden	Point	3.1	
SW Speakers - Roof Garden	Point	20.0	
SW Speakers - Roof Garden	Point	9.1	
SW Speakers - Roof Garden	Point	7.7	
SW Speakers Ground Level	Point	35.5	
SW Speakers Ground Level	Point	36.2	
SW Speakers Ground Level	Point	37.2	
SW Speakers Ground Level	Point	9.1	
SW Speakers Ground Level	Point	3.9	
SW Speakers Ground Level	Point	18.3	

AES 22801 Crespi St Woodland Hills, CA 91364 USA

6

Promenade 2035

Octave spectra of the sources in dB(A) - Modified Project - Outdoor Spaces People

3

Name	Source type	Lw dB(A)	Emission spectrum	500Hz dB(A)	
NE-A-Courtyard	Area	93.2	Voice level, raised	93.2	
NE-A-Resi	Area	95.7	Voice level, raised	95.7	
NE-B-Courtyard	Area	93.7	Voice level, raised	93.7	
NE-B-Resi	Area	95.6	Voice level, raised	95.6	
NW-A-Courtyard	Area	90.3	Voice level, raised	90.3	
NW-A-Hotel	Area	87.5	Voice level, raised	87.5	
NW-A-Office1	Area	80.8	Voice level, raised	80.8	
NW-A-Office1	Area	87.1	Voice level, raised	87.1	
NW-A-Office2	Area	87.1	Voice level, raised	87.1	
NW-B-Res1	Area	91.9	Voice level, raised	91.9	
NW-B-Resi2	Area	93.4	Voice level, raised	93.4	
NW-B-Resi3	Area	90.0	Voice level, raised	90.0	
People SW Level 1 Northeast	Area	96.6	Voice level, raised	96.6	
People SW Level 1 Northwest	Area	89.9	Voice level, raised	89.9	
Promenade-Square	Area	100.8	Voice level, raised	100.8	
SE-Hotel	Area	96.1	Voice level, raised	96.1	
SE-Resi	Area	95.0	Voice level, raised	95.0	
SW People Level 3	Area	94.8	Voice level, raised	94.8	
SW People Level 5 Roof Garden	Area	91.9	Voice level, raised	91.9	
SW People Level 5 Roof Garden	Area	91.9	Voice level, raised	91.9	
SW People Level 5 Roof Garden	Area	91.9	Voice level, raised	91.9	
SW People Level 5 Roof Garden	Area	91.9	Voice level, raised	91.9	
SW People Level 5 Roof Garden	Area	96.9	Voice level, raised	96.9	

AES 22801 Crespi St Woodland Hills, CA 91364 USA

1

Promenade 2035

Assessed contribution level - Modified Project - Outdoor Spaces

9

Source	Source type	Leq dB(A)	
Receiver R1 Leq,d 37.2 dB(A)			
NE-A-Courtyard	Area	18.8	
NE-A-Resi	Area	36.3	
NE-B-Courtyard	Area	15.6	
NE-B-Resi	Area	24.7	
NW-A-Courtyard	Area	8.3	
NW-A-Hotel	Area	1.0	
NW-A-Office1	Area	-1.0	
NW-A-Office1	Area	2.1	
NW-A-Office2	Area	3.8	
NW-B-Res1	Area	18.2	
NW-B-Resi2	Area	14.6	
NW-B-Resi3	Area	12.2	
People SW Level 1 Northeast	Area	13.3	
People SW Level 1 Northwest	Area	4.4	
Promenade-Square	Area	19.3	
SE-Hotel	Area	25.1	
SE-Resi	Area	15.4	
SW People Level 3	Area	7.7	
SW People Level 5 Roof Garden	Area	6.2	
SW People Level 5 Roof Garden	Area	5.0	
SW People Level 5 Roof Garden	Area	5.7	
SW People Level 5 Roof Garden	Area	5.9	
SW People Level 5 Roof Garden	Area	10.2	
Receiver R2 Leq,d 46.7 dB(A)			
NE-A-Courtyard	Area	10.7	
NE-A-Resi	Area	12.1	
NE-B-Courtyard	Area	19.7	
NE-B-Resi	Area	20.1	
NW-A-Courtyard	Area	18.5	
NW-A-Hotel	Area	14.3	
NW-A-Office1	Area	3.1	
NW-A-Office1	Area	4.4	
NW-A-Office2	Area	11.8	
NW-B-Res1	Area	9.2	
NW-B-Resi2	Area	16.7	
NW-B-Resi3	Area	14.9	
People SW Level 1 Northeast	Area	35.3	
People SW Level 1 Northwest	Area	11.2	
Promenade-Square	Area	36.7	

AES 22801 Crespi St Woodland Hills, CA 91364 USA

1

Promenade 2035

Assessed contribution level - Modified Project - Outdoor Spaces

9

Source	Source type	Leq dB(A)	
SE-Hotel	Area	23.8	
SE-Resi	Area	31.4	
SW People Level 3	Area	38.9	
SW People Level 5 Roof Garden	Area	30.7	
SW People Level 5 Roof Garden	Area	18.5	
SW People Level 5 Roof Garden	Area	16.5	
SW People Level 5 Roof Garden	Area	28.2	
SW People Level 5 Roof Garden	Area	44.3	
Receiver R3 Leq,d 44.9 dB(A)			
NE-A-Courtyard	Area	9.3	
NE-A-Resi	Area	19.0	
NE-B-Courtyard	Area	14.6	
NE-B-Resi	Area	16.7	
NW-A-Courtyard	Area	10.6	
NW-A-Hotel	Area	28.0	
NW-A-Office1	Area	0.8	
NW-A-Office1	Area	3.9	
NW-A-Office2	Area	5.8	
NW-B-Res1	Area	9.6	
NW-B-Resi2	Area	17.9	
NW-B-Resi3	Area	16.2	
People SW Level 1 Northeast	Area	17.3	
People SW Level 1 Northwest	Area	22.7	
Promenade-Square	Area	25.2	
SE-Hotel	Area	15.7	
SE-Resi	Area	24.6	
SW People Level 3	Area	41.6	
SW People Level 5 Roof Garden	Area	27.1	
SW People Level 5 Roof Garden	Area	33.9	
SW People Level 5 Roof Garden	Area	34.9	
SW People Level 5 Roof Garden	Area	36.0	
SW People Level 5 Roof Garden	Area	36.8	
Receiver R4 Leq,d 42.4 dB(A)			
NE-A-Courtyard	Area	10.7	
NE-A-Resi	Area	10.0	
NE-B-Courtyard	Area	11.9	
NE-B-Resi	Area	19.1	
NW-A-Courtyard	Area	32.2	
NW-A-Hotel	Area	34.5	
NW-A-Office1	Area	16.1	

AES 22801 Crespi St Woodland Hills, CA 91364 USA

2

Promenade 2035
Assessed contribution level - Modified Project - Outdoor Spaces

9

Source	Source type	Leq dB(A)	
NW-A-Office1	Area	31.1	
NW-A-Office2	Area	21.2	
NW-B-Res1	Area	12.2	
NW-B-Resi2	Area	11.2	
NW-B-Resi3	Area	12.2	
People SW Level 1 Northeast	Area	32.0	
People SW Level 1 Northwest	Area	34.6	
Promenade-Square	Area	29.7	
SE-Hotel	Area	28.8	
SE-Resi	Area	18.1	
SW People Level 3	Area	35.8	
SW People Level 5 Roof Garden	Area	13.1	
SW People Level 5 Roof Garden	Area	13.9	
SW People Level 5 Roof Garden	Area	16.2	
SW People Level 5 Roof Garden	Area	25.7	
SW People Level 5 Roof Garden	Area	29.3	

AES 22801 Crespi St Woodland Hills, CA 91364 USA

3

Promenade 2035

Input data parking lots - Modified Project - Parking Facilities

14

Parking lot	PLT	f	Unit B0	Reference value B	
NW-Street	Visitors and staff	1.0	1 parking bay	20	
NW-ParkingStructure	Visitors and staff	1.0	1 parking bay	690	
NE-Parking A	Housing estate	1.0	1 parking bay	560	
NE_Parking B	Housing estate	1.0	1 parking bay	580	
SE_Parking Hotel	Hotel	1.0	1 parking bay	230	
SE_Parking Resi	Housing estate	1.0	1 parking bay	350	
SW Parking Level 1	Visitors and staff	1.0	1 parking bay	129	
SW Parking Level 1	Visitors and staff	1.0	1 parking bay	129	
SW Parking Level 2	Visitors and staff	1.0	1 parking bay	291	
SW Parking Level 3	Visitors and staff	1.0	1 parking bay	334	
SW Parking Level 4	Visitors and staff	1.0	1 parking bay	340	
SW Parking Level 5	Visitors and staff	1.0	1 parking bay	275	

AES 22801 Crespi St Woodland Hills, CA 91364 USA

1

Promenade 2035

Assessed contribution level - Modified Project - Parking Facilities

9

Source	Source type	Leq dB(A)	
Receiver R1 Leq,d 31.7 dB(A)			
NE-Parking A	PLot	28.9	
NE_Parking B	PLot	25.9	
NW-ParkingStructure	PLot	21.1	
NW-Street	PLot	4.5	
SE_Parking Hotel	PLot	16.4	
SE_Parking Resi	PLot	15.7	
SW Parking Level 1	PLot	1.0	
SW Parking Level 1	PLot	6.8	
SW Parking Level 2	PLot	12.6	
SW Parking Level 3	PLot	13.1	
SW Parking Level 4	PLot	13.8	
SW Parking Level 5	PLot	14.7	
Receiver R2 Leq,d 49.8 dB(A)			
NE-Parking A	PLot	17.5	
NE_Parking B	PLot	19.7	
NW-ParkingStructure	PLot	19.7	
NW-Street	PLot	-1.6	
SE_Parking Hotel	PLot	17.2	
SE_Parking Resi	PLot	21.8	
SW Parking Level 1	PLot	28.7	
SW Parking Level 1	PLot	23.5	
SW Parking Level 2	PLot	45.3	
SW Parking Level 3	PLot	45.2	
SW Parking Level 4	PLot	44.0	
SW Parking Level 5	PLot	32.0	
Receiver R3 Leq,d 46.6 dB(A)			
NE-Parking A	PLot	16.4	
NE_Parking B	PLot	16.4	
NW-ParkingStructure	PLot	18.6	
NW-Street	PLot	15.0	
SE_Parking Hotel	PLot	28.8	
SE_Parking Resi	PLot	16.4	
SW Parking Level 1	PLot	24.5	
SW Parking Level 1	PLot	25.0	
SW Parking Level 2	PLot	41.1	
SW Parking Level 3	PLot	41.5	
SW Parking Level 4	PLot	41.3	
SW Parking Level 5	PLot	35.8	
Receiver R4 Leq,d 39.2 dB(A)			

AES 22801 Crespi St Woodland Hills, CA 91364 USA

1

Promenade 2035
Assessed contribution level - Modified Project - Parking Facilities

9

Source	Source type	Leq dB(A)	
NE-Parking A	PLot	15.0	
NE_Parking B	PLot	19.9	
NW-ParkingStructure	PLot	21.3	
NW-Street	PLot	26.5	
SE_Parking Hotel	PLot	26.4	
SE_Parking Resi	PLot	13.5	
SW Parking Level 1	PLot	11.0	
SW Parking Level 1	PLot	27.3	
SW Parking Level 2	PLot	31.9	
SW Parking Level 3	PLot	32.2	
SW Parking Level 4	PLot	32.6	
SW Parking Level 5	PLot	32.1	

AES 22801 Crespi St Woodland Hills, CA 91364 USA

2

Promenade 2035
Octave spectra of the sources in dB(A) - Modified Project - ESC Open
Roof People

3

Name	Source type	Lw dB(A)	Emission spectrum	63Hz dB	125Hz dB	250Hz dB	500Hz dB	1kHz dB	2kHz dB	4kHz dB	8kHz dB	
ESC Crowd - North Side	Area	121.1	People Shouting	105.9	100.1	105.2	119.9	117.7	111.8	104.0	89.0	
ESC Crowd - South Side	Area	121.1	People Shouting	105.9	100.1	105.2	119.9	117.7	111.8	104.0	89.0	
ESC Crowd - East Side	Area	120.3	People Shouting	105.1	99.3	104.4	119.1	116.9	111.0	103.2	88.2	
ESC Crowd - West Side	Area	120.3	People Shouting	105.1	99.3	104.4	119.1	116.9	111.0	103.2	88.2	

Promenade 2035
Assessed contribution level - Modified Project - ESC Open Roof

9

Source	Source type	Leq dB(A)	
Receiver R1 Leq,d 38.5 dB(A)			
ESC Crowd - North Side	Area	32.6	
ESC Crowd - South Side	Area	33.3	
ESC Crowd - East Side	Area	31.2	
ESC Crowd - West Side	Area	32.6	
Receiver R2 Leq,d 46.3 dB(A)			
ESC Crowd - North Side	Area	40.7	
ESC Crowd - South Side	Area	41.2	
ESC Crowd - East Side	Area	39.7	
ESC Crowd - West Side	Area	39.2	
Receiver R3 Leq,d 48.1 dB(A)			
ESC Crowd - North Side	Area	42.8	
ESC Crowd - South Side	Area	42.3	
ESC Crowd - East Side	Area	41.5	
ESC Crowd - West Side	Area	41.4	
Receiver R4 Leq,d 48.8 dB(A)			
ESC Crowd - North Side	Area	41.9	
ESC Crowd - South Side	Area	43.8	
ESC Crowd - East Side	Area	41.6	
ESC Crowd - West Side	Area	43.2	

--	--	--	--

AES 22801 Crespi St Woodland Hills, CA 91364 USA


1

Promenade 2035
Octave spectra of the sources in dB(A) - Modified Project - ESC Open
Roof Speakers

3

Name	Source type	Lw	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	8kHz	
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	
ESC Speakers - Stage L	Point	138.0	114.9	122.1	127.4	130.7	132.1	132.3	130.4	
ESC Speakers - Stage R	Point	138.0	114.9	122.1	127.4	130.7	132.1	132.3	130.4	
ESC Speakers Delay L	Point	138.0	114.8	122.2	127.4	130.6	132.1	132.2	130.5	
ESC Speakers Delay R	Point	138.0	114.8	122.1	127.3	130.7	132.1	132.3	130.4	

9

SoundPLAN 8.1

Promenade 2035

Octave spectra of the sources in dB(A) - Modified Project - ESC Closed Roof People

3

Name	Source type	Lw	Emission spectrum	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	
		dB(A)		dB	dB	dB	dB	dB	dB	
Transmission Area - Roof	Area	107.2	890_ESC - Closed Roof People	103.4	104.0	109.7	96.8	83.2	76.2	
Transmissive area S Wall	Area	93.4	900_ESC - Closed Roof People	90.9	87.6	95.4	86.1	72.3	59.3	
Transmissive area E Wall	Area	91.1	902_ESC - Closed Roof People	88.5	85.4	93.1	83.8	70.0	57.0	
Transmissive area N Wall	Area	93.6	904_ESC - Closed Roof People	91.0	87.9	95.6	86.3	72.5	59.5	
Transmissive area W Wall	Area	91.6	906_ESC - Closed Roof People	89.1	85.9	93.6	84.3	70.5	57.5	

9

Source	Source type	Leq dB(A)	
Receiver R1 Leq,d 36.3 dB(A)			
Transmission Area - Roof	Area	35.6	
Transmissive area E Wall	Area	23.1	
Transmissive area N Wall	Area	26.2	
Transmissive area S Wall	Area	2.5	
Transmissive area W Wall	Area	0.6	
Receiver R2 Leq,d 30.6 dB(A)			
Transmission Area - Roof	Area	29.0	
Transmissive area E Wall	Area	23.4	
Transmissive area N Wall	Area	8.3	
Transmissive area S Wall	Area	20.9	
Transmissive area W Wall	Area	9.6	
Receiver R3 Leq,d 42.1 dB(A)			
Transmission Area - Roof	Area	40.9	
Transmissive area E Wall	Area	7.9	
Transmissive area N Wall	Area	9.0	
Transmissive area S Wall	Area	30.8	
Transmissive area W Wall	Area	34.0	
Receiver R4 Leq,d 41.9 dB(A)			
Transmission Area - Roof	Area	39.9	
Transmissive area E Wall	Area	6.0	
Transmissive area N Wall	Area	36.2	
Transmissive area S Wall	Area	11.6	
Transmissive area W Wall	Area	32.2	

Promenade 2035

Octave spectra of the sources in dB(A) - Modified Project - ESC Closed Roof Speakers

3

Name	Source type	Lw	Emission spectrum	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	
		dB(A)		dB	dB	dB	dB	dB	dB	
Transmission Area - Roof	Area	103.8	882_Transmission Area - Roof_	115.7	108.9	98.7	86.9	78.7	77.5	
Transmissive area S Wall	Area	89.8	884_Transmissive area 03_	103.2	92.5	84.4	76.3	68.0	61.0	
Transmissive area E Wall	Area	87.7	885_Transmissive area 04_	101.3	90.3	82.2	74.0	65.8	59.3	
Transmissive area N Wall	Area	90.0	886_Transmissive area 05_	103.4	92.7	84.7	76.5	68.1	60.8	
Transmissive area W Wall	Area	87.8	887_Transmissive area 06_	101.2	90.7	82.6	74.5	66.0	58.4	

AES 22801 Crespi St Woodland Hills, CA 91364 USA

1

Appendix 3

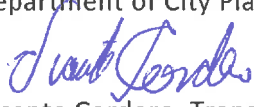
Updated Transportation Analysis

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

6100 N. Topanga Canyon Bl;
21800 and 21900 W. Erwin St;
21801, 21821, 21901 and 29131 W. Oxnard St and
6101 N. Owensmouth Ave
DOT Case No. WC 16-104945
DOT Case No. SFV 17-44068

Date: March 6, 2020

To: Elva Nuño-O'Donnell, City Planner
Department of City Planning

From: 
Vicente Cordero, Transportation Engineer
Department of Transportation

Subject: **UPDATED TRANSPORTATION AND PARKING ANALYSES FOR PROMENADE 2035 MODIFIED MIXED-USE PROJECT LOCATED AT 6100 NORTH TOPANGA CANYON BOULEVARD**

The purpose of this memorandum is to provide comments from Department of Transportation (DOT) regarding updated transportation analyses for Promenade 2035 Modified Project prepared by Gibson Transportation Consulting, Inc., dated March 5, 2020. The updated transportation and parking analyses for Promenade 2035 Modified Project submitted by the applicant to the Director of Planning in a letter dated February 20, 2020, identified refinements to the Promenade 2035 project originally analyzed by Gibson Transportation Consulting, Inc., in March 2018 and the circulation of Promenade 2035 Project Draft Supplemental Environmental Impact Report / ENV-2016-3909-EIR & State Clearinghouse #2016111027 (City of Los Angeles, April 2018) (the SEIR). After careful review of the pertinent data, DOT has determined the updated transportation analyses adequately describes the Modified Project related traffic impacts of the proposed development. The traffic analysis continues to identify transportation mitigation measures designed to reduce the project impact to a less than significant level by the implementation of the Warner Center 2035 (WC2035) Plan improvements listed in Appendix E of the WC2035 Plan. Nevertheless, traffic impacts would remain significant and unavoidable if the transportation mitigation measure improvements in Appendix E of the WC2035 Plan are not implemented as anticipated prior to the project's buildout year 2033.

A. Modified Project Description

- A reduction in the building height of the residential buildings proposed as part of the Phase Northeast: Anticipated Phase 1 and Phase Northwest: Anticipated Phase 2 portions of the Project in connection with setting aside 5% of the residential units in those buildings as very low income affordable housing;
- Modification of the land use program for the Phase Southwest: Anticipated Phase 3 portion of the Project:
 - Reduction of the Entertainment & Sports Center (ESC) to provide a total of 10,000 seats, which aligns with the Reduced ESC Seating Alternative, Option 1 – 10,000 seats as presented in the TIA and SEIR.

- Reduction of ESC floor area and reallocation of that floor area to office and retail uses in the Southwest Quadrant, resulting in the following Anticipated Phase 3 program with changes from the TIA and SEIR noted in parentheses:
 - Office- 145,500 square feet (sf) (increase of 102,500 sf)
 - Retail - 59,000 sf (increase of 36,000 sf)
 - ESC- 10,000 seats or 181,550 sf (decrease of 5,000 seats or 138,500 sf)
 - *Approximately 2,508 sf within the ESC is designated for use as cultural space and anticipated to function ancillary to the ESC*
- Reconfiguration of the parking facilities as a result of the land use changes to Anticipated Phase 3 noted above:
 - Parking provided in an above grade multi-level parking structure
 - Increase of the Anticipated Phase 3 parking by 45 spaces from the TIA and SEIR
 - Overall sitewide parking supply increased by 45 spaces
- Minor project driveway refinements as a result of the parking reconfiguration noted above:
 - Addition of right-turn-out egress to the Topanga Canyon Boulevard driveway, between Oxnard Street and Promenade Boulevard
 - The relocation of the Oxnard Street service driveway approximately 150 feet west, while maintaining right-turn-only access

In total, these modifications result in the Modified Project, which is based on the Reduced ESC Seating Alternative, Option 1 – 10,000 Seats presented in the TIA and SEIR. As no other changes are proposed to the land use program, the Modified Project consists of the following:

- 1,432 multi-family residential units (including work-live)
- 280,000 sf of total restaurant/retail space
- 731,500 sf of total office space
- 572 hotel rooms
- A 181,550 sf ESC, equivalent to approximately 10,000 seats and including 2,508 sf of cultural space
- 5,655 total on-site parking spaces

B. Modified Project Trip Generation

At full buildout, the Modified Project with a sold-out ESC event is projected to generate a total of 30,078 daily weekday trips including 15,357 net new trips, with a total of 1,776 weekday morning peak hour trips including 1,445 net new trips and 2,637 weekday afternoon peak hour trips including 1,358 net new trips. The corresponding total Saturday trip generation is 25,753 daily trips including 8,526 net new trips, with 2,475 mid-day peak hour trips including 813 net new trips assuming a sold-out daytime event.

In comparison, the project at full buildout as previously studied under original conditions with a sold-out ESC event, projected to generate a total of 32,603 daily weekday trips, 1,761 weekday morning peak hour trips, 2,914 weekday afternoon peak hour, 28,146 Saturday daily trips, and 2,703 Saturday mid-day hour trips.

The weekday morning peak hour trips represent the period three hours prior to a sold-out daytime event with the afternoon peak hour trips representing the period two hours prior to an evening event. The Saturday mid-day peak hour trips represent the period two hours prior to a sold-out daytime event.

With a sold-out event during the off-peak hours, the Modified Project is anticipated to generate a total of 4,090 trips including 2,837 net new trips one hour prior to a weekday evening event, from 6:00 PM-7:00 PM, and a total of 3,898 trips including 2,269 net new trips one hour prior to a Saturday mid-day event, from 1:00 PM-2:00 PM. During the hour after an evening event, from 10:00 PM-11:00 PM, the Modified Project is anticipated to generate a total of 3,026 trips including 2,706 net new trips on a weekday and 3,893 trips including 3,511 net new trips on a Saturday.

At full buildout on a non-event day, the Modified Project is projected to generate a total of 21,817 daily trips including 7,096 net new trips, with a total of 1,570 morning peak hour trips including 1,239 net new trips and 1,810 afternoon peak hour trips including 531 net new trips. The corresponding total Saturday trip generation is estimated at 18,796 daily trips including 1,569 net new trips and 1,779 mid-day peak trips including 117 net new trips.

Tables 1A, 1B and 1C in **Attachment A** provide the details for the projected trip generation.

A comparison of the Modified Project trip generation to the SEIR proposed project alternatives for non-event day (without ESC traffic) revealed the following:

Non-Event Day	Daily	Weekday			
		AM Peak Hour 8-9 AM	PM Peak Hour 5-6 PM	Weekday 6-7 PM	Weekday 10-11 PM
SEIR Proposed Project, No ESC event	5,491	1,120	396	51	81
Modified Project, No ESC event	7,096	1,239	531	152	97
Change From SEIR	1,605	119	135	101	16

Non-Event Day	Daily	Saturday		
		Midday Peak Hour, 12-1 PM	1-2 PM	10-11 PM
SEIR Proposed Project, No ESC event	485	(2)	(113)	224
Modified Project, No ESC event	1,569	117	8	250
Change From SEIR	1,084	119	121	26

A comparison of the Modified Project trip generation to the SEIR proposed project three alternatives for event day (with ESC traffic) revealed the following:

Event Day 7,500 Seat ESC	Daily	Weekday			
		AM Peak Hour 8-9 AM	PM Peak Hour 5-6 PM	Weekday 6-7 PM	Weekday 10-11 PM
SEIR Alternative 5 Option 2, Sold-out Event	11,687	1,275	1,015	2,065	1,813
Modified Project, Sold-out Event	15,357	1,445	1,358	2,837	2,706
Change From SEIR	3,670	170	343	772	893

Event Day 7,500 Seat ESC	Daily	Saturday		
		Midday Peak Hour, 12-1 PM	1-2 PM	10-11 PM
SEIR Alternative 5 Option 2, Sold-out Event	5,703	520	1,583	2,308
Modified Project, Sold-out Event	8,526	813	2,269	3,511
Change From SEIR	2,823	293	686	1,203

Event Day 10,000 Seat ESC	Daily	Weekday			
		AM Peak Hour 8-9 AM	PM Peak Hour 5-6 PM	Weekday 6-7 PM	Weekday 10-11 PM
SEIR Alternative 5 Option 1, Sold-out Event	13,752	1,326	1,223	2,736	2,465
Modified Project, Sold-out Event	15,357	1,445	1,358	2,837	2,706
Change From SEIR	1,605	119	135	101	241

Event Day 10,000 Seat ESC	Daily	Saturday		
		Midday Peak Hour, 12-1 PM	1-2 PM	10-11 PM
SEIR Alternative 5 Option 1, Sold-out Event	7,442	694	2,148	3,123
Modified Project, Sold-out Event	8,526	813	2,269	3,511
Change From SEIR	1,084	119	121	388

Event Day 15,000 Seat ESC	Daily	Weekday			
		AM Peak Hour 8-9 AM	PM Peak Hour 5-6 PM	Weekday 6-7 PM	Weekday 10-11 PM
SEIR Proposed Project, Sold-out Event	17,882	1,430	1,635	4,078	3,994
Modified Project, Sold-out Event	15,357	1,445	1,358	2,837	2,706
Change From SEIR	(2,525)	15	(277)	(1,241)	(1,288)

Event Day 15,000 Seat ESC	Daily	Saturday		
		Midday Peak Hour, 12-1 PM	1-2 PM	10-11 PM
SEIR Proposed Project, Sold-out Event	10,919	1,041	3,278	5,115
Modified Project, Sold-out Event	8,526	813	2,269	3,511
Change From SEIR	(2,393)	(228)	(1,009)	(1,604)

A comparison of the Modified Project trip generation to the WC2035 EIR traffic analysis for Traffic Analysis Zone 9 (TAZ 9), where project is located, revealed the following:

- WC2035 EIR traffic analysis for TAZ 9 projected 2,256 AM peak hour and 3,841 PM peak hour trips.
- For a non-event day, the Modified Project is projected to generate 1,570 AM peak hour trips and 1,810 PM peak hour trips. Therefore, the modified project would generate 686 AM trips (30% less) and 2,031 PM trips (53% less) less trips than projected for TAZ 9.
- For a sold-out event day, the Modified Project is projected to generate 1,776 AM peak hour trips and 2,637 PM peak hour trips. Therefore, the modified project would generate 480 AM trips (21% less) and 1,241 PM trips (31% less) less trips than projected for TAZ 9.

Therefore, the morning and afternoon peak hour transportation impacts of the Modified Project are anticipated to remain well below the envelope of impacts analyzed in the TIA and consistent with the analyses of the WC2035 EIR.

C. Comparison of Intersectional Analysis

As indicated in the tables in **Attachment B**, no study intersections are projected to be significantly impacted during any of the seven analyzed time periods with the addition of traffic from either the Non-ESC land uses or the full buildout of the Modified Project (10,000 seat ESC and increased office/retail area) with implementation of the EMP. Therefore, the modified project remains consistent with the findings of TIA and the SEIR.

D. Event Management Plan

No new measures are proposed or necessary in addition to those on-site and off-site Event Management Plan (EMP) measures already identified in TIA Chapter 7. Such operational adjustments are consistent with the intent and the evolving nature of the EMP.

The following adjustments to the tiered operational plan presented in TIA Chapter 7 to reflect the Modified Project's revised land use program and reduced ESC seating capacity are proposed:

- Up to 7,500 seat event – All on-site measures; no off-site measures required

- 7,500 ~ 9,500 seat event – All on-site measures; selected off-site measures: Traffic Management (changeable message signs), Coordinated Traffic Control (LADOT Traffic Management Center), and off-site parking
- 9,500-10,000 seat event – All on-site measures; all off-site measures such as; Traffic Management (changeable message signs), Coordinated Traffic Control (LADOT Traffic Management Center), traffic control officers, transit service coordination, and off-site parking

The Modified Project does not remove any of the previously identified EMP measures or modify those on-site and off-site measures described in TIA Chapter 7 for the management of the event parking and traffic. This approach is conservative in that the commitment to all EMP measures identified in the TIA is maintained even with the reduced ESC capacity of the Modified Project. Therefore, the Modified Project remains consistent with the EMP as described in the TIA and SEIR.

E. Parking Requirement

The traffic study indicates the project site will provide a total of 5,655 off-street parking spaces which results in a 690 space surplus from the minimum required parking supply of 4,965 off-street parking spaces required by the Los Angeles Municipal Code (LAMC)/WC2035 Plan. The modified project parking supply results in 45 parking spaces more than the 5,610 parking spaces proposed as part of the original project.

Additionally, as indicated in **Attachment C**, 159 weekday parking spaces and 360 weekend parking spaces will be required off-site during the peak month of December to satisfy overall peak demand.

F. Project Driveway analysis

The Modified Project results in a modification of the project access at the Topanga Canyon Boulevard driveway. The modified driveway for ingress and egress at the Topanga Canyon Boulevard driveway is anticipated to offset the effects of the changes to the non-ESC trip generation and may further facilitate and/or improve post-event operations through the adjusted EMP.

While the Modified Project projects a slight increase to the non-ESC trip generation estimate, the addition of a sold-out ESC event traffic would result in fewer trips than originally analyzed in the TIA for the Proposed Project. The effects of the Modified Project on driveway operations are anticipated to remain materially unchanged and generally consistent with the analysis presented in the TIA and SEIR.

G. Neighborhood Traffic Impact Analysis

The Modified Project is also consistent with the neighborhood intrusion analysis findings of the TIA Chapter 9 and SEIR.

H. Modified Warner Center 2035 Plan Mobility Fee (Estimated)

Pursuant to Section 5.3.3.1.3 and Section 7.3 of the Warner Center 2035 Plan, the applicant must pay the required Mobility Fee for each project phase, prior to issuance of any building permit for each sub-phase. The following table summarizes the overall calculation of the project's Mobility Fee. If the project changes the phasing sequence or overlaps any of the project phases being proposed, an updated Mobility Fee calculation shall be submitted and reviewed by DOT and the Department of City Planning (DCP). Pursuant to Section 6.2.1.2.2 of the WC2035 Plan, this project is subject to incentivized development discounts. Such discounts would be applied at the time of building permit application based on proposed incentivized use(s) and size.

The Existing Use Credit shall be limited to \$15,125,059 for the project site, as shown in the table below. However, the allocation of the existing use credit may be adjusted among the various phases of the project, subject to the approval of DOT and DCP. The table below indicates the **Modified Project's Total Net Mobility Fee of \$7,424,002**, in comparison to the Net Mobility Fee calculated for the original project scenarios with the 7,500 seats ESC, 10,000 seats ESC, and 15,000 seats ESC using the 2019 Mobility Fee Rates.

Full Buildout with 2019 Rates				
Scenario	Gross Mobility Fee	Existing Use Credit	Total In-Lieu Credit	Net Mobility Fee
Modified Project	\$23,139,886	(\$15,125,059)	(\$590,825)	\$7,424,002
SEIR Proposed Project 7,500 Seats	\$21,740,425	(\$15,125,059)	(\$590,825)	\$6,024,541
SEIR Proposed Project 10,000 Seats	\$24,051,990	(\$15,125,059)	(\$590,825)	\$8,336,106
SEIR Proposed Project 15,000 Seats	\$23,919,911	(\$15,125,059)	(\$590,825)	\$8,204,027

I. Roadway Improvements

The project is required to implement the following site-adjacent improvements for sub-phases I and IV:

Sub-phase I: Owensmouth Avenue and Erwin Street

- Adjacent Improvement - Add a dedicated Eastbound right-turn lane (\$231,492)
- Adjacent Improvement - Add a second Eastbound left-turn lane (\$231,492)

Sub-phase IV: Topanga Canyon Boulevard and Calvert Street/Promenade Boulevard

- Adjacent improvement - Add a traffic signal (\$127,841)

In addition to the aforementioned improvements, each sub-phase of the project may be required to implement additional improvements from Appendix E at the time of building permit application for that specific sub-phase subject to the requirements of Section 7.6.1 of the WC2035 Plan. Pursuant to section 7.6.1., DOT shall determine an applicant's total obligation to mitigate impacts by requiring 1) the physical roadway and streetscape mitigation measure improvements as outlined in Appendix E, 2) the Mobility Fee in- lieu of any physical improvements, or 3) the combination of both the mitigation measures outlined in Appendix E and the payment of the Mobility Fee.

J. In-Lieu Credit

The WC2035 Plan provides for in-lieu credits against the Mobility Fee for certain qualifying dedications and improvements, to implement the transportation improvements listed in Appendix E of the Plan that are funded by the Mobility Fee program. No in-lieu credit for dedications will be granted before all dedications along the project frontage are completed. No in-lieu credit for improvements will be granted before all the improvements are guaranteed to the satisfaction of the City. The total in-lieu credit for the aforementioned improvements for this project is estimated at \$590,825.

K. Conclusion

Overall, the Modified Project is consistent with the previous findings presented in the TIA and SEIR, and it does not affect the conclusions of the TIA and SEIR. The Modified Project does not result in any new significant impacts or a substantial increase in the severity of any impact already identified in the TIA and SEIR.

If you have any questions, you may contact me or Jesus Serrano at 818-374-4699.

- c: Elizabeth Ene, Third Council District
- Randall Tanijiri, DOT B-Permit Design
- Adam Driscoll, DOT Geo Design
- Mike Naini, DOT Signal Design
- Ken Firoozmand, DOT West Valley District
- Ali Nahass, BOE Valley District
- Larry Green, Unibail Rodamco Westfield
- Daniel Hill, Unibail Rodamco Westfield
- Pat Gibson, Gibson Transportation Consulting, Inc.
- Eugene Tang, Gibson Transportation Consulting, Inc.

ATTACHMENT A

TABLE 1A:
MODIFIED PROJECT TRIP GENERATION – WEEKDAY/SATURDAY PEAK HOUR (TWO/THREE HOURS
PRIOR TO EVENT CONDITIONS) - PROPOSED MODIFICATIONS TO THE SOUTH-WEST BLOCK ONLY

Land Use	ITE Land Use	Size	Weekday							Saturday			
			Daily	AM Peak Hour, 8:00-9:00 AM			PM Peak Hour, 5:00-6:00 PM			Daily	Midday Peak Hour, 12:00-1:00 PM		
				In	Out	Total	In	Out	Total		In	Out	Total
Trip Generation Rates [a]													
Residential	230	per du	5.81	17%	83%	0.44	67%	33%	0.52	6.39	57%	43%	0.52
Hotel	310	per room	8.17	59%	41%	0.53	51%	49%	0.60	8.19	56%	44%	0.72
Office	710	per ksf	11.03	88%	12%	1.56	17%	83%	1.49	2.46	54%	46%	0.43
Retail	826	per ksf	44.32	62%	38%	0.39	48%	52%	1.51	49.97	52%	48%	4.82
Entertainment & Sports Center	[b]	per seat	0.87	95%	5%	0.02	95%	5%	0.09	0.87	95%	5%	0.09
Proposed Project (only South-West Modified)													
North-East (unchanged from TIA)													
Block A (NE-A)													
Residential (including work-live) [c]	230	320 du	1,859	24	117	141	111	55	166	2,045	95	71	166
TDM Reduction Program - 6% [d]			(112)	(1)	(7)	(8)	(7)	(3)	(10)	(123)	(6)	(4)	(10)
Retail	826	7.0 ksf	310	2	1	3	5	6	11	350	18	16	34
TDM Reduction Program - 3% [d]			(9)	0	0	0	0	0	0	(11)	(1)	0	(1)
Pass-By Reduction - 35% [e]			(105)	(1)	0	(1)	(2)	(2)	(4)	(119)	(6)	(6)	(12)
Subtotal Block A (NE-A)			1,943	24	111	135	107	56	163	2,142	100	77	177
TOD Reduction by TAZ - 12% [f]			(233)	(3)	(13)	(16)	(13)	(7)	(20)	(257)	(12)	(9)	(21)
TAZ Internal Capture - 4% [g]			(68)	(1)	(4)	(5)	(4)	(2)	(6)	(75)	(4)	(2)	(6)
Model Adjustment - 5.6% [h]			(92)	(1)	(5)	(6)	(5)	(3)	(8)	(101)	(5)	(3)	(8)
Net Trips - Block A (NE-A)			1,550	19	89	108	85	44	129	1,709	79	63	142
Block B (NE-B)													
Residential (including work-live) [c]	230	326 du	1,894	24	119	143	114	56	170	2,083	97	73	170
TDM Reduction Program - 6% [d]			(114)	(1)	(8)	(9)	(7)	(3)	(10)	(125)	(6)	(4)	(10)
Retail	826	14.0 ksf	620	3	2	5	10	11	21	700	35	32	67
TDM Reduction Program - 3% [d]			(19)	0	0	0	0	(1)	(1)	(21)	(1)	(1)	(2)
Pass-By Reduction - 35% [e]			(210)	(1)	(1)	(2)	(4)	(3)	(7)	(238)	(12)	(11)	(23)
Subtotal Block B (NE-B)			2,171	25	112	137	113	60	173	2,399	113	89	202
TOD Reduction by TAZ - 12% [f]			(261)	(3)	(13)	(16)	(14)	(7)	(21)	(288)	(14)	(10)	(24)
TAZ Internal Capture - 4% [g]			(76)	(1)	(4)	(5)	(4)	(2)	(6)	(84)	(4)	(3)	(7)
Model Adjustment - 5.6% [h]			(103)	(1)	(5)	(6)	(5)	(3)	(8)	(114)	(5)	(5)	(10)
Net Trips - Block B (NE-B)			1,731	20	90	110	90	48	138	1,913	90	71	161
North-West (unchanged from TIA)													
Block A (NW-A)													
Hotel	310	272 rooms	2,222	85	59	144	83	80	163	2,228	110	86	196
TDM Reduction Program - 3% [d]			(67)	(3)	(1)	(4)	(2)	(3)	(5)	(67)	(3)	(3)	(6)
Office	710	114.0 ksf	1,257	157	21	178	29	141	170	280	26	23	49
TDM Reduction Program - 11% [d]			(138)	(17)	(3)	(20)	(3)	(16)	(19)	(31)	(3)	(2)	(5)
Retail	826	62.0 ksf	2,748	15	9	24	45	49	94	3,098	155	144	299
TDM Reduction Program - 3% [d]			(82)	0	(1)	(1)	(1)	(2)	(3)	(93)	(5)	(4)	(9)
Pass-By Reduction - 35% [e]			(933)	(5)	(3)	(8)	(15)	(17)	(32)	(1,052)	(53)	(49)	(102)
Subtotal Block A (NW-A)			5,007	232	81	313	136	232	368	4,363	227	195	422
TOD Reduction by TAZ - 12% [f]			(601)	(28)	(10)	(38)	(16)	(28)	(44)	(624)	(27)	(24)	(51)
TAZ Internal Capture - 4% [g]			(176)	(8)	(3)	(11)	(5)	(8)	(13)	(154)	(8)	(7)	(15)
Model Adjustment - 5.6% [h]			(237)	(11)	(4)	(15)	(6)	(11)	(17)	(206)	(11)	(9)	(20)
Net Trips - Block A (NW-A)			3,993	185	64	249	109	185	294	3,479	181	155	336
Block B (NW-B)													
Residential	230	417 du	2,423	31	152	183	145	72	217	2,665	124	93	217
TDM Reduction Program - 6% [d]			(145)	(2)	(9)	(11)	(9)	(4)	(13)	(160)	(7)	(6)	(13)
Retail	826	85.0 ksf	3,767	20	13	33	61	67	128	4,247	213	197	410
TDM Reduction Program - 3% [d]			(113)	(1)	0	(1)	(2)	(2)	(4)	(127)	(6)	(6)	(12)
Pass-By Reduction - 35% [e]			(1,279)	(7)	(4)	(11)	(21)	(22)	(43)	(1,442)	(72)	(67)	(139)
Subtotal Block B (NW-B)			4,653	41	152	193	174	111	285	5,183	252	211	463
TOD Reduction by TAZ - 12% [f]			(558)	(5)	(18)	(23)	(21)	(13)	(34)	(622)	(30)	(26)	(56)
TAZ Internal Capture - 4% [g]			(164)	(1)	(6)	(7)	(6)	(4)	(10)	(182)	(9)	(7)	(16)
Model Adjustment - 5.6% [h]			(220)	(2)	(7)	(9)	(8)	(5)	(13)	(245)	(12)	(10)	(22)
Net Trips - Block B (NW-B)			3,711	33	121	154	139	89	228	4,134	201	168	369

ATTACHMENT A (CONTINUED)

Land Use	ITE Land Use	Size	Weekday							Saturday				
			Daily	AM Peak Hour, 8:00-9:00 AM			PM Peak Hour, 5:00-6:00 PM			Daily	Midday Peak Hour, 12:00-1:00 PM			
				In	Out	Total	In	Out	Total		In	Out	Total	
South-West (Modified from TIA)														
Office	710	145.5 ksf	1,605	200	27	227	37	180	217	358	34	29	63	
TDM Reduction Program - 11% [d]			(177)	(22)	(3)	(25)	(4)	(20)	(24)	(39)	(4)	(3)	(7)	
Retail	826	59.0 ksf	2,615	14	9	23	43	46	89	2,948	148	136	284	
TDM Reduction Program - 3% [d]			(78)	0	(1)	(1)	(1)	(2)	(3)	(88)	(4)	(5)	(9)	
Pass-By Reduction - 35% [e]			(888)	(5)	(3)	(8)	(15)	(15)	(30)	(1,001)	(50)	(46)	(96)	
Subtotal - Office/Retail			3,077	187	29	216	60	189	249	2,178	124	111	235	
TOD Reduction by TAZ - 12% [f]			(369)	(22)	(4)	(26)	(7)	(23)	(30)	(261)	(15)	(13)	(28)	
TAZ Internal Capture - 4% [g]			(108)	(7)	(1)	(8)	(2)	(7)	(9)	(77)	(4)	(4)	(8)	
Model Adjustment - 5.6% [h]			(146)	(9)	(1)	(10)	(3)	(9)	(12)	(103)	(6)	(5)	(11)	
Entertainment & Sports Center [i]		10,000 seats	8,696	206	11	217	826	44	870	8,696	827	43	870	
Internal Capture [j]			(435)	(10)	(1)	(11)	(41)	(2)	(43)	(1,739)	(165)	(9)	(174)	
Net Trips - South-West			10,715	345	33	378	833	192	1,025	8,694	761	123	884	
South-East (unchanged from TIA)														
Residential	230	369 du	2,144	28	134	162	129	63	192	2,358	109	83	192	
TDM Reduction Program - 6% [d]			(129)	(2)	(8)	(10)	(8)	(4)	(12)	(141)	(7)	(5)	(12)	
Retail [e]	826	53.0 ksf	2,349	13	8	21	38	42	80	2,648	133	122	255	
TDM Reduction Program - 3% [d]			(70)	0	(1)	(1)	(1)	(1)	(2)	(79)	(4)	(4)	(8)	
Pass-By Reduction - 35% [e]			(798)	(5)	(2)	(7)	(13)	(14)	(27)	(899)	(45)	(41)	(86)	
Hotel [d]	310	300 rooms	2,451	94	65	159	92	88	180	2,457	121	95	216	
TDM Reduction Program - 3% [d]			(74)	(3)	(2)	(5)	(3)	(2)	(5)	(74)	(4)	(2)	(6)	
Office	710	472.0 ksf	5,206	648	88	736	120	583	703	1,161	110	93	203	
TDM Reduction Program - 11% [d]			(573)	(71)	(10)	(81)	(13)	(64)	(77)	(128)	(12)	(10)	(22)	
Subtotal - South-East			10,506	702	272	974	341	691	1,032	7,303	401	331	732	
TOD Reduction by TAZ - 12% [f]			(1,261)	(84)	(33)	(117)	(41)	(83)	(124)	(876)	(48)	(40)	(88)	
TAZ Internal Capture - 4% [g]			(370)	(25)	(9)	(34)	(12)	(24)	(38)	(257)	(14)	(12)	(26)	
Model Adjustment - 5.6% [h]			(497)	(33)	(13)	(46)	(16)	(33)	(49)	(346)	(19)	(16)	(35)	
Net Trips - South-East			8,378	560	217	777	272	551	823	5,824	320	263	583	
Existing to be Removed														
Regional Retail [k]	820	546.8 ksf	23,348	326	199	525	974	1,055	2,029	27,323	1,371	1,265	2,636	
TDM Reduction Program - 3% [d]			(700)	(10)	(6)	(16)	(29)	(32)	(61)	(820)	(41)	(38)	(79)	
Pass-By Reduction - 35% [e]			(7,927)	(111)	(67)	(178)	(331)	(358)	(689)	(9,276)	(466)	(429)	(895)	
Net Trips - Existing to be Removed			14,721	205	126	331	614	665	1,279	17,227	864	798	1,662	
Modified Project without ESC (non-event day)			Total	21,817	966	604	1,570	743	1,067	1,810	18,796	970	809	1,779
			Net New Trips	7,096	761	478	1,239	129	402	531	1,569	106	11	117
Modified Project with ESC (event day)			Total	30,078	1,162	614	1,776	1,528	1,109	2,637	25,753	1,632	843	2,475
			Net New Trips	15,357	957	488	1,445	914	444	1,358	8,526	768	45	813

Notes:

ksf: 1,000 square feet; du: dwelling units

The weekday AM period represents the period approximately three hours prior to event. Weekday PM and Saturday Midday periods represent the period approximately two hours prior to event following peak traffic on [a] Source: *Trip Generation, 9th Edition* (Institute of Transportation Engineers, 2012). Calculations are consistent with the WC 2035 model methodology.

[b] Entertainment & Sports Center rates based on an assumed 2.3 AVR per LADOT. The AM peak is estimated to be three hours prior to the event, with a 5% arrival pattern. Per LADOT, the arrival pattern two hours prior to the event is estimated at 20% for the PM and MD periods.

[c] The 320 residential units in NE-A include work-live units which contain approximately 34,000 gross square feet of non-residential area; the 326 residential units in NE-B include work-live units which contain approximately 30,000 gross square feet of non-residential area in NE-B. Some of the gross non-residential area will function as workspace which the Warner Center Plan defines as "...space regularly used as workspace by one or more persons residing in such unit." Within the context of the Warner Center Plan, the workspace is ancillary to the work-live unit and not anticipated to function as a trip generator.

[d] Trip reductions and adjustments per WC 2035.

[e] Pass-by reduction per WC 2035 for the specified land uses.

[f] TOD reduction by TAZ per WC 2035; Project is located in TAZ 9 with 12% reduction.

[g] TAZ internal capture per WC 2035.

[h] Model adjustment per WC 2035 and is a proxy for the ITE vs model trip generation comparison.

[i] Approximately 2,508 sf of cultural space located within and anticipated to function ancillary to the ESC; for the purposes of this analysis, the cultural space is captured in the Modified Project trip generation estimate.

[j] Internal capture is estimated at 5% on weekdays and 20% on weekends.

[k] Existing regional retail space provided in the GLA metric.

ATTACHMENT A (CONTINUED)

TABLE 1B:
MODIFIED PROJECT TRIP GENERATION - WEEKDAY/SATURDAY OFF-PEAK (ONE HOUR PRIOR TO
EVENT CONDITIONS) - PROPOSED MODIFICATIONS TO THE SOUTH-WEST BLOCK ONLY

Land Use	ITE Land Use	Size	Weekday, 6:00 PM - 7:00 PM			Saturday, 1:00 PM - 2:00 PM		
			In	Out	Total	In	Out	Total
Trip Generation Rates [a,b]								
Residential	230	per du	67%	33%	0.45	57%	43%	0.47
Hotel	310	per room	51%	49%	0.52	56%	44%	0.54
Office	710	per ksf	17%	83%	0.92	54%	46%	0.43
Retail	826	per ksf	48%	52%	1.48	52%	48%	4.72
Entertainment & Sports Center	[c]	per seat	95%	5%	0.28	95%	5%	0.28
Proposed Project (only South-West Modified)								
North-East (unchanged from TIA)								
Block A (NE-A)								
Residential (including work-live) [d]	230	320 du	96	47	143	86	64	150
TDM Reduction Program - 6% [e]			(6)	(3)	(9)	(5)	(4)	(9)
Retail	826	7.0 ksf	5	5	10	17	16	33
TDM Reduction Program - 3% [e]			0	0	0	(1)	0	(1)
Pass-By Reduction - 35% [e]			(2)	(2)	(4)	(6)	(5)	(11)
Subtotal Block A (NE-A)			93	47	140	91	71	162
TOD Reduction by TAZ - 12% [e]			(11)	(6)	(17)	(11)	(8)	(19)
TAZ Internal Capture - 4% [e]			(3)	(2)	(5)	(3)	(3)	(6)
Model Adjustment - 5.6% [e]			(4)	(3)	(7)	(4)	(4)	(8)
Net Trips - Block A (NE-A)			75	36	111	73	56	129
Block B (NE-B)								
Residential (including work-live) [d]	230	326 du	98	48	146	87	66	153
TDM Reduction Program - 6% [e]			(6)	(3)	(9)	(5)	(4)	(9)
Retail	826	14.0 ksf	10	11	21	34	32	66
TDM Reduction Program - 3% [e]			0	(1)	(1)	(1)	(1)	(2)
Pass-By Reduction - 35% [e]			(4)	(3)	(7)	(12)	(10)	(22)
Subtotal Block B (NE-B)			98	52	150	103	83	186
TOD Reduction by TAZ - 12% [e]			(12)	(6)	(18)	(12)	(10)	(22)
TAZ Internal Capture - 4% [e]			(3)	(2)	(5)	(4)	(3)	(7)
Model Adjustment - 5.6% [e]			(5)	(2)	(7)	(5)	(4)	(9)
Net Trips - Block B (NE-B)			78	42	120	82	66	148
North-West (unchanged from TIA)								
Block A (NW-A)								
Hotel	310	272 rooms	71	69	140	82	65	147
TDM Reduction Program - 3% [e]			(2)	(2)	(4)	(2)	(2)	(4)
Office	710	114.0 ksf	18	87	105	26	23	49
TDM Reduction Program - 11% [e]			(2)	(10)	(12)	(3)	(2)	(5)
Retail	826	62.0 ksf	44	48	92	152	141	293
TDM Reduction Program - 3% [e]			(1)	(2)	(3)	(5)	(4)	(9)
Pass-By Reduction - 35% [e]			(15)	(16)	(31)	(51)	(48)	(99)
Subtotal Block A (NW-A)			113	174	287	199	173	372
TOD Reduction by TAZ - 12% [e]			(14)	(20)	(34)	(24)	(21)	(45)
TAZ Internal Capture - 4% [e]			(4)	(6)	(10)	(7)	(6)	(13)
Model Adjustment - 5.6% [e]			(5)	(9)	(14)	(9)	(9)	(18)
Net Trips - Block A (NW-A)			90	139	229	159	137	296

ATTACHMENT A (CONTINUED)

Land Use	ITE Land Use	Size	Weekday, 6:00 PM - 7:00 PM			Saturday, 1:00 PM - 2:00 PM		
			In	Out	Total	In	Out	Total
Block B (NW-B)								
Residential	230	417 du	125	61	186	111	84	195
<i>TDM Reduction Program - 6% [e]</i>			(8)	(3)	(11)	(7)	(5)	(12)
Retail	826	85.0 ksf	60	66	126	209	193	402
<i>TDM Reduction Program - 3% [e]</i>			(2)	(2)	(4)	(6)	(6)	(12)
<i>Pass-By Reduction - 35% [e]</i>			(20)	(23)	(43)	(71)	(66)	(137)
Subtotal Block B (NW-B)			155	99	254	236	200	436
<i>TOD Reduction by TAZ - 12% [e]</i>			(19)	(11)	(30)	(28)	(24)	(52)
<i>TAZ Internal Capture - 4% [e]</i>			(5)	(4)	(9)	(8)	(7)	(15)
<i>Model Adjustment - 5.6% [e]</i>			(7)	(5)	(12)	(11)	(10)	(21)
Net Trips - Block B (NW-B)			124	79	203	189	159	348
South-West (Modified from TIA)								
Office	710	145.5 ksf	23	111	134	34	29	63
<i>TDM Reduction Program - 11% [e]</i>			0	0	0	0	0	0
Retail	826	59.0 ksf	42	45	87	145	134	279
<i>TDM Reduction Program - 35% [e]</i>			(1)	(2)	(3)	(4)	(4)	(8)
<i>Pass-By Reduction - 35% [e]</i>			(14)	(15)	(29)	(49)	(46)	(95)
Subtotal - Office/Retail			50	139	189	126	113	239
<i>TOD Reduction by TAZ - 12% [e]</i>			(6)	(17)	(23)	(15)	(14)	(29)
<i>TAZ Internal Capture - 4% [e]</i>			(2)	(5)	(7)	(4)	(4)	(8)
<i>Model Adjustment - 5.6% [e]</i>			(2)	(7)	(9)	(6)	(5)	(11)
Entertainment & Sports Center [f]		10,000 seats	2,685	141	2,826	2,685	141	2,826
<i>Internal Capture [g]</i>			(134)	(7)	(141)	(537)	(28)	(565)
Net Trips - South-West			2,591	244	2,835	2,249	203	2,452
South-East (unchanged from TIA)								
Residential	230	369 du	111	54	165	99	74	173
<i>TDM Reduction Program - 6% [e]</i>			(7)	(3)	(10)	(6)	(4)	(10)
Retail	826	53.0 ksf	37	41	78	130	120	250
<i>TDM Reduction Program - 3% [e]</i>			(1)	(1)	(2)	(4)	(4)	(8)
<i>Pass-By Reduction - 35% [e]</i>			(13)	(14)	(27)	(44)	(41)	(85)
Hotel	310	300 rooms	79	76	155	91	71	162
<i>TDM Reduction Program - 3% [e]</i>			(2)	(3)	(5)	(3)	(2)	(5)
Office	710	472.0 ksf	74	362	436	110	93	203
<i>TDM Reduction Program - 11% [e]</i>			(8)	(40)	(48)	(12)	(10)	(22)
Subtotal - South-East			270	472	742	361	297	658
<i>TOD Reduction by TAZ - 12% [e]</i>			(32)	(57)	(89)	(43)	(36)	(79)
<i>TAZ Internal Capture - 4% [e]</i>			(10)	(16)	(26)	(13)	(10)	(23)
<i>Model Adjustment - 5.6% [e]</i>			(13)	(22)	(35)	(17)	(14)	(31)
Net Trips - South-East			215	377	592	288	237	525

ATTACHMENT A (CONTINUED)

Land Use	ITE Land Use	Size	Weekday, 6:00 PM - 7:00 PM			Saturday, 1:00 PM - 2:00 PM		
			In	Out	Total	In	Out	Total
Existing to be Removed								
Regional Retail [h] TDM Reduction Program - 3% [e] Pass-By Reduction - 35% [e]	820	546.8 ksf	954 (29) (324)	1,034 (31) (351)	1,988 (60) (675)	1,343 (40) (456)	1,240 (37) (421)	2,583 (77) (877)
Net Trips - Existing to be Removed			601	652	1,253	847	782	1,629
Modified Project without ESC (non-event day)	Total		622	783	1,405	892	745	1,637
	Net New Trips		21	131	152	45	(37)	8
Modified Project with ESC (event day)	Total		3,173	917	4,090	3,040	858	3,898
	Net New Trips		2,572	265	2,837	2,193	76	2,269

Notes:

ksf: 1,000 square feet; du: dwelling units

The weekday and Saturday periods represent the one hour prior to the event and the one hour following peak traffic conditions.

[a] Based on peak hour *Trip Generation, 9th Edition* rates and adjusted to reflect the one hour prior to the event start.

[b] Trip rate adjustments based on the following: Hotel/Residential/Retail - empirical data and Office - ULI hourly patterns.

[c] Entertainment & Sports Center rates based on an assumed 2.3 AVR per LADOT and assumes a 65% arrival rate one hour prior to the event.

[d] The 520 residential units in NE-A include work-live units which contain approximately 34,000 gross square feet of non-residential area; the 520 residential units in NE-B include work-live units which contain approximately 30,000 gross square feet of non-residential area in NE-B. Some of the gross non-residential area will function as workspace which the Warner Center Plan defines as "...space regularly used as workspace by one or more persons residing in such unit." Within the context of the Warner Center Plan, the workspace is ancillary to the work-live unit and not anticipated to function as a trip generator.

[e] Trip reductions and adjustments per WC 2035.

[f] Approximately 2,508 sf of cultural space located within and anticipated to function ancillary to the ESC; for the purposes of this analysis, the cultural space is captured in the Modified Project trip generation estimate.

[g] ESC internal capture is estimated at 5% on weekdays and 20% on weekends.

[h] Existing regional retail space provided in the GLA metric.

ATTACHMENT A (CONTINUED)

TABLE 1C:
MODIFIED PROJECT TRIP GENERATION - WEEKDAY/SATURDAY OFF-PEAK (ONE HOUR AFTER EVENT CONDITIONS) - PROPOSED MODIFICATIONS TO THE SOUTH-WEST BLOCK ONLY

Land Use	ITE Land Use	Size	Weekday, 10:00 PM-11:00 PM			Saturday, 10:00 PM-11:00 PM		
			In	Out	Total	In	Out	Total
Trip Generation Rates [a,b]								
Residential	230	per du	56%	44%	0.10	57%	43%	0.12
Hotel	310	per room	51%	49%	0.42	56%	44%	0.67
Office	710	per ksf	17%	83%	0.13	54%	46%	0.09
Retail	826	per ksf	38%	62%	0.38	42%	58%	1.11
Entertainment & Sports Center	[c]	per seat	0%	100%	0.26	0%	100%	0.33
Proposed Project (only South-West Modified)								
North-East (unchanged from TIA)								
Block A (NE-A)								
Residential (including work-live) [d]	230	320 du	18	15	33	23	17	40
TDM Reduction Program - 6% [e]			(1)	(1)	(2)	(1)	(1)	(2)
Retail	826	7.0 ksf	1	2	3	3	5	8
TDM Reduction Program - 3% [e]			0	0	0	0	0	0
Pass-By Reduction - 35% [e]			0	(1)	(1)	(1)	(2)	(3)
Subtotal Block A (NE-A)			18	15	33	24	19	43
TOD Reduction by TAZ - 12% [e]			(2)	(2)	(4)	(3)	(2)	(5)
TAZ Internal Capture - 4% [e]			(1)	0	(1)	(1)	(1)	(2)
Model Adjustment - 5.6% [e]			(1)	(1)	(2)	(1)	(1)	(2)
Net Trips - Block A (NE-A)			14	12	26	19	15	34
Block B (NE-B)								
Residential (including work-live) [d]	230	326 du	19	15	34	23	18	41
TDM Reduction Program - 6% [e]			(1)	(1)	(2)	(1)	(1)	(2)
Retail	826	14.0 ksf	2	3	5	7	9	16
TDM Reduction Program - 3% [e]			0	0	0	0	0	0
Pass-By Reduction - 35% [e]			(1)	(1)	(2)	(2)	(4)	(6)
Subtotal Block B (NE-B)			19	16	35	27	22	49
TOD Reduction by TAZ - 12% [e]			(2)	(2)	(4)	(3)	(3)	(6)
TAZ Internal Capture - 4% [e]			(1)	0	(1)	(1)	(1)	(2)
Model Adjustment - 5.6% [e]			(1)	(1)	(2)	(1)	(1)	(2)
Net Trips - Block B (NE-B)			15	13	28	22	17	39
North-West (unchanged from TIA)								
Block A (NW-A)								
Hotel	310	272 rooms	58	56	114	102	80	182
TDM Reduction Program - 3% [e]			(2)	(1)	(3)	(3)	(2)	(5)
Office	710	114.0 ksf	3	12	15	5	5	10
TDM Reduction Program - 11% [e]			0	(2)	(2)	(1)	0	(1)
Retail	826	62.0 ksf	9	14	23	29	40	69
TDM Reduction Program - 3% [e]			0	(1)	(1)	(1)	(1)	(2)
Pass-By Reduction - 35% [e]			(3)	(5)	(8)	(10)	(13)	(23)
Subtotal Block A (NW-A)			65	73	138	121	109	230
TOD Reduction by TAZ - 12% [e]			(8)	(9)	(17)	(15)	(13)	(28)
TAZ Internal Capture - 4% [e]			(2)	(3)	(5)	(4)	(4)	(8)
Model Adjustment - 5.6% [e]			(3)	(3)	(6)	(6)	(5)	(11)
Net Trips - Block A (NW-A)			52	58	110	96	87	183

ATTACHMENT A (CONTINUED)

Land Use	ITE Land Use	Size	Weekday, 10:00 PM-11:00 PM			Saturday, 10:00 PM-11:00 PM		
			In	Out	Total	In	Out	Total
Block B (NW-B)								
Residential	230	417 du	24	19	43	30	22	52
<i>TDM Reduction Program - 6% [e]</i>			(1)	(2)	(3)	(2)	(1)	(3)
Retail	826	85.0 ksf	12	20	32	39	55	94
<i>TDM Reduction Program - 3% [e]</i>			0	(1)	(1)	(1)	(2)	(3)
<i>Pass-By Reduction - 35% [e]</i>			(4)	(7)	(11)	(13)	(19)	(32)
Subtotal Block B (NW-B)			31	29	60	53	55	108
<i>TOD Reduction by TAZ - 12% [e]</i>			(4)	(3)	(7)	(6)	(7)	(13)
<i>TAZ Internal Capture - 4% [e]</i>			(1)	(1)	(2)	(2)	(2)	(4)
<i>Model Adjustment - 5.6% [e]</i>			(1)	(2)	(3)	(3)	(2)	(5)
Net Trips - Block B (NW-B)			25	23	48	42	44	86
South-West (Modified from TIA)								
Office	710	145.5 ksf	3	17	20	7	6	13
<i>TDM Reduction Program - 11% [e]</i>			0	(2)	(2)	(1)	0	(1)
Retail	826	59.0 ksf	8	14	22	27	38	65
<i>TDM Reduction Program - 35% [e]</i>			0	(1)	(1)	(1)	(1)	(2)
<i>Pass-By Reduction - 35% [e]</i>			(3)	(4)	(7)	(9)	(13)	(22)
Subtotal - Office/Retail			8	24	32	23	30	53
<i>TOD Reduction by TAZ - 12% [e]</i>			(1)	(3)	(4)	(3)	(3)	(6)
<i>TAZ Internal Capture - 4% [e]</i>			0	(1)	(1)	(1)	(1)	(2)
<i>Model Adjustment - 5.6% [e]</i>			0	(2)	(2)	(1)	(2)	(3)
Entertainment & Sports Center [f]		10,000 seats	0	2,609	2,609	0	3,261	3,261
Net Trips - South-West			7	2,627	2,634	18	3,285	3,303
South-East (unchanged from TIA)								
Residential	230	369 du	21	17	38	26	20	46
<i>TDM Reduction Program - 6% [e]</i>			(1)	(1)	(2)	(2)	(1)	(3)
Retail	826	53.0 ksf	8	12	20	25	34	59
<i>TDM Reduction Program - 3% [e]</i>			0	(1)	(1)	(1)	(1)	(2)
<i>Pass-By Reduction - 35% [e]</i>			(3)	(4)	(7)	(8)	(12)	(20)
Hotel	310	300 rooms	64	62	126	113	88	201
<i>TDM Reduction Program - 3% [e]</i>			(2)	(2)	(4)	(3)	(3)	(6)
Office	710	472.0 ksf	11	52	63	22	19	41
<i>TDM Reduction Program - 11% [e]</i>			(1)	(6)	(7)	(2)	(3)	(5)
Subtotal - South-East			97	129	226	170	141	311
<i>TOD Reduction by TAZ - 12% [e]</i>			(12)	(15)	(27)	(20)	(17)	(37)
<i>TAZ Internal Capture - 4% [e]</i>			(3)	(5)	(8)	(6)	(5)	(11)
<i>Model Adjustment - 5.6% [e]</i>			(5)	(6)	(11)	(8)	(7)	(15)
Net Trips - South-East			77	103	180	136	112	248

ATTACHMENT A (CONTINUED)

Land Use	ITE Land Use	Size	Weekday, 10:00 PM-11:00 PM			Saturday, 10:00 PM-11:00 PM		
			In	Out	Total	In	Out	Total
Existing to be Removed								
Regional Retail [g] TDM Reduction Program - 3% [e] Pass-By Reduction - 35% [e]	820	546.8 ksf	193 (6) (65)	314 (9) (107)	507 (15) (172)	255 (8) (86)	351 (10) (120)	606 (18) (206)
Net Trips - Existing to be Removed			122	198	320	161	221	382
Modified Project without ESC (non-event day)	Total		190	227	417	333	299	632
	Net New Trips		68	29	97	172	78	250
Modified Project with ESC (event day)	Total		190	2,836	3,026	333	3,560	3,893
	Net New Trips		68	2,638	2,706	172	3,339	3,511

Notes:

ksf: 1,000 square feet; du: dwelling units

The weekday and Saturday periods represent the one hour after the event, assuming the event ends at approximately 10:00 PM.

[a] Based on peak hour *Trip Generation, 9th Edition* rates and adjusted to reflect late night conditions.

[b] Trip rate adjustments based on the following: Hotel/Residential/Retail - empirical data and Office - ULI hourly patterns.

[c] Entertainment & Sports Center rates based on an assumed 2.3 AVR per LADOT and assumes an hourly pattern with 60% weekday and 75% weekend departure pattern in the one hour prior after the event.

[d] The 320 residential units in NE-A include work-live units which contain approximately 34,000 gross square feet of non-residential area; the 320 residential units in NE-B include work-live units which contain approximately 30,000 gross square feet of non-residential area in NE-B. Some of the gross non-residential area will function as workspace which the Warner Center Plan defines as "...space regularly used as workspace by one or more persons residing in such unit." Within the context of the Warner Center Plan, the workspace is ancillary to the work-live unit and not anticipated to function as a trip generator.

[e] Trip reductions and adjustments per WC 2035.

[f] Approximately 2,508 sf of cultural space located within and anticipated to function ancillary to the ESC; for the purposes of this analysis, the cultural space is captured in the Modified Project trip generation estimate.

[g] Existing regional retail space provided in the GLA metric.

ATTACHMENT B

TABLE 2A:
NET NEW TRIP GENERATION COMPARISON SUMMARY - SEIR PROPOSED PROJECT VS MODIFIED PROJECT

	Weekday												
	Daily	AM Peak Hour, 8:00-9:00 AM			PM Peak Hour, 5:00-6:00 PM			Weekday, 6:00 PM - 7:00 PM			Weekday, 10:00 PM-11:00 PM		
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
SEIR Proposed Project, Non-event day [a]	5,491	657	463	1,120	97	299	396	(6)	57	51	64	17	81
Modified Project, Non-event day [b]	7,096	761	478	1,239	129	402	531	21	131	152	68	29	97
Change from SEIR	1,605	104	15	119	32	103	135	27	74	101	4	12	16
SEIR Proposed Project, Sold out event [a]	17,882	952	478	1,430	1,274	361	1,635	3,820	258	4,078	64	3,930	3,994
Modified Project, Sold-out event [b]	15,357	957	488	1,445	914	444	1,358	2,572	265	2,837	68	2,638	2,706
Change from SEIR	(2,525)	5	10	15	(360)	83	(277)	(1,248)	7	(1,241)	4	(1,292)	(1,288)
	Saturday												
	Daily	Midday Peak Hour, 12:00-1:00 PM			Saturday, 1:00 PM - 2:00 PM			Saturday, 10:00 PM-11:00 PM					
		In	Out	Total	In	Out	Total	In	Out	Total			
SEIR Proposed Project, Non-event day	485	43	(45)	(2)	(20)	(93)	(113)	162	62	224			
Modified Project, Non-event day [b]	1,569	106	11	117	45	(37)	8	172	78	250			
Change from SEIR	1,084	63	56	119	65	56	121	10	16	26			
SEIR Proposed Project, Sold out event [a]	10,919	1,034	7	1,041	3,201	77	3,278	162	4,953	5,115			
Modified Project, Sold-out event [b]	8,526	768	45	813	2,193	76	2,269	172	3,339	3,511			
Change from SEIR	(2,393)	(266)	38	(228)	(1,008)	(1)	(1,009)	10	(1,614)	(1,604)			

Notes:

[a] Net new trips as identified in the Promenade 2035 SEIR for the Proposed Project (15,000 seat ESC).

[b] Net new trips of Modified Project (10,000 seat ESC), as detailed in Tables 1A-1C.

ATTACHMENT B (CONTINUED)**TABLE 2B:****NET NEW TRIP GENERATION COMPARISON SUMMARY - SEIR PROPOSED PROJECT ALTERNATIVE 5 OPTION 1 VS MODIFIED PROJECT**

	Weekday												
	Daily	AM Peak Hour, 8:00-9:00 AM			PM Peak Hour, 5:00-6:00 PM			Weekday, 6:00 PM - 7:00 PM			Weekday, 10:00 PM-11:00 PM		
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
SEIR Alternative 5 Option 1, Non-event day [a]	5,491	657	463	1,120	97	299	396	(6)	57	51	64	17	81
Modified Project, Non-event day [b]	7,096	761	478	1,239	129	402	531	21	131	152	68	29	97
Change from SEIR Alternative 5 Option 1	1,605	104	15	119	32	103	135	27	74	101	4	12	16
SEIR Alternative 5 Option 1, Sold out event [a]	13,752	853	473	1,326	882	341	1,223	2,545	191	2,736	64	2,626	2,690
Modified Project, Sold-out event [b]	15,357	957	488	1,445	914	444	1,358	2,572	265	2,837	68	2,638	2,706
Change from SEIR Alternative 5 Option 1	1,605	104	15	119	32	103	135	27	74	101	4	12	16
	Saturday												
	Daily	Midday Peak Hour, 12:00-1:00 PM			Saturday, 1:00 PM - 2:00 PM			Saturday, 10:00 PM-11:00 PM					
		In	Out	Total	In	Out	Total	In	Out	Total			
SEIR Alternative 5 Option 1, Non-event day [a]	485	43	(45)	(2)	(20)	(93)	(113)	162	62	224			
Modified Project, Non-event day [b]	1,569	106	11	117	45	(37)	8	172	78	250			
Change from SEIR Alternative 5 Option 1	1,084	63	56	119	65	56	121	10	16	26			
SEIR Alternative 5 Option 1, Sold out event [a]	7,442	705	(11)	694	2,128	20	2,148	162	3,323	3,485			
Modified Project, Sold-out event [b]	8,526	768	45	813	2,193	76	2,269	172	3,339	3,511			
Change from SEIR Alternative 5 Option 1	1,084	63	56	119	65	56	121	10	16	26			

Notes:

[a] Net new trips as identified in the Promenade 2035 SEIR for Project Alternative 5 Option 1 (10,000 seat ESC).

[b] Net new trips of Modified Project (10,000 seat ESC), as detailed in Tables 1A-1C.

ATTACHMENT B (CONTINUED)

TABLE 2C:

NET NEW TRIP GENERATION COMPARISON SUMMARY - SEIR PROPOSED PROJECT ALTERNATIVE 5 OPTION 2 VS MODIFIED PROJECT

	Weekday												
	Daily	AM Peak Hour, 8:00-9:00 AM			PM Peak Hour, 5:00-6:00 PM			Weekday, 6:00 PM - 7:00 PM			Weekday, 10:00 PM-11:00 PM		
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
SEIR Alternative 5 Option 2, Non-event day [a]	5,491	657	463	1,120	97	299	396	(6)	57	51	64	17	81
Modified Project, Non-event day [b] Change from SEIR Alternative 5 Option 2	7,096	761	478	1,239	129	402	531	21	131	152	68	29	97
	1,605	104	15	119	32	103	135	27	74	101	4	12	16
SEIR Alternative 5 Option 2, Sold out event [a]	11,687	804	471	1,275	686	329	1,015	1,907	158	2,065	64	1,974	2,038
Modified Project, Sold-out event [b] Change from SEIR Alternative 5 Option 2	15,357	957	488	1,445	914	444	1,358	2,572	265	2,837	68	2,638	2,706
	3,670	153	17	170	228	115	343	665	107	772	4	664	668
	Saturday												
	Daily	Midday Peak Hour, 12:00-1:00 PM			Saturday, 1:00 PM - 2:00 PM			Saturday, 10:00 PM-11:00 PM					
		In	Out	Total	In	Out	Total	In	Out	Total			
SEIR Alternative 5 Option 2, Non-event day [a]	485	43	(45)	(2)	(20)	(93)	(113)	162	62	224			
Modified Project, Non-event day [b] Change from SEIR Alternative 5 Option 2	1,569	106	11	117	45	(37)	8	172	78	250			
	1,084	63	56	119	65	56	121	10	16	26			
SEIR Alternative 5 Option 2, Sold out event [a]	5,703	538	(18)	520	1,591	(8)	1,583	162	2,508	2,670			
Modified Project, Sold-out event [b] Change from SEIR Alternative 5 Option 2	8,526	768	45	813	2,193	76	2,269	172	3,339	3,511			
	2,823	230	63	293	602	84	686	10	831	841			

Notes:

[a] Net new trips as identified in the Promenade 2035 SEIR for Project Alternative 5 Option 2 (7,500 seat ESC).

[b] Net new trips of Modified Project (10,000 seat ESC), as detailed in Tables 1A-1C.

ATTACHMENT C

PARKING OPERATION – MODIFIED PROJECT – SOLD OUT CONDITIONS

	Peak Month (December)		Off-Peak Month (January-November)	
	Weekday	Weekend	Weekday	Weekend
Parking Supply				
Proposed On-site Parking		5,655		5,655
less Hotel & Residential LAMC requirement [a]		(1,673)		(1,673)
On-site parking available to Office/Retail & Entertainment/Sports Center [b]		3,982		3,982
less peak Office/Retail demand [c]	(903)	(850)	(792)	(655)
On-site Parking Available to Entertainment/Sports Center [d]	3,079	3,132	3,190	3,327
less peak Entertainment/Sports Center demand [e,f,g]	(3,238)	(3,492)	(2,984)	(3,213)
Off-site Spaces Required to Satisfy Overall Peak Demand	(159)	(360)	N/A	N/A
Is off-site parking needed to meet parking demand?				
WITHOUT Entertainment/Sports Center Event	NO	NO	NO	NO
WITH Entertainment/Sports Center Event	YES	YES	NO	NO

Notes:

The ESC parking demand in this table represents both the peak month parking demand (December) and highest off-peak month (January-November) parking demand, which are projected to occur on weekday and weekend evenings.

[a] Parking requirement per the WC2035 Plan & Los Angeles Municipal Code and not assumed to be a part of the shared parking supply.

[b] Remaining on-site parking supply available for the office/retail uses & Entertainment/Sports center.

[c] Projected office/retail demand during the overall peak hour in the evening.

[d] Remaining on-site parking supply for the Entertainment/Sports center.

[e] Peak parking demand of the Entertainment/Sports Center is assumed as a sold out concert. The parking demand is projected to be less if assumed as a sold out sporting event.

[f] The WC2035 Plan requirement for an auditorium with fixed seats is one space per five seats, or 2,000 spaces for the 10,000 seat Entertainment/Sports Center. Sold-out event parking demand during the peak hour of both the peak and off-peak months.

[g] Entertainment/Sports Center parking demand is reduced from SEIR Alternative 5, Option 1 (10,000 seats) due to the increased internal capture from the office/retail uses.



TECHNICAL MEMORANDUM

TO: Jesus Serrano, Los Angeles Department of Transportation
Vicente Cordero, Los Angeles Department of Transportation
Armen Hovanessian, Los Angeles Department of Transportation
Elva Nuño-O'Donnell, Los Angeles Department of City Planning

FROM: Patrick A. Gibson, P.E., T.E., PTOE, and Eugene Tang, AICP

DATE: March 5, 2020

RE: Updated Transportation and Parking Analyses for
Promenade 2035 Modified Project
Woodland Hills, California

Ref: J1465

Subsequent to the completion of *Transportation Impact Study for Promenade 2035* (Gibson Transportation Consulting, Inc., March 2018) (the TIA) and the circulation of *Promenade 2035 Project Draft Supplemental Environmental Impact Report / ENV-2016-3909-EIR & State Clearinghouse #2016111027* (City of Los Angeles, April 2018) (the SEIR), Unibail-Rodamco-Westfield (URW) has identified a refinement to the project analyzed by the above documents in response to input from the community and the City (the Modified Project).

This memorandum documents the results of the updated analyses to reflect the Project refinements where applicable and noted; the portions of the Project that are unchanged reference the relevant discussions from the TIA and SEIR. In summary, the Modified Project does not affect the conclusions of the TIA and SEIR. The Modified Project does not result in any new significant impacts or a substantial increase in the severity of any impact already identified in the TIA and SEIR. The Modified Project is within the envelope of impacts analyzed in the TIA and SEIR and consistent with the analyses of the Warner Center 2035 Programmatic EIR (WC2035 EIR) and the Warner Center 2035 Plan (City of Los Angeles, Adopted 2013) (WC2035 Plan), including substantially fewer trips generated than projected in the WC2035 EIR for Traffic Analysis Zone 9.

I. PROJECT MODIFICATION

URW proposes the following refinements resulting in the Modified Project:

- A reduction in the building height of the residential buildings proposed as part of the Phase Northeast: Anticipated Phase 1 and Phase Northwest: Anticipated Phase 2 portions of the Project in connection with setting aside 5% of the residential units in those buildings as very low income affordable housing.

- Modification of the land use program for the Phase Southwest: Anticipated Phase 3 portion of the Project:
 - Reduction of the Entertainment & Sports Center (ESC) to provide a total of 10,000 seats, which aligns with the Reduced ESC Seating Alternative, Option 1 – 10,000 Seats as presented in the TIA and SEIR.
 - Reduction of ESC floor area and reallocation of that floor area to office and retail uses in the Southwest Quadrant, resulting in the following Anticipated Phase 3 program with changes from the TIA and SEIR noted in parentheses:
 - Office – 145,500 square feet (sf) (increase of 102,500 sf)
 - Retail – 59,000 sf (increase of 36,000 sf)
 - ESC – 10,000 seats or 181,550 sf (decrease of 5,000 seats or 138,500 sf)
 - Approximately 2,508 sf within the ESC is designated for use as cultural space and anticipated to function ancillary to the ESC
- Reconfiguration of the parking facilities as a result of the land use changes to Anticipated Phase 3 noted above:
 - Parking provided in an above grade multi-level parking structure
 - Increase of the Anticipated Phase 3 parking by 45 spaces from the TIA and SEIR
 - Overall sitewide parking supply increased by 45 spaces
- Minor project driveway refinements as a result of the parking reconfiguration noted above:
 - Addition of right-turn-out egress to the Topanga Canyon Boulevard driveway, between Oxnard Street and Promenade Boulevard
 - The relocation of the Oxnard Street service driveway approximately 150 feet west, while maintaining right-turn-only access

In total, these modifications result in the Modified Project, which is based on the Reduced ESC Seating Alternative 5, Option 1 – 10,000 Seats presented in the TIA and SEIR. As no other changes are proposed to the land use program, the Modified Project consists of the following:

- 1,432 multi-family residential units (including work-live)
- 280,000 sf of total restaurant/retail space
- 731,500 sf of total office space
- 572 hotel rooms
- a 181,550 sf ESC, equivalent to approximately 10,000 seats and including 2,508 sf of cultural space
- 5,655 total on-site parking spaces

Figure 1 illustrates the overall site plan of the Modified Project and Figure 2 specifically details the Anticipated Phase 3 on the Southwest quadrant.

II. ANALYSIS UPDATES

Based on the Modified Project description above, this technical memorandum documents the relevant updates to the analyses presented by the TIA and SEIR to reflect the Project refinements:

- Project Trip Generation and Comparison to Warner Center 2035 (WC2035 EIR) Plan
- Supplemental Intersection Level of Service (LOS) Analysis
- Driveway Operations
- Neighborhood Impact Analysis
- Parking Analysis

As described below, the findings of the analyses are consistent with WC2035 EIR and the Project's SEIR findings.

III. PROJECT TRIP GENERATION

TIA Chapter 2 details those assumptions used to develop the Project trip generation estimates including the applicable trip generation rates and allowable trip reduction factors. Using the same methodology detailed in the TIA, the trip generation estimates were updated to reflect the Modified Project^{1,2}.

Modified Project Trip Generation

At full buildout, the Modified Project with ESC (a sold-out event) is projected to generate a total of 30,078 daily weekday trips, with 1,776 weekday morning peak hour and 2,637 weekday afternoon peak hour trips. The corresponding total Saturday trip generation is 25,753 daily trips, with 2,475 mid-day peak hour trips assuming a sold-out daytime event. The weekday morning peak hour trips represent the period three hours prior to a sold-out daytime event with the afternoon peak hour trips representing the period two hours prior to an evening event. The Saturday mid-day peak hour trips represent the period two hours prior to a sold-out daytime event.

With a sold-out event during the off-peak hours, the Modified Project is anticipated to generate 4,090 trips one hour prior to a weekday evening event, from 6:00 PM-7:00 PM, and 3,898 trips one hour prior to a Saturday mid-day event, from 1:00 PM-2:00 PM. During the hour after an evening event, from 10:00 PM-11:00 PM, the Modified Project is anticipated to generate 3,026 trips on a weekday and 3,893 trips on a Saturday.

¹ Approximately 2,508 sf of cultural space is located within and anticipated to function ancillary to the ESC; therefore, for the purposes of this analysis, the cultural space is captured in the Modified Project trip generation estimate.

² The Modified Project designates up to 54 residential units for Very Low-Income residents; the total number of residential units is not changed. Based on LADOT's Affordable Family Housing trip rates in a Transit Priority Area, the number of daily trips is anticipated to decrease relative to all residential units at market rate; the overall conclusions of the following analyses would not change. Therefore, for the purposes of this analysis, the residential trip generation estimates are calculated consistent with the TIA. The trip generation estimates with Affordable Housing are provided in Attachment A.

On a non-event day, the resulting Modified Project without ESC trip generation is estimated at 21,817 daily trips, with 1,570 morning peak hour and 1,810 afternoon peak hour trips. The corresponding total Saturday trip generation is estimated at 18,796 daily trips and 1,779 mid-day peak trips.

Net New Trips

Accounting for the existing use credits and assuming a sold-out event, the Modified Project is anticipated to result in a total net new trip generation of 15,357 daily trips, with 1,445 morning peak hour trips three hours prior to a weekday daytime event and 1,358 afternoon peak hour trips two hours prior to weekday evening event. The net new Saturday trip generation is estimated at 8,526 daily trips, with 813 mid-day peak hour trips two hours prior to a mid-day event.

During the off-peak hours and assuming a sold-out event, the Modified Project with ESC is estimated to generate 2,837 net new trips one hour prior to an evening event from 6:00 PM-7:00 PM on weekdays and 2,269 net new trips one hour prior to a daytime event from 1:00 PM-2:00 PM on Saturdays. During the late night 10:00 PM-11:00 PM period, one hour after the event the net new Project trips are estimated at 2,706 trips on a weekday and 3,511 trips on a Saturday.

On a non-event day, the net new trip generation is estimated at 7,096 daily weekday trips, with 1,239 morning peak hour and 531 afternoon peak hour trips. The total net new Saturday trip generation on a non-event day is estimated at 1,569 daily trips with 117 mid-day peak trips.

Table 1A details the calculation of the trip generation estimate of the daily, and weekday morning/afternoon peak hours along with the daily Saturday and mid-day peak hours for the Modified Project and existing uses. Similarly, the weekday 6:00 PM-7:00 PM and Saturday 1:00 PM-2:00 PM trip generation estimates are detailed in Table 1B. Both the weeknight and Saturday late-night 10:00 PM-11:00 PM trip generation estimates are provided in Table 1C.

SEIR Project Comparison

Table 2A summarizes the comparison of the Modified Project's net new trip generation to the analyzed trip generation of the SEIR Project.

The net new trip generation of the Modified Project is estimated to be 119 and 135 trips greater than the non-event day conditions of the SEIR Project during the weekday morning and afternoon peak hours, respectively, and 119 trips greater than the Saturday mid-day peak hour.

During sold-out event conditions, the Modified Project with ESC is estimated to generate approximately 15 more net new morning peak hour trips than the corresponding conditions of the SEIR Project. During the weekday afternoon and Saturday mid-day peak hours, however, the net new trip generation is estimated to be respectively 277 and 228 trips lower than the corresponding conditions of the SEIR Project. Similarly, the Modified Project's net new trips are estimated to be lower than analyzed in the SEIR Project by 1,241 trips one hour prior to an event on weekdays (6:00-7:00 PM) and by 1,009 trips on weekends (1:00-2:00 PM) along with late night (10:00-11:00 PM) reductions estimated at 1,288 weekday trips and 1,604 weekend trips lower than analyzed in the SEIR Project.

As described above, the Modified Project proposes a reduced capacity ESC of 10,000 seats; this results in the floor area formerly associated with the larger size and reduced capacity 15,000 seat ESC to be reallocated to office and retail uses. This increase in office and retail area results in the increase discussed above in the Modified Project's non-event day trip generation when compared to the SEIR Project's non-event day condition. Conversely, the overall decrease in the Modified Project's sold-out condition trip generation estimate, when compared to the SEIR Project, can be attributed to the ESC capacity reduction from 15,000 seats to 10,000 seats.

Comparison to the SEIR Alternative 5 Options (Reduced Seating)

As previously identified in the TIA and SEIR, two reduced seating capacity options were also analyzed; these include SEIR Project Alternative 5, Option 1 (10,000 seats) [Option 1] & Option 2 (7,500 seats) [Option 2]. For reference purposes in this technical memorandum, comparisons of the Modified Project trip generation estimates were prepared relative to the corresponding trip generation estimates of Option 1 and Option 2.

The Modified Project trip generation comparisons are summarized in Table 2B, for SEIR Project Alternative 5, Option 1 (10,000 seats), and in Table 2C, SEIR Project Alternative 5, Option 2 (7,500 seats). The variations in the trip generation estimates are attributable to the differences in the respective land use programs of the SEIR Project Alternative 5 (e.g. office/retail space and ESC seating capacity) as compared to the Modified Project.

IV. WC2035 EIR TRIP GENERATION ANALYSIS

The underlying assumptions of the WC2035 Plan trip generation analysis for the Modified Project are detailed in TIA Chapter 2.

As shown in Table 1A, the Modified Project with a sold-out event is estimated to generate a total of 1,776 morning peak hour trips and 2,637 afternoon peak hour trips before the application of any existing use credits. Compared to the WC2035 EIR Traffic Analysis Zone 9 (TAZ 9) trip allocations, the Modified Project at full buildout with a sold-out event is estimated to generate approximately 480 fewer morning and 1,204 fewer afternoon peak hour trips. On non-event days, before the application of any existing use credits, the Modified Project is projected to generate 686 fewer morning and 2,031 fewer afternoon peak hour trips relative to the identified TAZ 9 trip allocations.

MODIFIED PROJECT TRIP COMPARISON TO WC2035 EIR (TAZ 9)

Peak Hour	WC2035 EIR Assumed Trips (TAZ9)	Modified Project Trips: Sold-out event	Exceeds WC2035 EIR Trips?	Modified Project Trips: Non-event Day	Exceeds WC2035 EIR Trips?
AM	2,256	1,776	NO: 480 fewer trips, 21% reduction	1,570	NO: 686 fewer trips, 30% reduction
PM	3,841	2,637	NO: 1,204 fewer trips, 31% reduction	1,810	NO: 2,031 fewer trips, 53% reduction

The table above summarizes the comparison of the Modified Project trip generation to the WC2035 EIR assumed trips for TAZ 9. Assuming a sold-out event, the Project respectively generates approximately 21% and 31% fewer trips for the Project Site (TAZ 9) than identified by the WC2035 EIR Model and assumed in the WC2035 EIR for the morning and afternoon peak hours.

Similarly, on a non-event day, the Modified Project generates 30% and 53% fewer morning and afternoon peak hour trips, respectively, than identified for TAZ 9 in the WC2035 EIR.

Therefore, the morning and afternoon peak hour transportation impacts of the Modified Project are anticipated to remain within the envelope of impacts analyzed in the TIA and consistent with the analyses of the WC2035 EIR.

However, the supplemental intersection LOS analyses³ requested by LADOT have also been updated to reflect the Modified Project's trip generation estimates.

V. SUPPLEMENTAL INTERSECTION LEVEL OF SERVICE ANALYSIS

The underlying assumptions for the updated supplemental intersection LOS analyses are detailed in TIA Chapter 4. Those analyses have been updated to reflect the Modified Project's trip generation estimates and include the following time periods, as requested by LADOT and in a manner consistent with the findings presented in TIA Chapter 5:

- Weekday 5:00 PM-6:00 PM
- Weekday 6:00 PM-7:00 PM
- Weekday late night 10:00 PM-11:00 PM
- Saturday mid-day 12:00 PM-1:00 PM
- Saturday mid-day 1:00 PM-2:00 PM
- Saturday late night 10:00 PM-11:00 PM

³ The Project was subject to the LOS analysis methodology at the time of the SEIR preparation/publication for public review and was not subject to the Vehicle Miles Traveled analysis methodology. As this technical memorandum updates the SEIR analysis, LOS remains the appropriate analysis methodology.

The following conditions were analyzed: Existing with Modified Project and Future with Modified Project. Both the Modified Project without ESC and Modified Project with ESC were tested within each condition. The results of these analyses are summarized here and detailed in Attachment B.

The results of the multiple intersection LOS analyses indicate that no study intersections are projected to be significantly impacted during any of the six analyzed time periods with the addition of traffic from both the Modified Project without ESC or the Modified Project with ESC along with implementation of the EMP and WC2035 Plan Mitigation Program.

Intersection Analysis Comparison

The TIA also presented Supplemental LOS analyses for the reduced seating concepts which are identified above as Option 1 (10,000 seats) and Option 2 (7,500 seats). For reference purposes in this technical memorandum, a comparison of the intersection analysis for the Modified Project and the SEIR Alternative 5 Options is summarized here and detailed in Attachment B.

Consistent with the Modified Project's Supplemental LOS Analysis, no significantly impacted intersections are projected during any of the analyzed time periods, nor are any additional locations identified as significantly impacted when compared to the findings of the SEIR Project and Options 1 & 2.

The results of the Supplemental Intersection LOS Analyses for the Modified Project remain consistent with the findings of the TIA and SEIR.

VI. EVENT MANAGEMENT PLAN

TIA Chapter 7 details the measures and operational tiers of the Event Management Plan (EMP) as well as the intent for the EMP to serve as an evolving document that is subject to modification over time in coordination and consultation with both LADOT and the California Department of Transportation.

In consideration of the evolving nature of the EMP, the following elements of the Modified Project may result in operational adjustments to the EMP as described in TIA Chapter 7:

- Use of an above grade multi-level parking structure, instead of the previously proposed subterranean parking garage
- Modification of the Topanga Canyon Boulevard driveway to provide both inbound and outbound access, instead of the previously proposed inbound-only speed ramp to the subterranean parking
- Revised land use program, notably the reduction in ESC seating capacity to 10,000 seats, from the previously proposed 15,000 seats, along with reallocated floor area to office and retail uses

Unless otherwise described in this technical memorandum, the EMP measures proposed in TIA Chapter 7 are not anticipated to be modified or removed. No new measures are

proposed or necessary in addition to those on-site and off-site EMP measures already identified. Operational adjustments are consistent with the intent and the evolving nature of the EMP.

The following adjustments⁴ to the tiered operational plan presented in TIA Chapter 7 to reflect the Modified Project's revised land use program and reduced ESC seating capacity are proposed:

- <7,500 attendees – All on-site measures; no off-site measures required
- >7,500 ~ 9,500 attendees – All on-site measures; selected off-site measures: Traffic Management (changeable message signs), Coordinated Traffic Control (LADOT Traffic Management Center), and off-site parking
- >9,500-10,000 attendees – All on-site measures; all off-site measures⁵: Traffic Management (changeable message signs), Coordinated Traffic Control (LADOT Traffic Management Center), traffic control officers, transit service coordination, and off-site parking

The Modified Project does not remove any of the previously identified EMP measures or modify those on-site and off-site measures described in TIA Chapter 7 for the management of the event parking and traffic. This approach is conservative in that the commitment to all EMP measures identified in the TIA is maintained even with the reduced ESC capacity of the Modified Project. Therefore, the Modified Project remains consistent with the EMP as described in the TIA and SEIR.

Comparison to the SEIR Alternative 5 Options (Reduced Seating)

As presented in previous sections of this technical memorandum, a comparison of the Modified Project to the SEIR Project Alternative 5 Options was prepared for both the trip generation estimates and supplemental LOS analyses. For reference purposes, a similar comparison was prepared of the applicable EMP operational tiers and measures between the Modified Project and the SEIR Alternative 5 Options. Table 3 summarizes the differences in the EMP measures anticipated for each attendance level. As shown, the Modified Project would implement the same number of measures as the SEIR Project (which included less office/retail and more seating than the Modified Project) and additional measures as compared to the SEIR Alternative 5 Options (which included less office/retail and the same or less seating than the Modified Project).

⁴ Except where noted, the adjustments identified here focus on the identification of operational tiers to reflect the reduced seating capacity of the Modified Project.

⁵ *Additional Late-Night Operational Measures to the Event Management Plan, Project Design Feature K-6 for the Promenade 2035 DSEIR* (Gibson Transportation Consulting, Inc, December 2018) identified a significant late-night noise impact from a sold-out ESC event with 15,000 attendees; an operational measure was added to the EMP/Project Design Feature K-6 to mitigate the late-night noise impact. The analysis also indicated that an event with a reduced capacity of 10,000 attendees did not generate a significant late-night noise impact. As the Modified Project proposes a reduced ESC capacity of 10,000 seats, the specific measure addressing late-night noise impacts is no longer required.

Consistent with the findings above, the Modified Project is anticipated to provide a more conservative implementation of the EMP when compared to the previously analyzed attendance levels.

VII. DRIVEWAY OPERATIONS

TIA Chapter 8 summarizes the projected operational analysis of the Project's driveways, relative to vehicle queuing. The findings of the analysis were such that the Project was anticipated to adequately accommodate queuing without excessive congestion during non-event conditions and implementation of the EMP would facilitate circulation during event conditions.

As described above, the Modified Project results in a revised land use program and access/egress at the Topanga Canyon Boulevard driveway. While the Modified Project projects a slight increase to the Modified Project without ESC trip generation estimate, the Modified Project with ESC event traffic would result in fewer trips than originally analyzed in the TIA for the Proposed Project.

The Supplemental Intersection LOS Analysis summarized above projects the site driveways and adjacent intersections will operate at acceptable LOS under the Modified Project without ESC conditions during the PM peak hour. The Modified Project with ESC (sold-out event) traffic is similarly projected to operate at acceptable LOS at the same locations. Access/egress at the Topanga Canyon Boulevard driveway is anticipated to offset the effects of the changes to the Modified Project without ESC trip generation and may further facilitate and/or improve post-event operations through the adjusted EMP. The effects of the Modified Project on driveway operations are anticipated to remain materially unchanged and generally consistent with the analysis presented in the TIA and SEIR.

VIII. NEIGHBORHOOD IMPACT ANALYSIS

TIA Chapter 9 details the analysis methodology utilized for the neighborhood intrusion analysis. The Project's neighborhood intrusion analysis was based upon the total net new daily trips during a sold-out event and examined the Anticipated Phases 3 and 4 of the Project; this update follows the same approach.

The Modified Project is projected to generate a total of 10,210 net new daily weekday trips and 6,482 net new daily weekend trips during a sold-out event in the Anticipated Phase 3⁶; similarly, the Anticipated Phase 4 is projected to generate 15,537 net new daily weekday trips and 8,526 net new daily weekend trips with a sold-out event. As described above, the trip generation estimates of the Modified Project during sold-out event conditions are lower than the Project as analyzed in the TIA and SEIR. Therefore, the Modified Project is also consistent with the neighborhood intrusion analysis findings of the TIA and SEIR.

⁶ The Anticipated Phase 3 trip generation is based on development of the Modified Project through the Anticipated Phases 1-3 (which includes the Northwest, Northeast, and Southwest quadrants) and less approximately 426,794 square feet of the existing use credit (associated with removal of the regional shopping center), per TIA Appendix B. For reference purposes, the Anticipated Phase 3 trip generation is detailed in Attachment B.

IX. PARKING ANALYSIS

Consistent with TIA Chapter 11, this section updates the calculations of the Los Angeles Municipal Code [LAMC] / WC2035 Plan off-street requirements along with the parking demand analysis for the Modified Project for informational purposes.

Parking Requirements

As summarized in Table 4, the required off-street parking of the Non-ESC uses is calculated at 2,965 spaces and the ESC is required to provide 2,000 spaces; this results in a total off-street parking requirement, per the LAMC/WC2035 Plan, of 4,965 spaces. Compared to the proposed supply of 5,655 spaces, this represents an approximate surplus of 690 spaces from the minimum LAMC/WC2035 Plan off-street parking requirements⁷; the entirety of the off-street parking requirement can be satisfied with the proposed on-site parking. The SEIR previously identified a deficit between the required off-street parking and the on-site parking supply.

Parking Demand Analysis

The parking demand analysis continues to assume that the hotel and residential parking are not part of the shared parking supply and that the peak conditions are represented by a sold-out event at the ESC. Therefore, the effective parking supply shared by the office, retail, and ESC uses is 3,982 spaces (calculated as the 5,655 space total on-site parking supply minus 1,673 hotel/residential spaces not shared).

During the peak holiday parking demand month of December, the overall weekday peak demand is projected at 8:00 PM, with 3,238 spaces for the ESC and 903 spaces for office/retail; this represents a peak weekday demand of 4,141 spaces. The overall peak weekend demand is also projected to occur at 8:00 PM, with 3,492 spaces for the ESC and 850 spaces for office/retail; this represents a total peak demand of 4,342 spaces.

During the off-peak months (January-November) the highest projected parking demand is projected to occur at 8:00 PM on a June weekday and weekend. The total weekday demand of 3,776 spaces is comprised of 2,984 spaces for the ESC and 792 spaces for the office/retail uses. Similarly, on weekends, the total demand of 3,868 spaces is comprised of 3,213 spaces for the ESC and 655 spaces for the office/retail uses. Table 5 identifies the projected peak month and off-peak month parking demands.

While the parking demand during a sold-out event is projected at a lower level than the TIA and SEIR, the combination of on-site and off-site parking would still be necessary during the peak month of December to satisfy the projected parking demand of the Modified Project. During the peak month of December, the off-site parking need is estimated at 159 spaces during weekday events and 360 spaces during weekend events; during the highest off-peak month, the

⁷ The WC2035 Plan identifies a range of permitted off-street parking. The parking requirements and surplus identified here are based on the minimum WC2035 Plan requirements. Therefore, the parking provided above the minimum is not in excess of the maximum range of parking permitted by the WC2035 Plan.

remaining on-site parking supply is projected to be sufficient to meet the ESC demand during sold-out events.

Relative to the TIA and SEIR analyses, the Modified Project is projected to:

- Provide a larger on-site parking supply
- Generate a lower parking demand during the peak and off-peak months with a sold-out event at the ESC
- Require a smaller quantity of off-site parking during peak month events.

These findings are lower than, and consistent with, the original analyses presented in the TIA and SEIR.

X. CONCLUSIONS

With the proposed revisions resulting in the Modified Project, the relevant transportation analyses were updated in this technical memorandum. Notably, the Modified Project will:

- Generate fewer overall trips for the Modified Project with ESC (sold-out event) condition, when compared to the TIA and SEIR
- Generate up to an additional 135 peak hour trips for the Modified Project without ESC condition, depending on the analyzed period, when compared to the TIA and SEIR
- Result in the following LOS results:
 - Not projected to result in additional significant intersection LOS impacts under the Modified Project without ESC conditions
 - Not projected to result in additional significant intersection LOS impacts under the Modified Project with ESC along with implementation of the EMP conditions
 - Consistent with the findings previously presented by the TIA and SEIR
- Maintain consistency with the TIA and SEIR neighborhood intrusion analysis
- Satisfy the LAMC/WC2035 Plan minimum off-street parking requirement by the proposed on-site parking
- Require the use of approximately 360 off-site spaces to meet operational parking demand on weekends in the peak month of December with a sold-out event
 - The use of off-street parking may not be necessary with sold-out events during the January through November off-peak months

Overall, the Modified Project is consistent with the previous findings presented in the TIA and SEIR, and it does not affect the conclusions of the TIA and SEIR. The Modified Project does not result in any new significant impacts or a substantial increase in the severity of any impact already identified in the TIA and SEIR.



Source: Johnson Fain, February, 2020.

MODIFIED PROJECT SITE PLAN

FIGURE
1



MODIFIED SOUTHWEST QUADRANT

FIGURE
2

TABLE 1A
MODIFIED PROJECT TRIP GENERATION - WEEKDAY/SATURDAY PEAK HOUR (TWO/THREE HOURS PRIOR TO EVENT CONDITIONS)
PROPOSED MODIFICATIONS TO THE SOUTH-WEST BLOCK ONLY

Land Use	ITE Land Use	Size	Weekday							Saturday			
			Daily	AM Peak Hour, 8:00-9:00 AM			PM Peak Hour, 5:00-6:00 PM			Daily	Midday Peak Hour, 12:00-1:00 PM		
				In	Out	Total	In	Out	Total		In	Out	Total
Trip Generation Rates [a]													
Residential	230	per du	5.81	17%	83%	0.44	67%	33%	0.52	6.39	57%	43%	0.52
Hotel	310	per room	8.17	59%	41%	0.53	51%	49%	0.60	8.19	56%	44%	0.72
Office	710	per ksf	11.03	88%	12%	1.56	17%	83%	1.49	2.46	54%	46%	0.43
Retail	826	per ksf	44.32	62%	38%	0.39	48%	52%	1.51	49.97	52%	48%	4.82
Entertainment & Sports Center	[b]	per seat	0.87	95%	5%	0.02	95%	5%	0.09	0.87	95%	5%	0.09
Proposed Project (only South-West Modified)													
North-East (unchanged from TIA)													
Block A (NE-A)													
Residential (including work-live) [c]	230	320 du	1,859	24	117	141	111	55	166	2,045	95	71	166
TDM Reduction Program - 6% [d]			(112)	(1)	(7)	(8)	(7)	(3)	(10)	(123)	(6)	(4)	(10)
Retail	826	7.0 ksf	310	2	1	3	5	6	11	350	18	16	34
TDM Reduction Program - 3% [d]			(9)	0	0	0	0	0	0	(11)	(1)	0	(1)
Pass-By Reduction - 35% [e]			(105)	(1)	0	(1)	(2)	(2)	(4)	(119)	(6)	(6)	(12)
Subtotal Block A (NE-A)			1,943	24	111	135	107	56	163	2,142	100	77	177
TOD Reduction by TAZ - 12% [f]			(233)	(3)	(13)	(16)	(13)	(7)	(20)	(257)	(12)	(9)	(21)
TAZ Internal Capture - 4% [g]			(68)	(1)	(4)	(5)	(4)	(2)	(6)	(75)	(4)	(2)	(6)
Model Adjustment - 5.6% [h]			(92)	(1)	(5)	(6)	(5)	(3)	(8)	(101)	(5)	(3)	(8)
Net Trips - Block A (NE-A)			1,550	19	89	108	85	44	129	1,709	79	63	142
Block B (NE-B)													
Residential (including work-live) [c]	230	326 du	1,894	24	119	143	114	56	170	2,083	97	73	170
TDM Reduction Program - 6% [d]			(114)	(1)	(8)	(9)	(7)	(3)	(10)	(125)	(6)	(4)	(10)
Retail	826	14.0 ksf	620	3	2	5	10	11	21	700	35	32	67
TDM Reduction Program - 3% [d]			(19)	0	0	0	0	(1)	(1)	(21)	(1)	(1)	(2)
Pass-By Reduction - 35% [e]			(210)	(1)	(1)	(2)	(4)	(3)	(7)	(238)	(12)	(11)	(23)
Subtotal Block B (NE-B)			2,171	25	112	137	113	60	173	2,399	113	89	202
TOD Reduction by TAZ - 12% [f]			(261)	(3)	(13)	(16)	(14)	(7)	(21)	(288)	(14)	(10)	(24)
TAZ Internal Capture - 4% [g]			(76)	(1)	(4)	(5)	(4)	(2)	(6)	(84)	(4)	(3)	(7)
Model Adjustment - 5.6% [h]			(103)	(1)	(5)	(6)	(5)	(3)	(8)	(114)	(5)	(5)	(10)
Net Trips - Block B (NE-B)			1,731	20	90	110	90	48	138	1,913	90	71	161
North-West (unchanged from TIA)													
Block A (NW-A)													
Hotel	310	272 rooms	2,222	85	59	144	83	80	163	2,228	110	86	196
TDM Reduction Program - 3% [d]			(67)	(3)	(1)	(4)	(2)	(3)	(5)	(67)	(3)	(3)	(6)
Office	710	114.0 ksf	1,257	157	21	178	29	141	170	280	26	23	49
TDM Reduction Program - 11% [d]			(138)	(17)	(3)	(20)	(3)	(16)	(19)	(31)	(3)	(2)	(5)
Retail	826	62.0 ksf	2,748	15	9	24	45	49	94	3,098	155	144	299
TDM Reduction Program - 3% [d]			(82)	0	(1)	(1)	(1)	(2)	(3)	(93)	(5)	(4)	(9)
Pass-By Reduction - 35% [e]			(933)	(5)	(3)	(8)	(15)	(17)	(32)	(1,052)	(53)	(49)	(102)
Subtotal Block A (NW-A)			5,007	232	81	313	136	232	368	4,363	227	195	422
TOD Reduction by TAZ - 12% [f]			(601)	(28)	(10)	(38)	(16)	(28)	(44)	(524)	(27)	(24)	(51)
TAZ Internal Capture - 4% [g]			(176)	(8)	(3)	(11)	(5)	(8)	(13)	(154)	(8)	(7)	(15)
Model Adjustment - 5.6% [h]			(237)	(11)	(4)	(15)	(6)	(11)	(17)	(206)	(11)	(9)	(20)
Net Trips - Block A (NW-A)			3,993	185	64	249	109	185	294	3,479	181	155	336
Block B (NW-B)													
Residential	230	417 du	2,423	31	152	183	145	72	217	2,665	124	93	217
TDM Reduction Program - 6% [d]			(145)	(2)	(9)	(11)	(9)	(4)	(13)	(160)	(7)	(6)	(13)
Retail	826	85.0 ksf	3,767	20	13	33	61	67	128	4,247	213	197	410
TDM Reduction Program - 3% [d]			(113)	(1)	0	(1)	(2)	(2)	(4)	(127)	(6)	(6)	(12)
Pass-By Reduction - 35% [e]			(1,279)	(7)	(4)	(11)	(21)	(22)	(43)	(1,442)	(72)	(67)	(139)
Subtotal Block B (NW-B)			4,653	41	152	193	174	111	285	5,183	252	211	463
TOD Reduction by TAZ - 12% [f]			(558)	(5)	(18)	(23)	(21)	(13)	(34)	(622)	(30)	(26)	(56)
TAZ Internal Capture - 4% [g]			(164)	(1)	(6)	(7)	(6)	(4)	(10)	(182)	(9)	(7)	(16)
Model Adjustment - 5.6% [h]			(220)	(2)	(7)	(9)	(8)	(5)	(13)	(245)	(12)	(10)	(22)
Net Trips - Block B (NW-B)			3,711	33	121	154	139	89	228	4,134	201	168	369
South-West (Modified from TIA)													
Office	710	145.5 ksf	1,605	200	27	227	37	180	217	358	34	29	63
TDM Reduction Program - 11% [d]			(177)	(22)	(3)	(25)	(4)	(20)	(24)	(39)	(4)	(3)	(7)
Retail	826	59.0 ksf	2,615	14	9	23	43	46	89	2,948	148	136	284
TDM Reduction Program - 3% [d]			(78)	0	(1)	(1)	(1)	(2)	(3)	(88)	(4)	(5)	(9)
Pass-By Reduction - 35% [e]			(888)	(5)	(3)	(8)	(15)	(15)	(30)	(1,001)	(50)	(46)	(96)
Subotal - Office/Retail			3,077	187	29	216	60	189	249	2,178	124	111	235
TOD Reduction by TAZ - 12% [f]			(369)	(22)	(4)	(26)	(7)	(23)	(30)	(261)	(15)	(13)	(28)
TAZ Internal Capture - 4% [g]			(108)	(7)	(1)	(8)	(2)	(7)	(9)	(77)	(4)	(4)	(8)
Model Adjustment - 5.6% [h]			(146)	(9)	(1)	(10)	(3)	(9)	(12)	(103)	(6)	(5)	(11)
Entertainment & Sports Center [i]		10,000 seats	8,696	206	11	217	826	44	870	8,696	827	43	870
Internal Capture [j]			(435)	(10)	(1)	(11)	(41)	(2)	(43)	(1,739)	(165)	(9)	(174)
Net Trips - South-West			10,715	345	33	378	833	192	1,025	8,694	761	123	884
South-East (unchanged from TIA)													
Residential	230	369 du	2,144	28	134	162	129	63	192	2,358	109	83	192
TDM Reduction Program - 6% [d]			(129)	(2)	(8)	(10)	(8)	(4)	(12)	(141)	(7)	(5)	(12)
Retail [e]	826	53.0 ksf	2,349	13	8	21	38	42	80	2,648	133	122	255
TDM Reduction Program - 3% [d]			(70)	0	(1)	(1)	(1)	(1)	(2)	(79)	(4)	(4)	(8)
Pass-By Reduction - 35% [e]			(798)	(5)	(2)	(7)	(13)	(14)	(27)	(899)	(45)	(41)	(86)
Hotel [d]	310	300 rooms	2,451	94	65	159	92	88	180	2,457	121	95	216
TDM Reduction Program - 3% [d]			(74)	(3)	(2)	(5)	(3)	(2)	(5)	(74)	(4)	(2)	(6)
Office	710	472.0 ksf	5,206	648	88	736	120	583	703	1,161	110	93	203
TDM Reduction Program - 11% [d]			(573)	(71)	(10)	(81)	(13)	(64)	(77)	(128)	(12)	(10)	(22)
Subotal - South-East			10,506	702	272	974	341	691	1,032	7,303	401	331	732
TOD Reduction by TAZ - 12% [f]			(1,261)	(84)	(33)	(117)	(41)	(83)	(124)	(876)	(48)	(40)	(88)
TAZ Internal Capture - 4% [g]			(370)	(25)	(9)	(34)	(12)	(24)	(36)	(257)	(14)	(12)	(26)
Model Adjustment - 5.6% [h]			(497)	(33)	(13)	(46)	(16)	(33)	(49)	(346)	(19)	(16)	(35)
Net Trips - South-East			8,378	560	217	777	272	551	823	5,824	320	263	583
Existing to be Removed													
Regional Retail [k]	820	546.8 ksf	23,348	326	199	525	974	1,055	2,029	27,323	1,371	1,265	2,636
TDM Reduction Program - 3% [d]			(700)	(10)	(6)	(16)	(29)	(32)	(61)	(820)	(41)	(38)	(79)
Pass-By Reduction - 35% [e]			(7,927)	(111)	(67)	(178)	(331)	(358)	(689)	(9,276)	(466)	(429)	(895)
Net Trips - Existing to be Removed			14,721	205	126	331	614	665	1,279	17,227	864	798	1,662
Modified Project without ESC (non-event day)	Total		21,817	966	604	1,570	743	1,067	1,810	18,796	970	809	1,779
	Net New Trips		7,096	761	478	1,239	129	402	531	1,569	106	11	117
Modified Project with ESC (event day)	Total		30,078	1,162	614	1,776	1,528	1,109	2,637	25,753	1,632	843	2,475
	Net New Trips		15,357	957	488	1,445	914	444	1,358	8,526	768	45	813

Notes:

ksf: 1,000 square feet; du: dwelling units

The weekday AM period represents the period approximately three hours prior to event. Weekday PM and Saturday Midday periods represent the period approximately two hours prior to event following peak traffic conditions.

[a] Source: *Trip Generation, 9th Edition* (Institute of Transportation Engineers, 2012). Calculations are consistent with the WC 2035 model methodology.

[b] Entertainment & Sports Center rates based on an assumed 2.3 AVR per LADOT. The AM peak is estimated to be three hours prior to the event, with a 5% arrival pattern. Per LADOT, the arrival pattern two hours prior to the event is estimated at 20% for the PM and MD periods.

[c] The 320 residential units in NE-A include work-live units which contain approximately 34,000 gross square feet of non-residential area; the 326 residential units in NE-B include work-live units which contain approximately 30,000 gross square feet of non-residential area in NE-B. Some of the gross non-residential area will function as workspace which the Warner Center Plan defines as "...space regularly used as workspace by one or more persons residing in such unit." Within the context of the Warner Center Plan, the workspace is ancillary to the work-live unit and not

TABLE 1B
MODIFIED PROJECT TRIP GENERATION - WEEKDAY/SATURDAY OFF-PEAK (ONE HOUR PRIOR TO EVENT CONDITIONS)
PROPOSED MODIFICATIONS TO THE SOUTH-WEST BLOCK ONLY

Land Use	ITE Land Use	Size	Weekday, 6:00 PM - 7:00 PM			Saturday, 1:00 PM - 2:00 PM		
			In	Out	Total	In	Out	Total
Trip Generation Rates [a,b]								
Residential	230	per du	67%	33%	0.45	57%	43%	0.47
Hotel	310	per room	51%	49%	0.52	56%	44%	0.54
Office	710	per ksf	17%	83%	0.92	54%	46%	0.43
Retail	826	per ksf	48%	52%	1.48	52%	48%	4.72
Entertainment & Sports Center	[c]	per seat	95%	5%	0.28	95%	5%	0.28
Proposed Project (only South-West Modified)								
North-East (unchanged from TIA)								
Block A (NE-A)								
Residential (including work-live) [d]	230	320 du	96	47	143	86	64	150
TDM Reduction Program - 6% [e]			(6)	(3)	(9)	(5)	(4)	(9)
Retail	826	7.0 ksf	5	5	10	17	16	33
TDM Reduction Program - 3% [e]			0	0	0	(1)	0	(1)
Pass-By Reduction - 35% [e]			(2)	(2)	(4)	(6)	(5)	(11)
Subtotal Block A (NE-A)			93	47	140	91	71	162
TOD Reduction by TAZ - 12% [e]			(11)	(6)	(17)	(11)	(8)	(19)
TAZ Internal Capture - 4% [e]			(3)	(2)	(5)	(3)	(3)	(6)
Model Adjustment - 5.6% [e]			(4)	(3)	(7)	(4)	(4)	(8)
Net Trips - Block A (NE-A)			75	36	111	73	56	129
Block B (NE-B)								
Residential (including work-live) [d]	230	326 du	98	48	146	87	66	153
TDM Reduction Program - 6% [e]			(6)	(3)	(9)	(5)	(4)	(9)
Retail	826	14.0 ksf	10	11	21	34	32	66
TDM Reduction Program - 3% [e]			0	(1)	(1)	(1)	(1)	(2)
Pass-By Reduction - 35% [e]			(4)	(3)	(7)	(12)	(10)	(22)
Subtotal Block B (NE-B)			98	52	150	103	83	186
TOD Reduction by TAZ - 12% [e]			(12)	(6)	(18)	(12)	(10)	(22)
TAZ Internal Capture - 4% [e]			(3)	(2)	(5)	(4)	(3)	(7)
Model Adjustment - 5.6% [e]			(5)	(2)	(7)	(5)	(4)	(9)
Net Trips - Block B (NE-B)			78	42	120	82	66	148
North-West (unchanged from TIA)								
Block A (NW-A)								
Hotel	310	272 rooms	71	69	140	82	65	147
TDM Reduction Program - 3% [e]			(2)	(2)	(4)	(2)	(2)	(4)
Office	710	114.0 ksf	18	87	105	26	23	49
TDM Reduction Program - 11% [e]			(2)	(10)	(12)	(3)	(2)	(5)
Retail	826	62.0 ksf	44	48	92	152	141	293
TDM Reduction Program - 3% [e]			(1)	(2)	(3)	(5)	(4)	(9)
Pass-By Reduction - 35% [e]			(15)	(16)	(31)	(51)	(48)	(99)
Subtotal Block A (NW-A)			113	174	287	199	173	372
TOD Reduction by TAZ - 12% [e]			(14)	(20)	(34)	(24)	(21)	(45)
TAZ Internal Capture - 4% [e]			(4)	(6)	(10)	(7)	(6)	(13)
Model Adjustment - 5.6% [e]			(5)	(9)	(14)	(9)	(9)	(18)
Net Trips - Block A (NW-A)			90	139	229	159	137	296
Block B (NW-B)								
Residential	230	417 du	125	61	186	111	84	195
TDM Reduction Program - 6% [e]			(8)	(3)	(11)	(7)	(5)	(12)
Retail	826	85.0 ksf	60	66	126	209	193	402
TDM Reduction Program - 3% [e]			(2)	(2)	(4)	(6)	(6)	(12)
Pass-By Reduction - 35% [e]			(20)	(23)	(43)	(71)	(66)	(137)
Subtotal Block B (NW-B)			155	99	254	236	200	436
TOD Reduction by TAZ - 12% [e]			(19)	(11)	(30)	(28)	(24)	(52)
TAZ Internal Capture - 4% [e]			(5)	(4)	(9)	(8)	(7)	(15)
Model Adjustment - 5.6% [e]			(7)	(5)	(12)	(11)	(10)	(21)
Net Trips - Block B (NW-B)			124	79	203	189	159	348
South-West (Modified from TIA)								
Office	710	145.5 ksf	23	111	134	34	29	63
TDM Reduction Program - 11% [e]			0	0	0	0	0	0
Retail	826	59.0 ksf	42	45	87	145	134	279
TDM Reduction Program - 35% [e]			(1)	(2)	(3)	(4)	(4)	(8)
Pass-By Reduction - 35% [e]			(14)	(15)	(29)	(49)	(46)	(95)
Subotal - Office/Retail			50	139	189	126	113	239
TOD Reduction by TAZ - 12% [e]			(6)	(17)	(23)	(15)	(14)	(29)
TAZ Internal Capture - 4% [e]			(2)	(5)	(7)	(4)	(4)	(8)
Model Adjustment - 5.6% [e]			(2)	(7)	(9)	(6)	(5)	(11)
Entertainment & Sports Center [f]		10,000 seats	2,685	141	2,826	2,685	141	2,826
Internal Capture [g]			(134)	(7)	(141)	(537)	(28)	(565)
Net Trips - South-West			2,591	244	2,835	2,249	203	2,452
South-East (unchanged from TIA)								
Residential	230	369 du	111	54	165	99	74	173
TDM Reduction Program - 6% [e]			(7)	(3)	(10)	(6)	(4)	(10)
Retail	826	53.0 ksf	37	41	78	130	120	250
TDM Reduction Program - 3% [e]			(1)	(1)	(2)	(4)	(4)	(8)
Pass-By Reduction - 35% [e]			(13)	(14)	(27)	(44)	(41)	(85)
Hotel	310	300 rooms	79	76	155	91	71	162
TDM Reduction Program - 3% [e]			(2)	(3)	(5)	(3)	(2)	(5)
Office	710	472.0 ksf	74	362	436	110	93	203
TDM Reduction Program - 11% [e]			(8)	(40)	(48)	(12)	(10)	(22)
Subotal - South-East			270	472	742	361	297	658
TOD Reduction by TAZ - 12% [e]			(32)	(57)	(89)	(43)	(36)	(79)
TAZ Internal Capture - 4% [e]			(10)	(16)	(26)	(13)	(10)	(23)
Model Adjustment - 5.6% [e]			(13)	(22)	(35)	(17)	(14)	(31)
Net Trips - South-East			215	377	592	288	237	525
Existing to be Removed								
Regional Retail [h]	820	546.8 ksf	954	1,034	1,988	1,343	1,240	2,583
TDM Reduction Program - 3% [e]			(29)	(31)	(60)	(40)	(37)	(77)
Pass-By Reduction - 35% [e]			(324)	(351)	(675)	(456)	(421)	(877)
Net Trips - Existing to be Removed			601	652	1,253	847	782	1,629
Modified Project without ESC (non-event day)	Total		622	783	1,405	892	745	1,637
	Net New Trips		21	131	152	45	(37)	8
Modified Project with ESC (event day)	Total		3,173	917	4,090	3,040	858	3,898
	Net New Trips		2,572	265	2,837	2,193	76	2,269

Notes:
ksf: 1,000 square feet; du: dwelling units
The weekday and Saturday periods represent the one hour prior to the event and the one hour following peak traffic conditions.
[a] Based on peak hour *Trip Generation, 9th Edition* rates and adjusted to reflect the one hour prior to the event start.
[b] Trip rate adjustments based on the following: Hotel/Residential/Retail - empirical data and Office - ULI hourly patterns.
[c] Entertainment & Sports Center rates based on an assumed 2.3 AVR per LADOT and assumes a 65% arrival rate one hour prior to the event.
[d] The 320 residential units in NE-A include work-live units which contain approximately 34,000 gross square feet of non-residential area; the 326 residential units in NE-B include work-live units which contain approximately 30,000 gross square feet of non-residential area in NE-B. Some of the gross non-residential area will function as workspace which the Warner Center Plan defines as "...space regularly used as workspace by one or more persons residing in such unit." Within the context of the Warner Center Plan, the workspace is ancillary to the work-live unit and not anticipated to function as a trip generator.
[e] Trip reductions and adjustments per WC 2035.
[f] Approximately 2,508 sf of cultural space located within and anticipated to function ancillary to the ESC; for the purposes of this analysis, the cultural space is captured in the Modified Project trip generation estimate.
[g] ESC internal capture is estimated at 5% on weekdays and 20% on weekends.
[h] Existing regional retail space provided in the GLA metric.

TABLE 1C
MODIFIED PROJECT TRIP GENERATION - WEEKDAY/SATURDAY OFF-PEAK (ONE HOUR AFTER EVENT CONDITIONS)
PROPOSED MODIFICATIONS TO THE SOUTH-WEST BLOCK ONLY

Land Use	ITE Land Use	Size	Weekday, 10:00 PM-11:00 PM			Saturday, 10:00 PM-11:00 PM		
			In	Out	Total	In	Out	Total
Trip Generation Rates [a,b]								
Residential	230	per du	56%	44%	0.10	57%	43%	0.12
Hotel	310	per room	51%	49%	0.42	56%	44%	0.67
Office	710	per ksf	17%	83%	0.13	54%	46%	0.09
Retail	826	per ksf	38%	62%	0.38	42%	58%	1.11
Entertainment & Sports Center	[c]	per seat	0%	100%	0.26	0%	100%	0.33
Proposed Project (only South-West Modified)								
North-East (unchanged from TIA)								
Block A (NE-A)								
Residential (including work-live) [d]	230	320 du	18	15	33	23	17	40
TDM Reduction Program - 6% [e]			(1)	(1)	(2)	(1)	(1)	(2)
Retail	826	7.0 ksf	1	2	3	3	5	8
TDM Reduction Program - 3% [e]			0	0	0	0	0	0
Pass-By Reduction - 35% [e]			0	(1)	(1)	(1)	(2)	(3)
Subtotal Block A (NE-A)			18	15	33	24	19	43
TOD Reduction by TAZ - 12% [e]			(2)	(2)	(4)	(3)	(2)	(5)
TAZ Internal Capture - 4% [e]			(1)	0	(1)	(1)	(1)	(2)
Model Adjustment - 5.6% [e]			(1)	(1)	(2)	(1)	(1)	(2)
Net Trips - Block A (NE-A)			14	12	26	19	15	34
Block B (NE-B)								
Residential (including work-live) [d]	230	326 du	19	15	34	23	18	41
TDM Reduction Program - 6% [e]			(1)	(1)	(2)	(1)	(1)	(2)
Retail	826	14.0 ksf	2	3	5	7	9	16
TDM Reduction Program - 3% [e]			0	0	0	0	0	0
Pass-By Reduction - 35% [e]			(1)	(1)	(2)	(2)	(4)	(6)
Subtotal Block B (NE-B)			19	16	35	27	22	49
TOD Reduction by TAZ - 12% [e]			(2)	(2)	(4)	(3)	(3)	(6)
TAZ Internal Capture - 4% [e]			(1)	0	(1)	(1)	(1)	(2)
Model Adjustment - 5.6% [e]			(1)	(1)	(2)	(1)	(1)	(2)
Net Trips - Block B (NE-B)			15	13	28	22	17	39
North-West (unchanged from TIA)								
Block A (NW-A)								
Hotel	310	272 rooms	58	56	114	102	80	182
TDM Reduction Program - 3% [e]			(2)	(1)	(3)	(3)	(2)	(5)
Office	710	114.0 ksf	3	12	15	5	5	10
TDM Reduction Program - 11% [e]			0	(2)	(2)	(1)	0	(1)
Retail	826	62.0 ksf	9	14	23	29	40	69
TDM Reduction Program - 3% [e]			0	(1)	(1)	(1)	(1)	(2)
Pass-By Reduction - 35% [e]			(3)	(5)	(8)	(10)	(13)	(23)
Subtotal Block A (NW-A)			65	73	138	121	109	230
TOD Reduction by TAZ - 12% [e]			(8)	(9)	(17)	(15)	(13)	(28)
TAZ Internal Capture - 4% [e]			(2)	(3)	(5)	(4)	(4)	(8)
Model Adjustment - 5.6% [e]			(3)	(3)	(6)	(6)	(5)	(11)
Net Trips - Block A (NW-A)			52	58	110	96	87	183
Block B (NW-B)								
Residential	230	417 du	24	19	43	30	22	52
TDM Reduction Program - 6% [e]			(1)	(2)	(3)	(2)	(1)	(3)
Retail	826	85.0 ksf	12	20	32	39	55	94
TDM Reduction Program - 3% [e]			0	(1)	(1)	(1)	(2)	(3)
Pass-By Reduction - 35% [e]			(4)	(7)	(11)	(13)	(19)	(32)
Subtotal Block B (NW-B)			31	29	60	53	55	108
TOD Reduction by TAZ - 12% [e]			(4)	(3)	(7)	(6)	(7)	(13)
TAZ Internal Capture - 4% [e]			(1)	(1)	(2)	(2)	(2)	(4)
Model Adjustment - 5.6% [e]			(1)	(2)	(3)	(3)	(2)	(5)
Net Trips - Block B (NW-B)			25	23	48	42	44	86
South-West (Modified from TIA)								
Office	710	145.5 ksf	3	17	20	7	6	13
TDM Reduction Program - 11% [e]			0	(2)	(2)	(1)	0	(1)
Retail	826	59.0 ksf	8	14	22	27	38	65
TDM Reduction Program - 35% [e]			0	(1)	(1)	(1)	(1)	(2)
Pass-By Reduction - 35% [e]			(3)	(4)	(7)	(9)	(13)	(22)
Subotal - Office/Retail			8	24	32	23	30	53
TOD Reduction by TAZ - 12% [e]			(1)	(3)	(4)	(3)	(3)	(6)
TAZ Internal Capture - 4% [e]			0	(1)	(1)	(1)	(1)	(2)
Model Adjustment - 5.6% [e]			0	(2)	(2)	(1)	(2)	(3)
Entertainment & Sports Center [f]		10,000 seats	0	2,609	2,609	0	3,261	3,261
Net Trips - South-West			7	2,627	2,634	18	3,285	3,303
South-East (unchanged from TIA)								
Residential	230	369 du	21	17	38	26	20	46
TDM Reduction Program - 6% [e]			(1)	(1)	(2)	(2)	(1)	(3)
Retail	826	53.0 ksf	8	12	20	25	34	59
TDM Reduction Program - 3% [e]			0	(1)	(1)	(1)	(1)	(2)
Pass-By Reduction - 35% [e]			(3)	(4)	(7)	(8)	(12)	(20)
Hotel	310	300 rooms	64	62	126	113	88	201
TDM Reduction Program - 3% [e]			(2)	(2)	(4)	(3)	(3)	(6)
Office	710	472.0 ksf	11	52	63	22	19	41
TDM Reduction Program - 11% [e]			(1)	(6)	(7)	(2)	(3)	(5)
Subotal - South-East			97	129	226	170	141	311
TOD Reduction by TAZ - 12% [e]			(12)	(15)	(27)	(20)	(17)	(37)
TAZ Internal Capture - 4% [e]			(3)	(5)	(8)	(6)	(5)	(11)
Model Adjustment - 5.6% [e]			(5)	(6)	(11)	(8)	(7)	(15)
Net Trips - South-East			77	103	180	136	112	248
Existing to be Removed								
Regional Retail [g]	820	546.8 ksf	193	314	507	255	351	606
TDM Reduction Program - 3% [e]			(6)	(9)	(15)	(8)	(10)	(18)
Pass-By Reduction - 35% [e]			(65)	(107)	(172)	(86)	(120)	(206)
Net Trips - Existing to be Removed			122	198	320	161	221	382
Modified Project without ESC (non-event day)	Total		190	227	417	333	299	632
	Net New Trips		68	29	97	172	78	250
Modified Project with ESC (event day)	Total		190	2,836	3,026	333	3,560	3,893
	Net New Trips		68	2,638	2,706	172	3,339	3,511

Notes:

ksf: 1,000 square feet; du: dwelling units

The weekday and Saturday periods represent the one hour after the event, assuming the event ends at aproximately 10:00 PM.

[a] Based on peak hour Trip Generation, 9th Edition rates and adjusted to reflect late night conditions.

[b] Trip rate adjustments based on the following: Hotel/Residential/Retail - empirical data and Office - ULI hourly patterns.

[c] Entertainment & Sports Center rates based on an assumed 2.3 AVR per LADOT and assumes an hourly pattern with 60% weekday and 75% weekend departure pattern in the one hour prior after the event.

[d] The 320 residential units in NE-A include work-live units which contain approximately 34,000 gross square feet of non-residential area; the 326 residential units in NE-B include work-live units which contain approximately 30,000 gross square feet of non-residential area in NE-B. Some of the gross non-residential area will function as workspace which the Warner Center Plan defines as "...space regularly used as workspace by one or more persons residing in such unit." Within the context of the Warner Center Plan, the workspace is ancillary to the work-live unit and not anticipated to function as a trip generator.

[e] Trip reductions and adjustments per WC 2035.

[f] Approximately 2,508 sf of cultural space located within and anticipated to function ancillary to the ESC; for the purposes of this analysis, the cultural space is captured in the Modified Project trip generation estimate.

[g] Existing regional retail space provided in the GLA metric.

**TABLE 2A
NET NEW TRIP GENERATION COMPARISON SUMMARY
SEIR PROPOSED PROJECT VS MODIFIED PROJECT**

	Weekday												
	Daily	AM Peak Hour, 8:00-9:00 AM			PM Peak Hour, 5:00-6:00 PM			Weekday, 6:00 PM - 7:00 PM			Weekday, 10:00 PM-11:00 PM		
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
SEIR Proposed Project, Non-event day [a]	5,491	657	463	1,120	97	299	396	(6)	57	51	64	17	81
Modified Project, Non-event day [b] <i>Change from SEIR</i>	7,096 1,605	761 104	478 15	1,239 119	129 32	402 103	531 135	21 27	131 74	152 101	68 4	29 12	97 16
SEIR Proposed Project, Sold out event [a]	17,882	952	478	1,430	1,274	361	1,635	3,820	258	4,078	64	3,930	3,994
Modified Project, Sold-out event [b] <i>Change from SEIR</i>	15,357 (2,525)	957 5	488 10	1,445 15	914 (360)	444 83	1,358 (277)	2,572 (1,248)	265 7	2,837 (1,241)	68 4	2,638 (1,292)	2,706 (1,288)

	Daily	Saturday								
		Midday Peak Hour, 12:00-1:00 PM			Saturday, 1:00 PM - 2:00 PM			Saturday, 10:00 PM-11:00 PM		
		In	Out	Total	In	Out	Total	In	Out	Total
SEIR Proposed Project, Non-event day	485	43	(45)	(2)	(20)	(93)	(113)	162	62	224
Modified Project, Non-event day [b] <i>Change from SEIR</i>	1,569 1,084	106 63	11 56	117 119	45 65	(37) 56	8 121	172 10	78 16	250 26
SEIR Proposed Project, Sold out event [a]	10,919	1,034	7	1,041	3,201	77	3,278	162	4,953	5,115
Modified Project, Sold-out event [b] <i>Change from SEIR</i>	8,526 (2,393)	768 (266)	45 38	813 (228)	2,193 (1,008)	76 (1)	2,269 (1,009)	172 10	3,339 (1,614)	3,511 (1,604)

Notes:

[a] Net new trips as identified in the Promenade 2035 SEIR for the Proposed Project (15,000 seat ESC).

[b] Net new trips of Modified Project (10,000 seat ESC), as detailed in Tables 1A-1C.

TABLE 2B
NET NEW TRIP GENERATION COMPARISON SUMMARY
SEIR PROPOSED PROJECT ALTERNATIVE 5 OPTION 1 VS MODIFIED PROJECT

	Weekday												
	Daily	AM Peak Hour, 8:00-9:00 AM			PM Peak Hour, 5:00-6:00 PM			Weekday, 6:00 PM - 7:00 PM			Weekday, 10:00 PM-11:00 PM		
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
SEIR Alternative 5 Option 1, Non-event day [a]	5,491	657	463	1,120	97	299	396	(6)	57	51	64	17	81
Modified Project, Non-event day [b] Change from SEIR Alternative 5 Option 1	7,096 1,605	761 104	478 15	1,239 119	129 32	402 103	531 135	21 27	131 74	152 101	68 4	29 12	97 16
SEIR Alternative 5 Option 1, Sold out event [a]	13,752	853	473	1,326	882	341	1,223	2,545	191	2,736	64	2,626	2,690
Modified Project, Sold-out event [b] Change from SEIR Alternative 5 Option 1	15,357 1,605	957 104	488 15	1,445 119	914 32	444 103	1,358 135	2,572 27	265 74	2,837 101	68 4	2,638 12	2,706 16

	Saturday									
	Daily	Midday Peak Hour, 12:00-1:00 PM			Saturday, 1:00 PM - 2:00 PM			Saturday, 10:00 PM-11:00 PM		
		In	Out	Total	In	Out	Total	In	Out	Total
SEIR Alternative 5 Option 1, Non-event day [a]	485	43	(45)	(2)	(20)	(93)	(113)	162	62	224
Modified Project, Non-event day [b] Change from SEIR Alternative 5 Option 1	1,569 1,084	106 63	11 56	117 119	45 65	(37) 56	8 121	172 10	78 16	250 26
SEIR Alternative 5 Option 1, Sold out event [a]	7,442	705	(11)	694	2,128	20	2,148	162	3,323	3,485
Modified Project, Sold-out event [b] Change from SEIR Alternative 5 Option 1	8,526 1,084	768 63	45 56	813 119	2,193 65	76 56	2,269 121	172 10	3,339 16	3,511 26

Notes:

[a] Net new trips as identified in the Promenade 2035 SEIR for Project Alternative 5 Option 1 (10,000 seat ESC).

[b] Net new trips of Modified Project (10,000 seat ESC), as detailed in Tables 1A-1C.

TABLE 2C
NET NEW TRIP GENERATION COMPARISON SUMMARY
SEIR PROPOSED PROJECT ALTERNATIVE 5 OPTION 2 VS MODIFIED PROJECT

	Weekday												
	Daily	AM Peak Hour, 8:00-9:00 AM			PM Peak Hour, 5:00-6:00 PM			Weekday, 6:00 PM - 7:00 PM			Weekday, 10:00 PM-11:00 PM		
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
SEIR Alternative 5 Option 2, Non-event day [a]	5,491	657	463	1,120	97	299	396	(6)	57	51	64	17	81
Modified Project, Non-event day [b] Change from SEIR Alternative 5 Option 2	7,096 1,605	761 104	478 15	1,239 119	129 32	402 103	531 135	21 27	131 74	152 101	68 4	29 12	97 16
SEIR Alternative 5 Option 2, Sold out event [a]	11,687	804	471	1,275	686	329	1,015	1,907	158	2,065	64	1,974	2,038
Modified Project, Sold-out event [b] Change from SEIR Alternative 5 Option 2	15,357 3,670	957 153	488 17	1,445 170	914 228	444 115	1,358 343	2,572 665	265 107	2,837 772	68 4	2,638 664	2,706 668

	Saturday									
	Daily	Midday Peak Hour, 12:00-1:00 PM			Saturday, 1:00 PM - 2:00 PM			Saturday, 10:00 PM-11:00 PM		
		In	Out	Total	In	Out	Total	In	Out	Total
SEIR Alternative 5 Option 2, Non-event day [a]	485	43	(45)	(2)	(20)	(93)	(113)	162	62	224
Modified Project, Non-event day [b] Change from SEIR Alternative 5 Option 2	1,569 1,084	106 63	11 56	117 119	45 65	(37) 56	8 121	172 10	78 16	250 26
SEIR Alternative 5 Option 2, Sold out event [a]	5,703	538	(18)	520	1,591	(8)	1,583	162	2,508	2,670
Modified Project, Sold-out event [b] Change from SEIR Alternative 5 Option 2	8,526 2,823	768 230	45 63	813 293	2,193 602	76 84	2,269 686	172 10	3,339 831	3,511 841

Notes:

[a] Net new trips as identified in the Promenade 2035 SEIR for Project Alternative 5 Option 2 (7,500 seat ESC).

[b] Net new trips of Modified Project (10,000 seat ESC), as detailed in Tables 1A-1C.

TABLE 3
COMPARISON OF EMP MEASURES ACROSS PROJECT SCENARIOS

Project Scenario [a]	Intersections with Available WC2035 Plan Mitigation [b]	EMP Measures (<7,500) [c]	EMP Measures (7,500-10,000 or 7,500-9,500) [c,d]	EMP Measures (>10,000 or >9,500-10,000) [c,d]	Number of TCOs [e]	EMP Subject to Operational Refinement? [f]
Modified Project (10,000 seats)	36	A	A, B, C, D	A, B, C, D, E, F	14	YES
SEIR Project (15,000 seats)	36	A	A, B, C, D	A, B, C, D, E, F	14	YES
SEIR Alternative 5, Option 1 (10,000 seats)	36	A	A, B, C, D	N/A	N/A	YES
SEIR Alternative 5, Option 2 (7,500 seats)	36	A	N/A	N/A	N/A	YES

Notes:

[a] Project scenarios as described in this technical memorandum and referenced in the TIA/SEIR.

[b] The Project's Warner Center Mobility Fee will be allocated towards implementation of the WC2035 Mitigation Program at identified intersections.

[c] EMP operational tiers as identified in the TIA include: <7,500 attendees, 7,500-10,000 attendees, & >10,000 attendees. Applicable to the SEIR Project and Alternative 5.

[d] EMP operational tiers as identified for the Modified Project include: <7,500 attendees, 7,500-9,500 attendees, & >9,500-10,000 attendees.

[e] The number of Traffic Control Officers (EMP Measures E) estimated for the respective Project scenario.

[f] The EMP is intended to be an evolving document subject to modification over time in coordination with LADOT/Caltrans, in order to respond to changes which may alter the travel to and attendance of events at the ESC.

EMP Measures Key:

A - On-site Measures: Physical Design, Parking Operations, Guest Communications

B - Off-site Measures: Traffic Management

C - Off-site Measures: Coordinated Traffic Control

D - Off-site Measures: Off-site Parking

E - Off-site Measures: Traffic Control Officers (TCO)

F - Off-site Measures: Transit Services Coordination

TABLE 4
WC2035/LAMC MINIMUM OFF-STREET PARKING REQUIREMENTS
SEIR PROPOSED PROJECT VS MODIFIED PROJECT

Parking Requirement				WC2035 Plan/LAMC Minimum Off-street Parking					
				SEIR Proposed Project		Modified Project			
				Unit	Required Parking	Unit	Required Parking		
Proposed On-site Parking									
Residential	1.0	per dwelling unit	1,432	du	1,432	1,432	du	1,432	
Hotel 1			272	rooms		272	rooms		
	Rooms 1-30	1.00 per room	30	rm	30	30	rm	30	
	Rooms 31-60	0.50 per room	30	rm	15	30	rm	15	
	Room 61+	0.33 per room	212	rm	71	212	rm	71	
Hotel 2			300	rooms		300	rooms		
	Rooms 1-30	1.00 per room	30	rm	30	30	rm	30	
	Rooms 31-60	0.50 per room	30	rm	15	30	rm	15	
	Room 61+	0.33 per room	240	rm	80	240	rm	80	
Hotel 1 + Hotel 2 Total					241			241	
Retail	2.0	per 1,000 sf	244,000	sf	488	280,000	sf	560	
Office	1.0	per 1,000 sf	629,000	sf	629	731,500	sf	732	
Subtotal Minimum Off-street Parking without Entertainment/Sports Center					2,790			2,965	
Entertainment/Sports Center				15,000	seats	3,000	10,000	seats	2,000
Total Minimum Off-street Parking (per WC2035 Plan/LAMC and before shared parking)					5,790			4,965	
Total Proposed On-site Parking Supply					[c]	5,610		5,655	
less Minimum Off-street Parking without Entertainment/Sports Center						2,790		2,965	
On-site Parking remaining for Entertainment/Sports Center use					[d]	2,820		2,690	
Minimum Off-street Parking for Entertainment/Sports Center						3,000		2,000	
Surplus/(Deficit) to Satisfy the Entertainment/Sports Center Minimum Off-street Parking [e]						(180)		690	
Does the parking supply meet minimum off-street parking requirements?						NO		YES	

Notes:

[a] Parking rates per the Warner Center 2035 Plan and Los Angeles Municipal Code.

[b] Parking rates represent the minimum requirements of the WC 2035 Plan.

[c] Parking supply as indicated in EIR or Modified Project description.

[d] The on-site parking supply meets the combined off-street requirements of the residential/hotel/retail/office uses; the remaining on-site parking will be used towards meeting the Entertainment/Sports Center requirement.

[e] The WC2035 Plan identifies a range of permitted off-street parking. The parking requirements and surplus shown here are based on the minimum Plan requirements. Therefore, the parking provided above the minimum is not in excess of the maximum range of parking permitted by the Plan.

TABLE 5
PARKING OPERATION - MODIFIED PROJECT, SOLD OUT CONDITIONS

	Peak Month (December)		Off-Peak Month (January-November)	
	Weekday	Weekend	Weekday	Weekend
Parking Supply				
Proposed On-site Parking	5,655		5,655	
less Hotel & Residential LAMC requirement [a]	(1,673)		(1,673)	
On-site parking available to Office/Retail & Entertainment/Sports Center [b]	3,982		3,982	
less peak Office/Retail demand [c]	(903)	(850)	(792)	(655)
On-site Parking Available to Entertainment/Sports Center [d]	3,079	3,132	3,190	3,327
less peak Entertainment/Sports Center demand [e,f,g]	(3,238)	(3,492)	(2,984)	(3,213)
Off-site Spaces Required to Satisfy Overall Peak Demand	(159)	(360)	N/A	N/A
Is off-site parking needed to meet parking demand?				
WITHOUT Entertainment/Sports Center Event	NO	NO	NO	NO
WITH Entertainment/Sports Center Event	YES	YES	NO	NO

Notes:

The ESC parking demand in this table represents both the peak month parking demand (December) and highest off-peak month (January-November) parking demand, which are projected to occur on weekday and weekend evenings.

[a] Parking requirement per the WC2035 Plan & Los Angeles Municipal Code and not assumed to be a part of the shared parking supply.

[b] Remaining on-site parking supply available for the office/retail uses & Entertainment/Sports center.

[c] Projected office/retail demand during the overall peak hour in the evening.

[d] Remaining on-site parking supply for the Entertainment/Sports center.

[e] Peak parking demand of the Entertainment/Sports Center is assumed as a sold out concert. The parking demand is projected to be less if assumed as a sold out sporting event.

[f] The WC2035 Plan requirement for an auditorium with fixed seats is one space per five seats, or 2,000 spaces for the 10,000 seat Entertainment/Sports Center. Sold-out event parking demand during the peak hour of both the peak and off-peak months.

[g] Entertainment/Sports Center parking demand is reduced from SEIR Alternative 5, Option 1 (10,000 seats) due to the increased internal capture from the office/retail uses.

Attachment A

***Modified Project with Affordable Housing
Trip Generation Estimate***

TABLE A
MODIFIED PROJECT TRIP GENERATION - WEEKDAY/SATURDAY PEAK HOUR (TWO/THREE HOURS PRIOR TO EVENT CONDITIONS)
WITH AFFORDABLE 5% HOUSING ON NORTHEAST & NORTHWEST BLOCKS

Land Use	ITE Land Use	Size	Weekday									Saturday			
			Daily	A.M. Peak Hour			P.M. Peak Hour			Daily	Midday Peak Hour				
				In	Out	Total	In	Out	Total		In	Out	Total		
Trip Generation Rates [a]															
Residential	230	per du	5.81	17%	83%	0.44	67%	33%	0.52	6.39	57%	43%	0.52		
Affordable Multifamily in Transit Priority Area	LADOT	per du	4.16	37%	63%	0.49	56%	44%	0.35	4.58	57%	43%	0.35		
Hotel	310	per room	8.17	59%	41%	0.53	51%	49%	0.60	8.19	56%	44%	0.72		
Office	710	per ksf	11.03	88%	12%	1.56	17%	83%	1.49	2.46	54%	46%	0.43		
Retail	826	per ksf	44.32	62%	38%	0.39	48%	52%	1.51	49.97	52%	48%	4.82		
Regional Retail	820	per ksf	42.70	62%	38%	0.96	48%	52%	3.71	49.97	52%	48%	4.82		
Entertainment & Sports Center	[b]	per seat	0.87	95%	5%	0.02	95%	5%	0.09	0.87	95%	5%	0.09		
Proposed Project															
North-East															
Block A (NE-A)															
Residential (including work-live) [c]	230	304 du	1,766	23	111	134	106	52	158	1,943	90	68	158		
TDM Reduction Program - 6% [d]			(106)	(1)	(7)	(8)	(6)	(3)	(9)	(117)	(5)	(4)	(9)		
Affordable Multifamily in TPA [e]	LADOT	16 du	67	3	5	8	3	3	6	73	3	3	6		
TDM Reduction Program - 6% [d]			(4)	0	0	0	0	0	0	(4)	0	0	0		
Retail	826	7.0 ksf	310	2	1	3	5	6	11	350	18	16	34		
TDM Reduction Program - 3% [d]			(9)	0	0	0	0	0	0	(11)	(1)	0	(1)		
Pass-By Reduction - 35% [e]			(105)	(1)	0	(1)	(2)	(2)	(4)	(119)	(6)	(6)	(12)		
Subtotal Block A (NE-A)			1,919	26	110	136	106	56	162	2,115	99	77	176		
TOD Reduction by TAZ - 12% [f]			(230)	(3)	(13)	(16)	(13)	(6)	(19)	(254)	(12)	(9)	(21)		
TAZ Internal Capture - 4% [g]			(68)	(1)	(4)	(5)	(4)	(2)	(6)	(74)	(3)	(3)	(6)		
Model Adjustment - 5.6% [h]			(91)	(1)	(5)	(6)	(5)	(3)	(8)	(100)	(5)	(3)	(8)		
Net Trips - Block A (NE-A)			1,530	21	88	109	84	45	129	1,687	79	62	141		
Block B (NE-B)															
Residential (including work-live) [c]	230	310 du	1,799	23	113	136	108	53	161	1,979	92	69	161		
TDM Reduction Program - 6% [d]			(108)	(1)	(7)	(8)	(6)	(4)	(10)	(119)	(6)	(4)	(10)		
Affordable Multifamily in TPA [e]	LADOT	16 du	68	3	5	8	3	3	6	75	3	3	6		
TDM Reduction Program - 6% [d]			(4)	0	0	0	0	0	0	(5)	0	0	0		
Retail	826	14.0 ksf	620	3	2	5	10	11	21	700	35	32	67		
TDM Reduction Program - 3% [d]			(19)	0	0	0	0	(1)	(1)	(21)	(1)	(1)	(2)		
Pass-By Reduction - 35% [e]			(210)	(1)	(1)	(2)	(4)	(3)	(7)	(238)	(12)	(11)	(23)		
Subtotal Block B (NE-B)			2,146	27	112	139	111	59	170	2,371	111	88	199		
TOD Reduction by TAZ - 12% [f]			(258)	(3)	(14)	(17)	(13)	(7)	(20)	(285)	(13)	(11)	(24)		
TAZ Internal Capture - 4% [g]			(76)	(1)	(4)	(5)	(4)	(2)	(6)	(83)	(4)	(3)	(7)		
Model Adjustment - 5.6% [h]			(101)	(1)	(6)	(7)	(5)	(3)	(8)	(112)	(5)	(4)	(9)		
Net Trips - Block B (NE-B)			1,711	22	88	110	89	47	136	1,891	89	70	159		
North-West															
Block A (NW-A)															
Hotel	310	272 rooms	2,222	85	59	144	83	80	163	2,228	110	86	196		
TDM Reduction Program - 3% [d]			(67)	(3)	(1)	(4)	(2)	(3)	(5)	(67)	(3)	(3)	(6)		
Office	710	114.0 ksf	1,257	157	21	178	29	141	170	280	26	23	49		
TDM Reduction Program - 11% [d]			(138)	(17)	(3)	(20)	(3)	(16)	(19)	(31)	(3)	(2)	(5)		
Retail	826	62.0 ksf	2,748	15	9	24	45	49	94	3,098	155	144	299		
TDM Reduction Program - 3% [d]			(82)	0	(1)	(1)	(1)	(2)	(3)	(93)	(5)	(4)	(9)		
Pass-By Reduction - 35% [e]			(933)	(5)	(3)	(8)	(15)	(17)	(32)	(1,052)	(53)	(49)	(102)		
Subtotal Block A (NW-A)			5,007	232	81	313	136	232	368	4,363	227	195	422		
TOD Reduction by TAZ - 12% [f]			(601)	(28)	(10)	(38)	(16)	(28)	(44)	(524)	(27)	(24)	(51)		
TAZ Internal Capture - 4% [g]			(176)	(8)	(3)	(11)	(5)	(8)	(13)	(154)	(8)	(7)	(15)		
Model Adjustment - 5.6% [h]			(237)	(11)	(4)	(15)	(6)	(11)	(17)	(206)	(11)	(9)	(20)		
Net Trips - Block A (NW-A)			3,993	185	64	249	109	185	294	3,479	181	155	336		
Block B (NW-B)															
Residential	230	396 du	2,302	30	144	174	138	68	206	2,531	117	89	206		
TDM Reduction Program - 6% [d]			(138)	(2)	(8)	(10)	(8)	(4)	(12)	(152)	(7)	(5)	(12)		
Affordable Multifamily in TPA [e]	LADOT	21 du	87	4	6	10	4	3	7	95	4	3	7		
TDM Reduction Program - 6% [d]			(5)	0	(1)	(1)	0	0	0	(6)	0	0	0		
Retail	826	85.0 ksf	3,767	20	13	33	61	67	128	4,247	213	197	410		
TDM Reduction Program - 3% [d]			(113)	(1)	0	(1)	(2)	(2)	(4)	(127)	(6)	(6)	(12)		
Pass-By Reduction - 35% [e]			(1,279)	(7)	(4)	(11)	(21)	(22)	(43)	(1,442)	(72)	(67)	(139)		
Subtotal Block B (NW-B)			4,621	44	150	194	172	110	282	5,146	249	211	460		
TOD Reduction by TAZ - 12% [f]			(555)	(5)	(18)	(23)	(21)	(13)	(34)	(618)	(30)	(25)	(55)		
TAZ Internal Capture - 4% [g]			(163)	(2)	(6)	(7)	(6)	(4)	(10)	(181)	(9)	(7)	(16)		
Model Adjustment - 5.6% [h]			(219)	(2)	(7)	(9)	(8)	(5)	(13)	(243)	(12)	(10)	(22)		
Net Trips - Block B (NW-B)			3,684	35	120	155	137	88	225	4,104	198	169	367		
South-West (Modified from TIA)															
Office	710	145.5 ksf	1,605	200	27	227	37	180	217	358	34	29	63		
TDM Reduction Program - 11% [d]			(177)	(22)	(3)	(25)	(4)	(20)	(24)	(39)	(4)	(3)	(7)		
Retail	826	59.0 ksf	2,615	14	9	23	43	46	89	2,948	148	136	284		
TDM Reduction Program - 3% [d]			(78)	0	(1)	(1)	(1)	(2)	(3)	(88)	(4)	(3)	(9)		
Pass-By Reduction - 35% [e]			(888)	(5)	(3)	(8)	(15)	(15)	(30)	(1,001)	(50)	(46)	(96)		
Subtotal - Office/Retail			3,077	187	29	216	60	189	249	2,178	124	111	235		
TOD Reduction by TAZ - 12% [f]			(369)	(22)	(4)	(26)	(7)	(23)	(30)	(261)	(15)	(13)	(28)		
TAZ Internal Capture - 4% [g]			(108)	(7)	(1)	(8)	(2)	(7)	(9)	(77)	(4)	(4)	(8)		
Model Adjustment - 5.6% [h]			(146)	(9)	(1)	(10)	(3)	(9)	(12)	(103)	(6)	(5)	(11)		
Entertainment & Sports Center		10,000 seats	8,696	206	11	217	826	44	870	8,696	827	43	870		
Internal Capture [i]			(435)	(10)	(1)	(11)	(41)	(2)	(43)	(1,739)	(165)	(9)	(174)		
Net Trips - South-West			10,715	345	33	378	833	192	1,025	8,694	761	123	884		
South-East															
Residential	230	369 du	2,144	28	134	162	129	63	192	2,358	109	83	192		
TDM Reduction Program - 6% [c]			(129)	(2)	(8)	(10)	(8)	(4)	(12)	(141)	(7)	(5)	(12)		
Retail [e]	826	53.0 ksf	2,349	13	8	21	38	42	80	2,648	133	122	255		
TDM Reduction Program - 3% [c]			(70)	0	(1)	(1)	(1)	(1)	(2)	(79)	(4)	(4)	(8)		
Pass-By Reduction - 35% [d]			(798)	(5)	(2)	(7)	(13)	(14)	(27)	(899)	(45)	(41)	(86)		
Hotel [e]	310	300 rooms	2,451	94	65	159	92	88	180	2,457	121	95	216		
TDM Reduction Program - 3% [c]			(74)	(3)	(2)	(5)	(3)	(2)	(5)	(74)	(4)	(2)	(6)		
Office	710	472.0 ksf	5,206	648	88	736	120	583	703	1,161	110	93	203		
TDM Reduction Program - 11% [c]			(573)	(71)	(10)	(81)	(13)	(64)	(77)	(1,288)	(12)	(10)	(22)		
Subtotal - South-East			10,506	702	272	974	341	691	1,032	7,303	401	331	732		
TOD Reduction by TAZ - 12% [d]			(1,261)	(84)	(33)	(117)	(41)	(83)	(124)	(876)	(48)	(40)	(88)		
TAZ Internal Capture - 4% [d]			(370)	(25)	(9)	(34)	(12)	(24)	(36)	(257)	(14)	(12)	(26)		
Model Adjustment - 5.6% [d]			(497)	(33)	(13)	(46)	(16)	(33)	(49)	(346)	(19)	(16)	(35)		
Net Trips - South-East			8,378	560	217	777	272	551	823	5,824	320	263	539		
Existing to be Removed															
Regional Retail	820	546.8 ksf	23,348	326	199	525	974	1,055	2,029	27,323	1,371	1,265	2,636		
TDM Reduction Program - 3% [c]			(700)	(10)	(6)	(16)	(29)	(32)	(61)	(2,020)	(41)	(38)	(79)		
Pass-By Reduction - 35% [c]			(2,927)	(45)	(29)	(32)	(121)	(129)	(689)	(2,737)	(66)	(60)	(126)		
Net Trips - Existing to be Removed			14,721	205	126	331	614	665	1,279	17,227	864	798	1,662		
Modified Project without ESC (non-event day)															
Total			21,750	972	600	1,572	739	1,066	1,805	18,722	966	808	1,774		
Net New Trips			7,029	767	474	1,241	125	401	526	1,495	102	10	112		
Modified Project with ESC (event day)															
Total			30,011	1,168	610	1,778	1,524	1,108	2,632	25,679	1,628	842	2,470		
Net New Trips			15,290	963	484	1,447	910	443	1,353	8,452	764	44	808		

Attachment B

Supplemental Intersection Level of Service Analysis

Supplemental Intersection Level of Service Analysis

As described in the body of the technical memorandum, TIA Chapter 4 detail the underlying assumptions for the updated supplemental intersection LOS analyses. Those supplemental LOS analyses have been updated to reflect the Modified Project's trip generation estimates and include the analyses consistent with the findings presented in TIA Chapter 5.

The following conditions were analyzed: Existing with Modified Project and Future with Modified Project. Both the Modified Project without ESC and Modified Project with ESC were tested within each condition. The findings of each analysis are described below and the LOS worksheets are attached.

EXISTING WITH MODIFIED PROJECT CONDITIONS

The WC2035 Travel Demand Forecasting Model was utilized to distribute the Modified Project trips through the street network. Both the Non-ESC and ESC components of the Modified Project were added to the existing traffic volumes to respectively analyze the Existing with Modified Project without ESC and Existing with Modified Project with ESC Conditions; consistent with this analysis methodology, the "with Modified Project" conditions were compared to the Existing Conditions to identify any potential impacts using the LADOT significant impact criteria. Figure B1 illustrates the traffic volumes of the existing Year 2016 with the addition of the Modified Project without ESC and Modified Project with ESC traffic volumes. Table B1 summarizes the results of this Existing with Modified Project Conditions analysis.

Modified Project without ESC

Consistent with the analysis presented in the TIA, the analysis for the Modified Project without ESC indicates that five intersections are projected to operate at LOS E; additionally, a total of eight intersections with significant impacts, prior to mitigation, are projected:

- 4. Canoga Avenue & Vanowen Street
- 5. De Soto Avenue & Vanowen Street
- 9. Owensmouth Avenue & Victory Boulevard
- 10. Canoga Avenue & Victory Boulevard
- 12. De Soto Avenue & Victory Boulevard
- 22. Shoup Avenue & Oxnard Street
- 24. Topanga Canyon Boulevard & Oxnard Street
- 41. Topanga Canyon Boulevard & Ventura Boulevard

Modified Project with ESC

The analysis indicates that the addition of Modified Project with ESC traffic results in six intersections projected to operate at LOS E or F (compared to eight, per the Project analysis in the

TIA). As with the Project analysis in the TIA, under the Modified Project with ESC, a total of 12 intersections are projected to experience significant impacts, prior to mitigation, of which eight overlap with the Non-ESC Use impacts. The additional four intersections with significant impacts prior to mitigation are:

- 27. Canoga Avenue & Oxnard Street
- 33. Topanga Canyon Boulevard & Burbank Boulevard
- 39. Topanga Canyon Boulevard & US 101 Westbound Off-ramp
- 40. Topanga Canyon Boulevard & Clarendon Avenue

Consistent with the analysis in the TIA, the Existing with Modified Project Conditions analyses indicate that eight to 12 intersections are projected to be significantly impacted, prior to mitigation, with the addition of Project traffic (Non-ESC and Modified Project with ESC traffic, respectively) to the existing traffic volumes. Each of the significantly impacted intersections have a planned physical improvement as part of the WC2035 Mitigation Program, which developed and identified physical improvements at intersections identified as significantly impacted with the future development of the WC2035 EIR. All future developments in Warner Center are required to pay the Warner Center Mobility Fee, which will contribute toward the implementation of the WC2035 Mitigation Program. Therefore, the Modified Project will continue to be subject to payment of the Warner Center Mobility Fee, which will update prior estimates based on the final square footage total for the Modified Project.

Therefore, the significantly impacted intersections identified by these Existing with Project analyses are anticipated to be temporary and mitigated with implementation of the WC2035 Mitigation Program. This finding remains consistent with the analyses presented in the TIA and SEIR.

FUTURE WITH MODIFIED PROJECT CONDITIONS

Traffic Volumes

TIA Chapter 4 details the background assumptions and development of traffic volumes utilized for the supplemental LOS analyses. The addition of the Modified Project traffic was added to the Year 2035 condition traffic volumes, as described in TIA Chapter 4, to update the LOS analyses. Again, the Year 2035 conditions include the full development of the WC2035 Plan and all planned intersection improvements, consistent with the assumptions made in the WC2035 EIR. Consistent with the TIA, the LADOT requested time periods for analysis were updated and the findings are described below.

Weekday 5:00 PM-6:00 PM

The weekday 5:00 PM-6:00 PM analysis, representative of typical peak hour operations, is consistent with the afternoon peak hour analysis in the SEIR and also remains consistent with the WC2035 EIR. Relative to the ESC, the weekday 5:00 PM-6:00 PM period is representative of operating conditions two hours prior to a weekday evening event start of 7:00 PM. Figure B2 illustrates the traffic volumes and Table B2-1 summarizes the analysis of this time period.

Modified Project without ESC. The addition of the Modified Project without ESC trips to the future street network is projected to continue to result in five of the 49 analyzed intersections operating at LOS E or F:

-
- 2. Topanga Canyon Boulevard & Vanowen Street (LOS E)
 - 5. De Soto Avenue & Vanowen Street (LOS E)
 - 22. Shoup Avenue & Oxnard Street (LOS F)
 - 37. Shoup Avenue & Ventura Boulevard (LOS E)
 - 40. Topanga Canyon Boulevard & Clarendon Street (LOS E)

The results of this analysis are consistent with the findings of the TIA and SEIR.

Modified Project with ESC. The addition of the Modified Project with ESC trips and the full implementation of the Event Management Plan (EMP) on the future street network is projected to result in five of the 49 analyzed intersections operating at LOS E or F:

- 2. Topanga Canyon Boulevard & Vanowen Street (LOS F)
- 5. De Soto Avenue & Vanowen Street (LOS E)
- 22. Shoup Avenue & Oxnard Street (LOS F)
- 37. Shoup Avenue & Ventura Boulevard (LOS E)
- 40. Topanga Canyon Boulevard & Clarendon Street (LOS E)

The results of this analysis indicate that one less intersection (41. Topanga Canyon Boulevard & Ventura Boulevard) is projected to operate at LOS E or F conditions, when compared to the TIA and SEIR analyses. The findings are, therefore, consistent with the TIA and SEIR.

Comparing the incremental volume-to-capacity ratio increases to the WC2035 EIR No Build Conditions, no significantly impacted intersections are anticipated in the Study Area with full buildout of the WC2035 Plan and implementation of the WC2035 Plan improvements. Similarly, the addition of the Modified Project without ESC trips or the Modified Project with ESC trips (and implementation of the EMP) trips is also not anticipated to result in significantly impacted intersections when all of the WC2035 Plan improvements are implemented. Therefore, this finding of no significant intersection LOS impacts is consistent with the analyses presented in the TIA and SEIR.

Weekday 6:00 PM-7:00 PM

On days with an event at the ESC, the weekday 6:00 PM-7:00 PM analysis represents the estimated traffic operations in the one hour prior to a weekday evening 7:00 PM event start. Figure B3 illustrates the traffic volumes and Table B3-1 summarizes the analysis of this time period.

Modified Project without ESC. The addition of the Modified Project without ESC trips to the future street network is projected to continue to result in all 49 analyzed intersections operating at LOS D or better from 6:00 PM-7:00 PM.

Modified Project with ESC. The addition of the Modified Project with ESC trips and the full implementation of the EMP on the future street network are similarly projected to result in all 49 analyzed intersections operating at LOS D or better.

No significantly impacted intersections are projected during the weekday 6:00 PM-7:00 PM period for both the Modified Project without ESC and Modified Project with ESC along with implementation of the EMP conditions; this finding remains consistent with the analyses presented in the TIA and SEIR.

Weekday 10:00 PM-11:00 PM

On nights with an event at the ESC, the weekday 10:00 PM-11:00 PM analysis captures the late-night conditions approximately one hour after the end of a weekday evening event with the departure of event attendees. Figure B4 illustrates the traffic volumes and Table B4-1 summarizes the analysis of this time period.

Modified Project without ESC. The addition of the Modified Project without ESC trips to the future street network is projected to result in all 49 analyzed intersections operating at LOS D or better.

Modified Project with ESC. The addition of the Modified Project with ESC trips and the full implementation of the EMP on the future street network are similarly projected to result in all 49 analyzed intersections operating at LOS D or better.

No significantly impacted intersections are anticipated during the weekday 10:00 PM-11:00 PM period for both Modified Project without ESC or Modified Project with ESC along with implementation of the EMP conditions. This finding remains consistent with the analyses presented in the TIA and SEIR.

Saturday 12:00 PM-1:00 PM

The Saturday 12:00 PM-1:00 PM analysis represents the typical midday peak conditions anticipated to occur on a Saturday. Relative to days with an event at the ESC, this analysis represents a weekend condition approximately two hours prior to a Saturday daytime event start. Figure B5 illustrates the traffic volumes and Table BA5-1 summarizes the analysis of this time period.

Modified Project without ESC. The addition of the Modified Project without ESC trips to the future street network is projected to result in 48 of 49 analyzed intersections continuing operation at LOS D or better. As with the analysis presented in the TIA, the intersection of Topanga Canyon Boulevard & Clarendon Street is projected to operate at LOS E.

Modified Project with ESC. The addition of the Modified Project with ESC trips and the full implementation of the EMP on the future street network are projected to result in 48 of the 49 analyzed intersections operating at LOS D or better with the intersection of Topanga Canyon Boulevard & Clarendon Street projected to continue operation at LOS E, similar to the Modified Project without ESC condition and consistent with the analysis in the TIA.

Application of the significant impact criteria is not projected to result in any significantly impacted intersections during the Saturday 12:00 PM-1:00 PM period for both the Modified Project without ESC and Modified Project with ESC along with implementation of the EMP conditions. This finding remains consistent with the analyses presented in the TIA and SEIR.

Saturday 1:00 PM-2:00 PM

The Saturday 1:00 PM-2:00 PM analysis represents the typical mid-day conditions anticipated to occur on a Saturday. Relative to days with an event at the ESC, this analysis represents a

weekend condition approximately one hour prior to a Saturday daytime event start. Figure B6 illustrates the traffic volumes and Table B6-1 summarizes the analysis of this time period.

Modified Project without ESC. The addition of the Modified Project without ESC trips to the future street network is projected to result in all 49 analyzed intersections operating at LOS D or better.

Modified Project with ESC. The addition of the Modified Project with ESC trips and the full implementation of the EMP to the future street network are projected to result in all 49 analyzed intersections operating at LOS D or better.

Application of the significant impact criteria is not projected to result in any significantly impacted intersections during the Saturday 1:00 PM-2:00 PM period for both the Modified Project without ESC and Modified Project with ESC along with implementation of the EMP conditions. This finding remains consistent with the analyses presented in the TIA and SEIR.

Saturday 10:00 PM-11:00 PM

On nights with an event at the ESC, the Saturday 10:00 PM-11:00 PM analysis captures the late night conditions approximately one after the end of a Saturday evening event, with the departure of event attendees. Figure B7 illustrates the traffic volumes and Table B7-1 summarizes the analysis of this time period.

Modified Project without ESC. The addition of the Modified Project without ESC trips to the future street network is projected to result in all 49 analyzed intersections operating at LOS D or better.

Modified Project with ESC. The addition of the Modified Project with ESC trips and the full implementation of the EMP to the future street network are projected to result in all 49 analyzed intersections operating at LOS D or better.

Application of the significant impact criteria is not projected to result in any significantly impacted intersections during the Saturday 10:00 PM-11:00 PM period for both the Modified Project without ESC and Modified Project with ESC conditions. This finding remains consistent with the analyses presented in the TIA and SEIR.

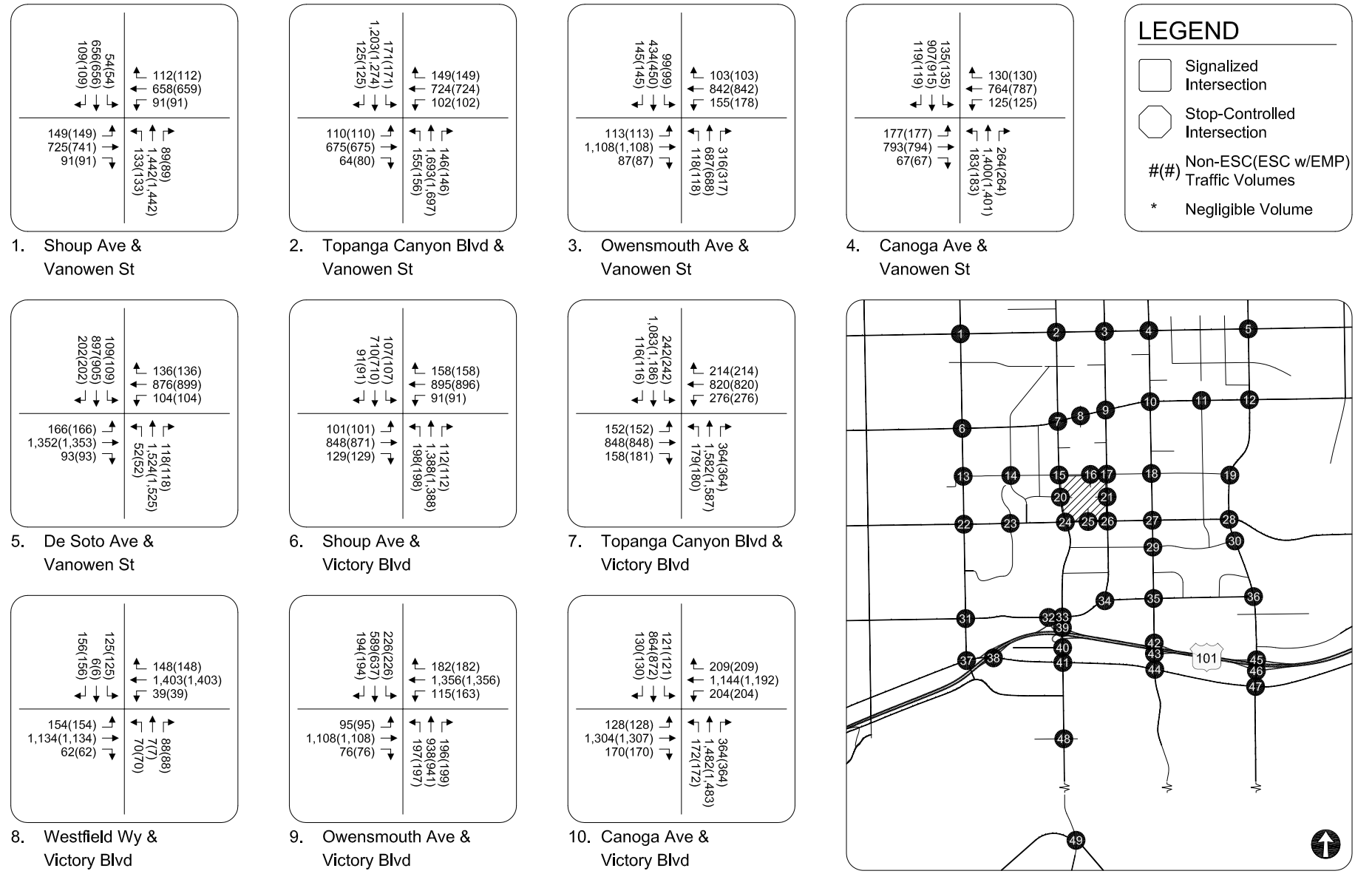
INTERSECTION ANALYSIS COMPARISON

As indicated by these intersection LOS analyses, no study intersections are projected to be significantly impacted during any of the six analyzed time periods with the addition of traffic from either the Modified Project without ESC or the Modified Project with ESC (10,000 seat ESC and increased office/retail area) along with implementation of the EMP.

The TIA also presented Supplemental LOS analyses for the reduced seating concepts which are identified above as Option 1 (10,000 seats) and Option 2 (7,500 seats). For reference purposes in this technical memorandum, a comparison of the Modified Project's significant impacts to those referenced Options and the SEIR is summarized in the following tables:

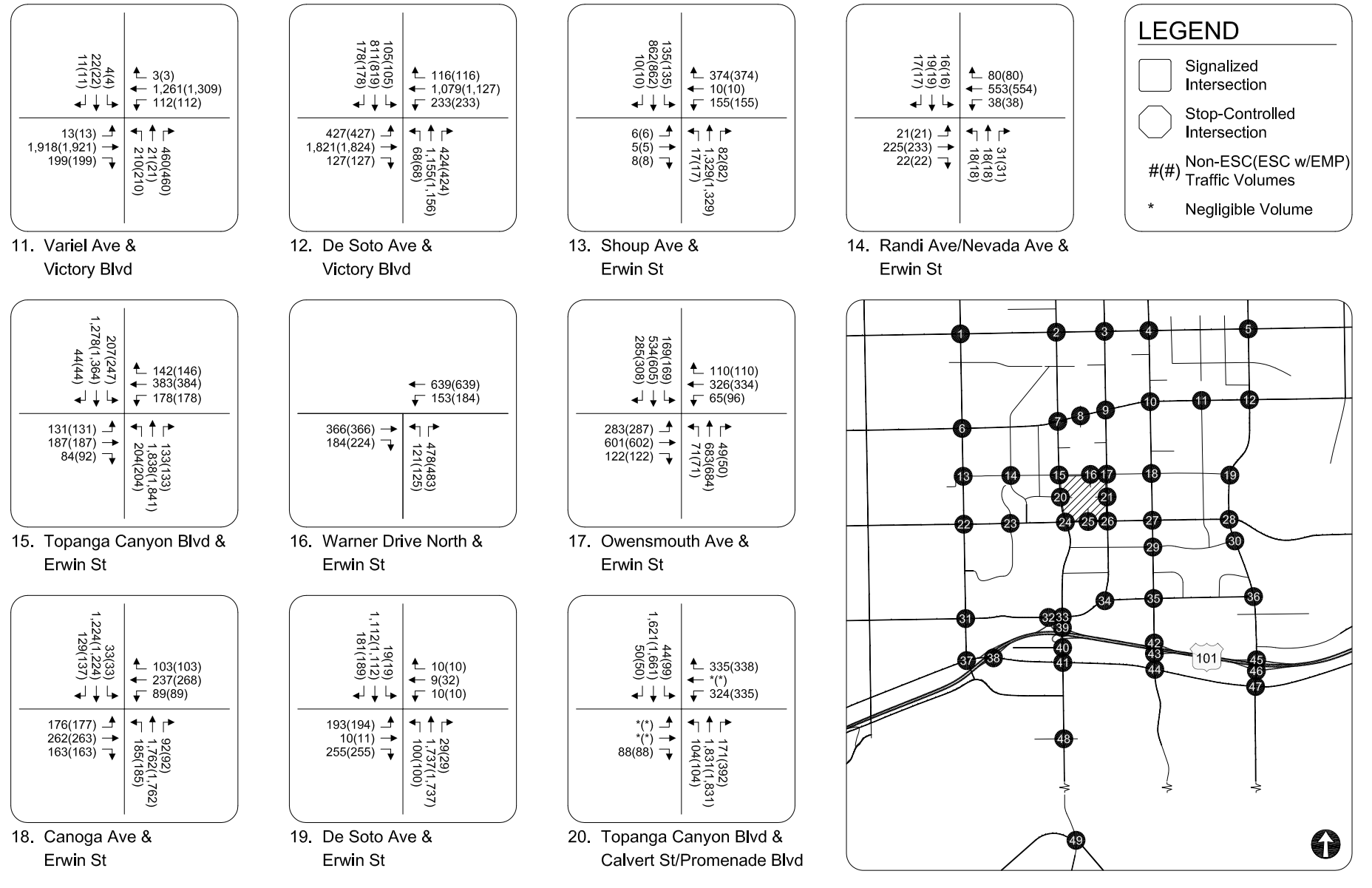
-
- Tables B2-2 and B2-3, respectively, summarize the weekday 5:00 PM-6:00 PM peak hour (two-hours prior to event) LOS comparisons for the Modified Project without ESC and Modified Project with ESC conditions.
 - Tables B3-2 and B3-3, respectively, summarize the weekday 6:00 PM-7:00 PM period (one-hour prior to event) LOS comparisons for the Modified Project without ESC and Modified Project with ESC conditions.
 - Tables B4-2 and B4-3, respectively, summarize the weekday late-night 10:00 PM-11:00 PM period (one-hour after event) LOS comparisons for the Modified Project without ESC and Modified Project with ESC conditions.
 - Tables B5-2 and B5-3, respectively, summarize the Saturday mid-day 12:00 PM-1:00 PM period (two hours prior to event) LOS comparisons for the Modified Project without ESC and Modified Project with ESC conditions.
 - Tables B6-2 and B6-3, respectively, summarize the Saturday afternoon 1:00 PM-2:00 PM period (one hour prior to event) LOS comparisons for the Modified Project without ESC and Modified Project with ESC conditions.
 - Tables B7-2 and B7-3, respectively, summarize the Saturday late-night 10:00 PM-11:00 PM period (one hour after event) LOS comparisons for the Modified Project without ESC and Modified Project with ESC conditions.

As shown in the tables referenced above, no significantly impacted intersections are projected during any of the analyzed time periods of either Modified Project condition nor are any additional locations identified as significantly impacted when compared to the findings of the SEIR and Options 1 & 2. Therefore, the Modified Project remains consistent with the findings of the TIA and SEIR.



EXISTING WITH MODIFIED PROJECT CONDITIONS (YEAR 2016)
WEEKDAY (5-6 PM) PEAK HOUR TRAFFIC VOLUMES

FIGURE
B1

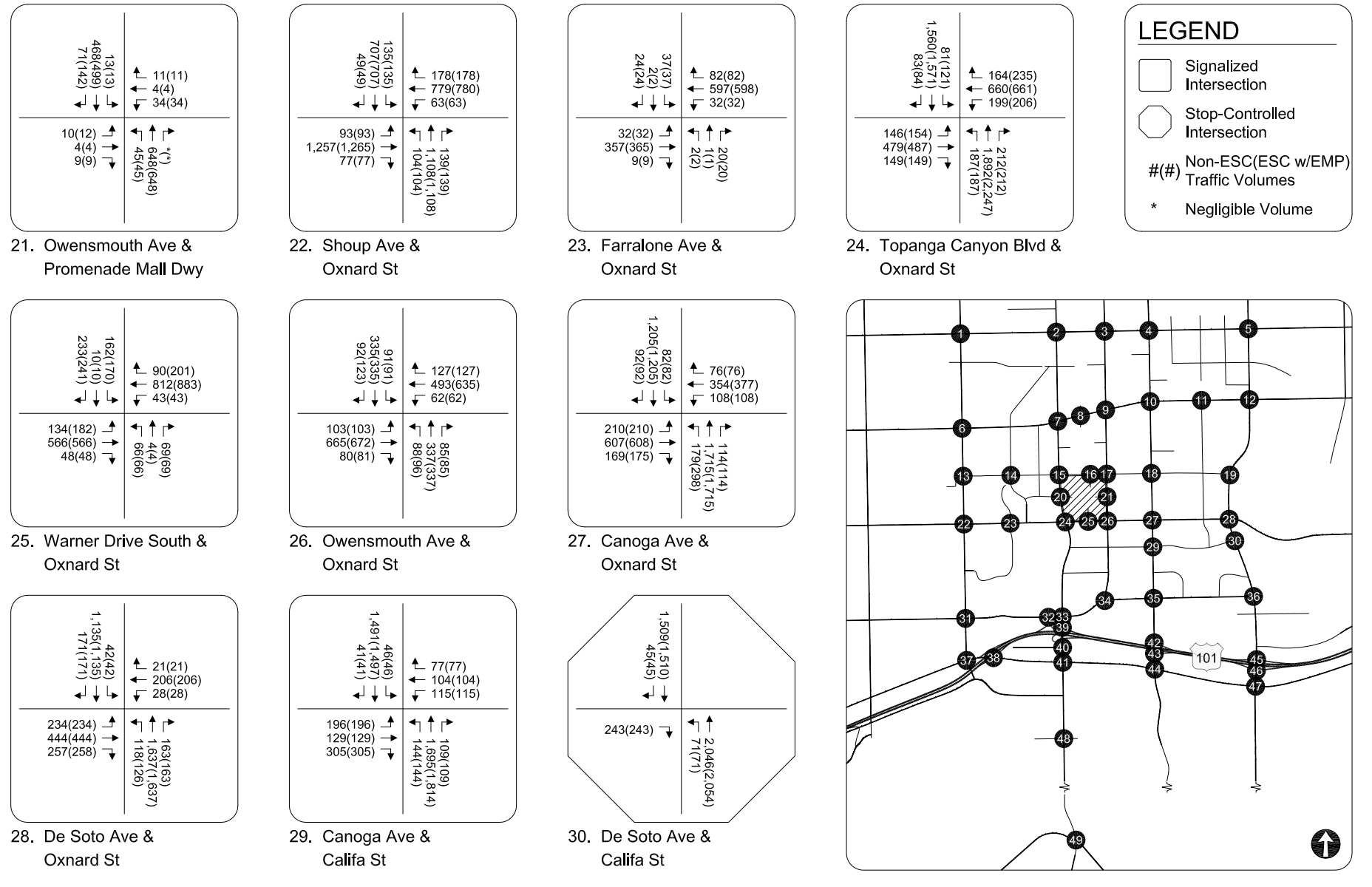


LEGEND

- Signalized Intersection
- Stop-Controlled Intersection
- #(#)** Non-ESC(ESC w/EMP) Traffic Volumes
- *** Negligible Volume

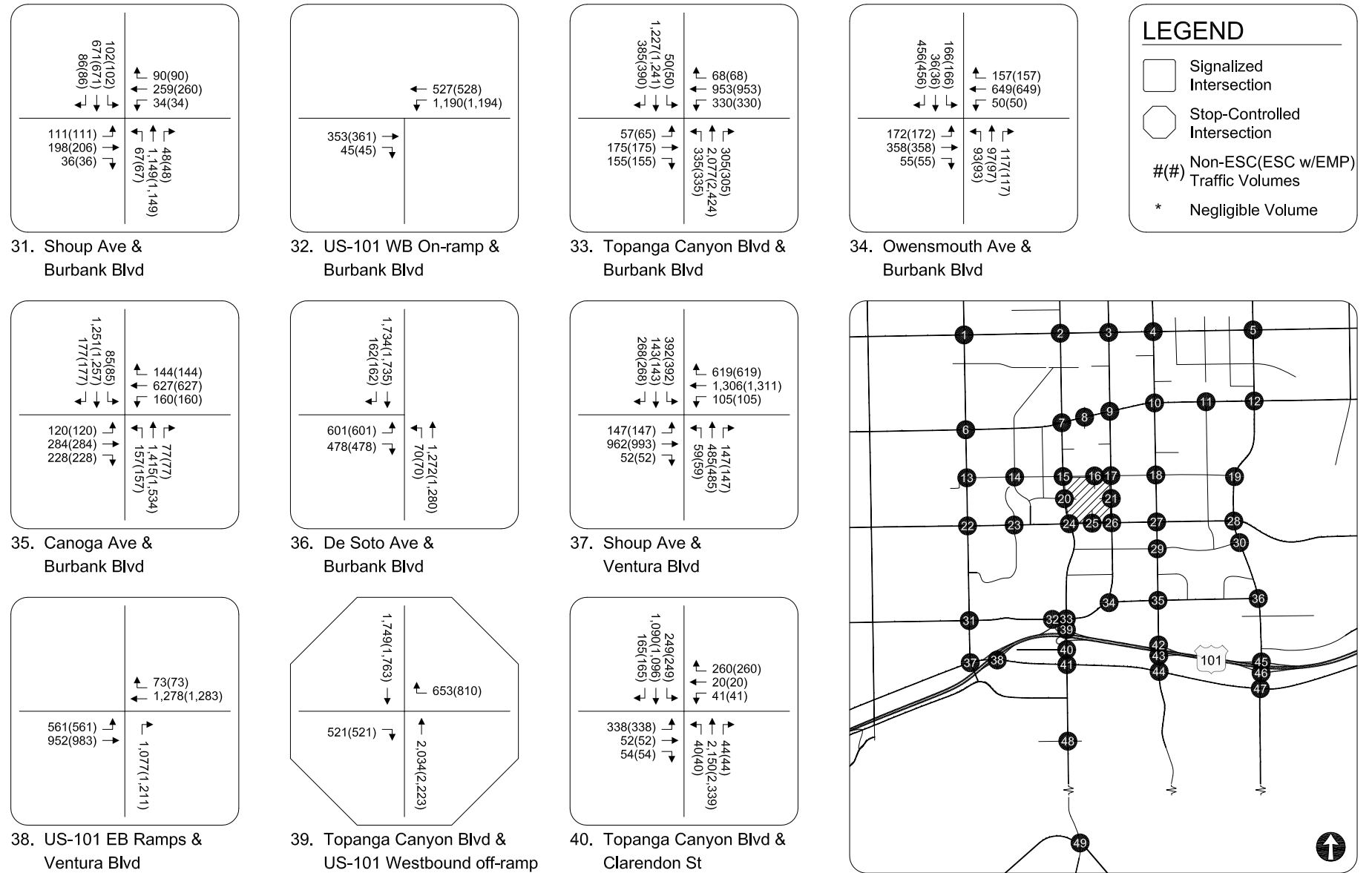
EXISTING WITH MODIFIED PROJECT CONDITIONS (YEAR 2016)
WEEKDAY (5-6 PM) PEAK HOUR TRAFFIC VOLUMES

FIGURE
B1 (CONT.)



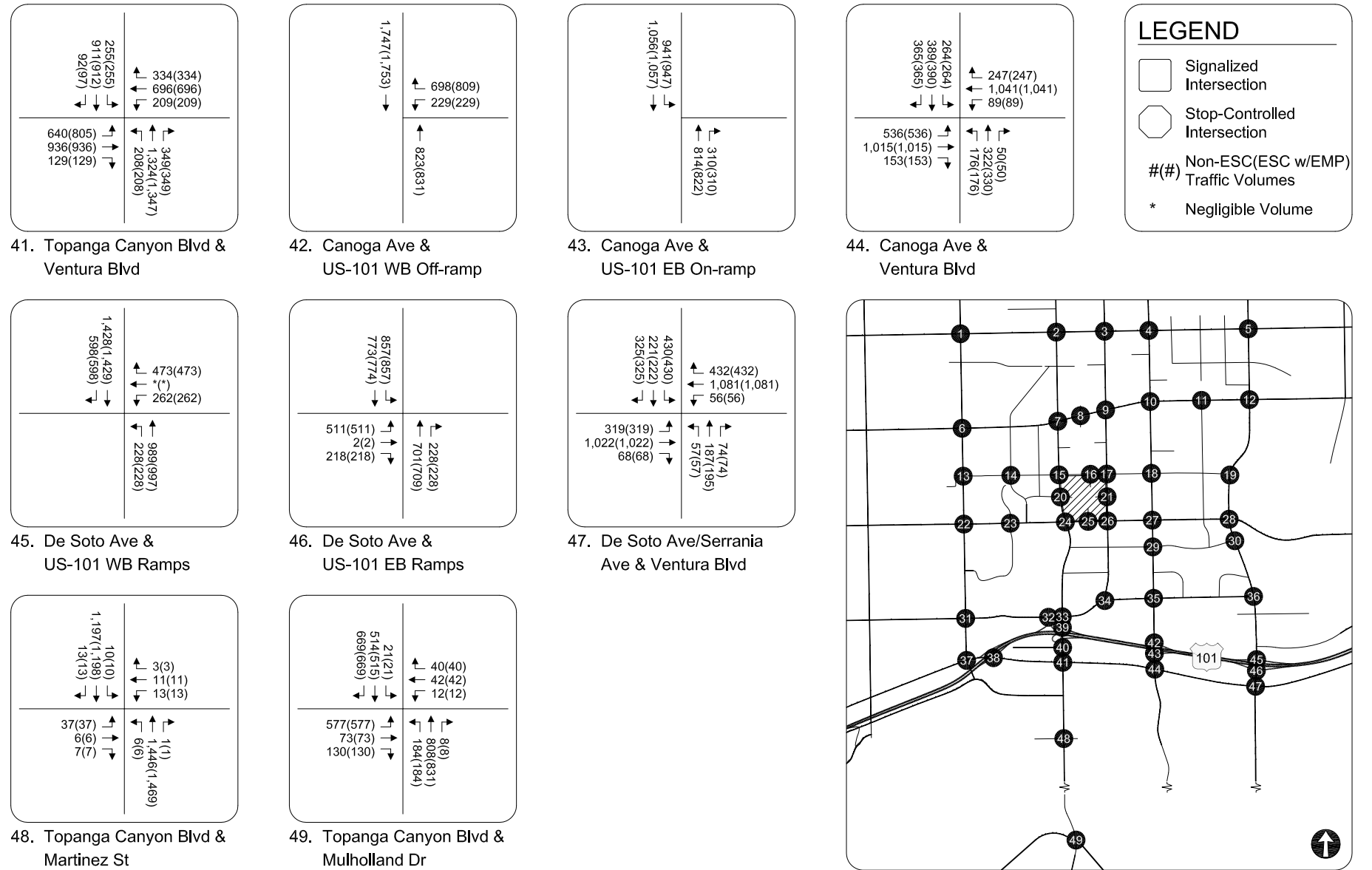
EXISTING WITH MODIFIED PROJECT CONDITIONS (YEAR 2016)
WEEKDAY (5-6 PM) PEAK HOUR TRAFFIC VOLUMES

FIGURE
B1 (CONT.)



EXISTING WITH MODIFIED PROJECT CONDITIONS (YEAR 2016)
WEEKDAY (5-6 PM) PEAK HOUR TRAFFIC VOLUMES

FIGURE
B1 (CONT.)



<p>10(10) 1,197(1,198) 13(13)</p>	<p>3(3) 11(11) 13(13)</p>
<p>37(37) 6(6) 7(7)</p>	<p>1(1) 1,446(1,469) 6(6)</p>

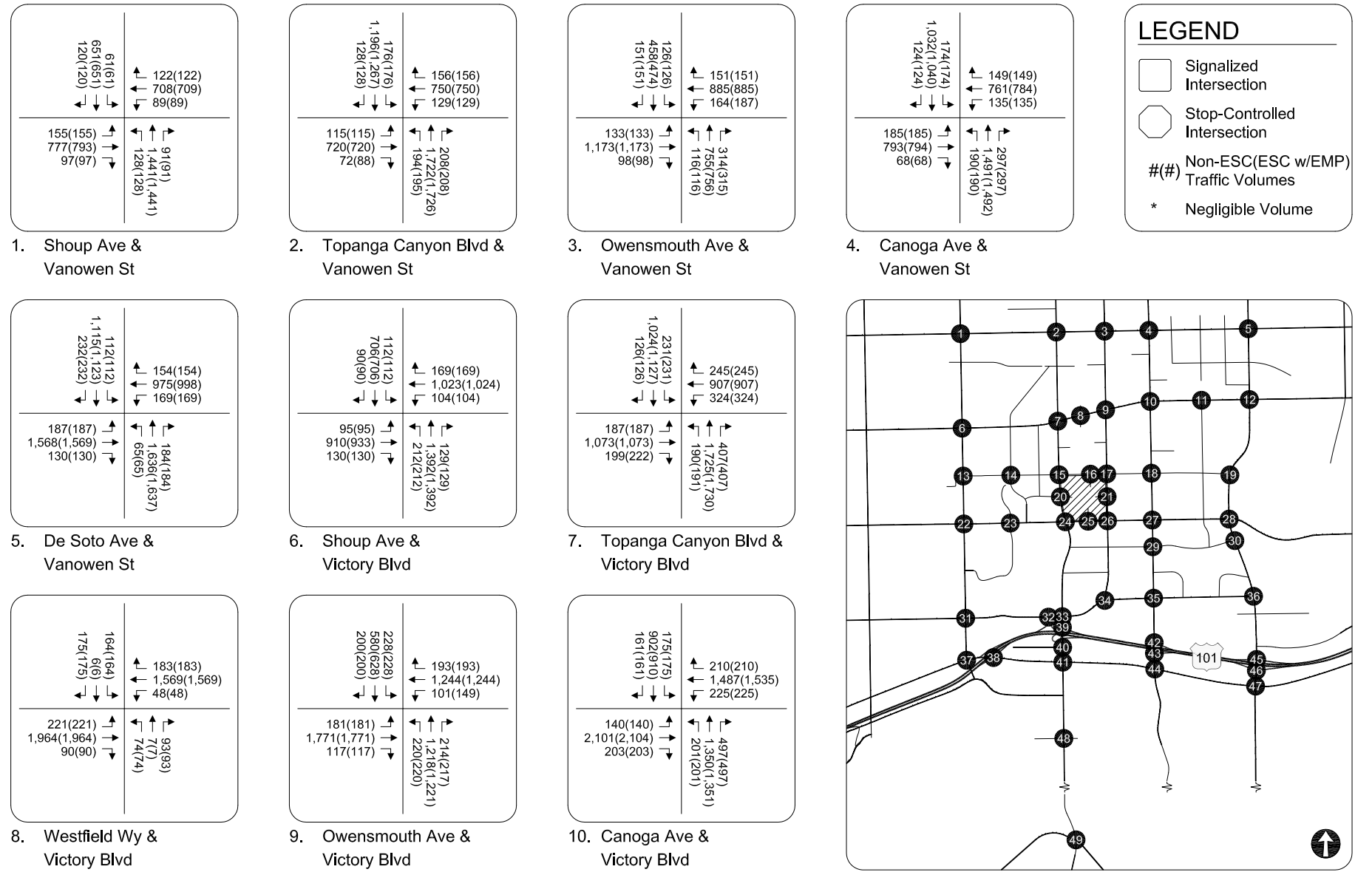
48. Topanga Canyon Blvd & Martinez St

<p>21(21) 514(515) 669(669)</p>	<p>40(40) 42(42) 12(12)</p>
<p>577(577) 73(73) 130(130)</p>	<p>8(8) 808(831) 184(184)</p>

49. Topanga Canyon Blvd & Mulholland Dr

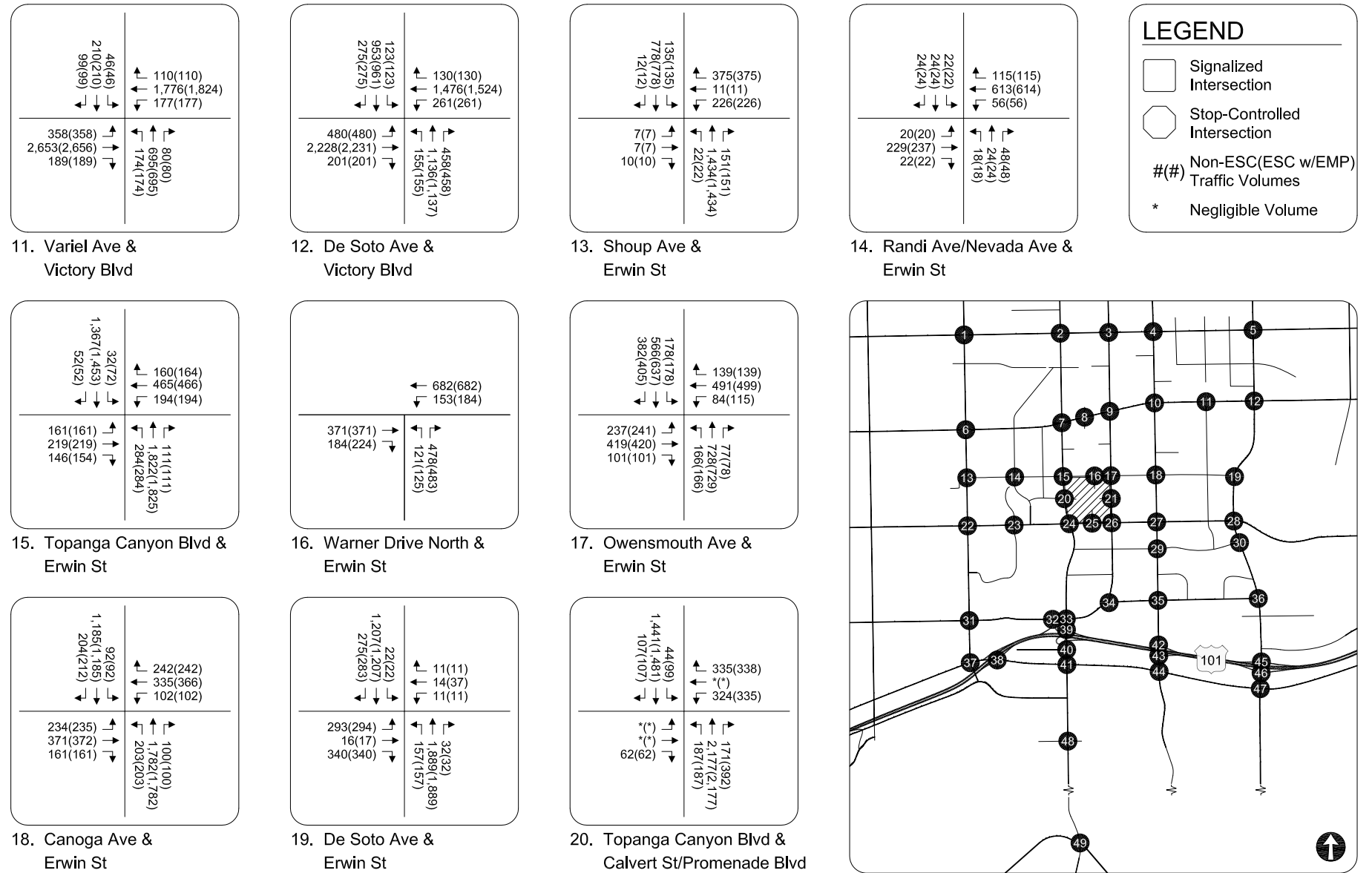
EXISTING WITH MODIFIED PROJECT CONDITIONS (YEAR 2016)
WEEKDAY (5-6 PM) PEAK HOUR TRAFFIC VOLUMES

FIGURE
B1 (CONT.)



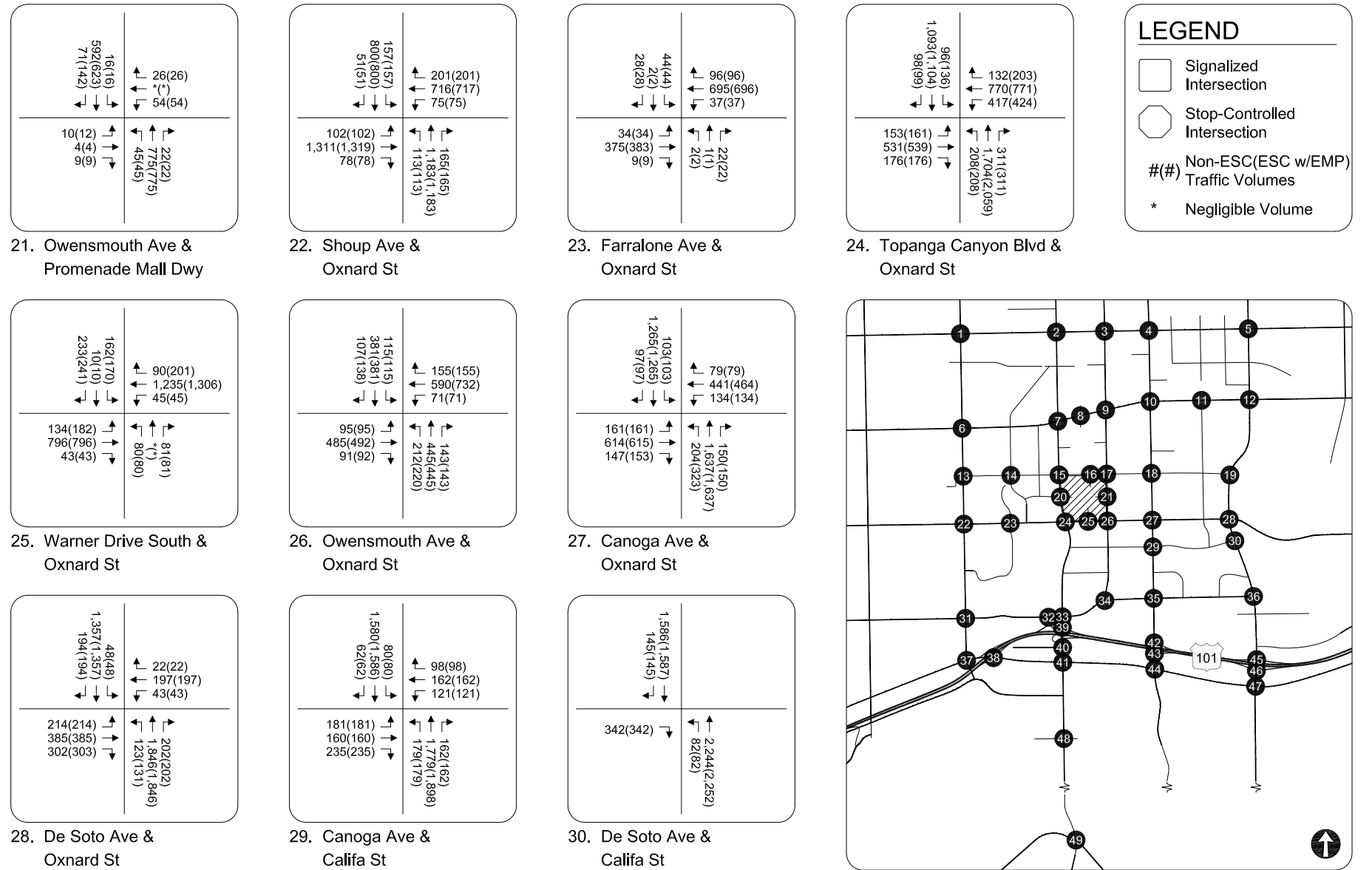
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2035)
WEEKDAY (5-6 PM) PEAK HOUR TRAFFIC VOLUMES

FIGURE
B2



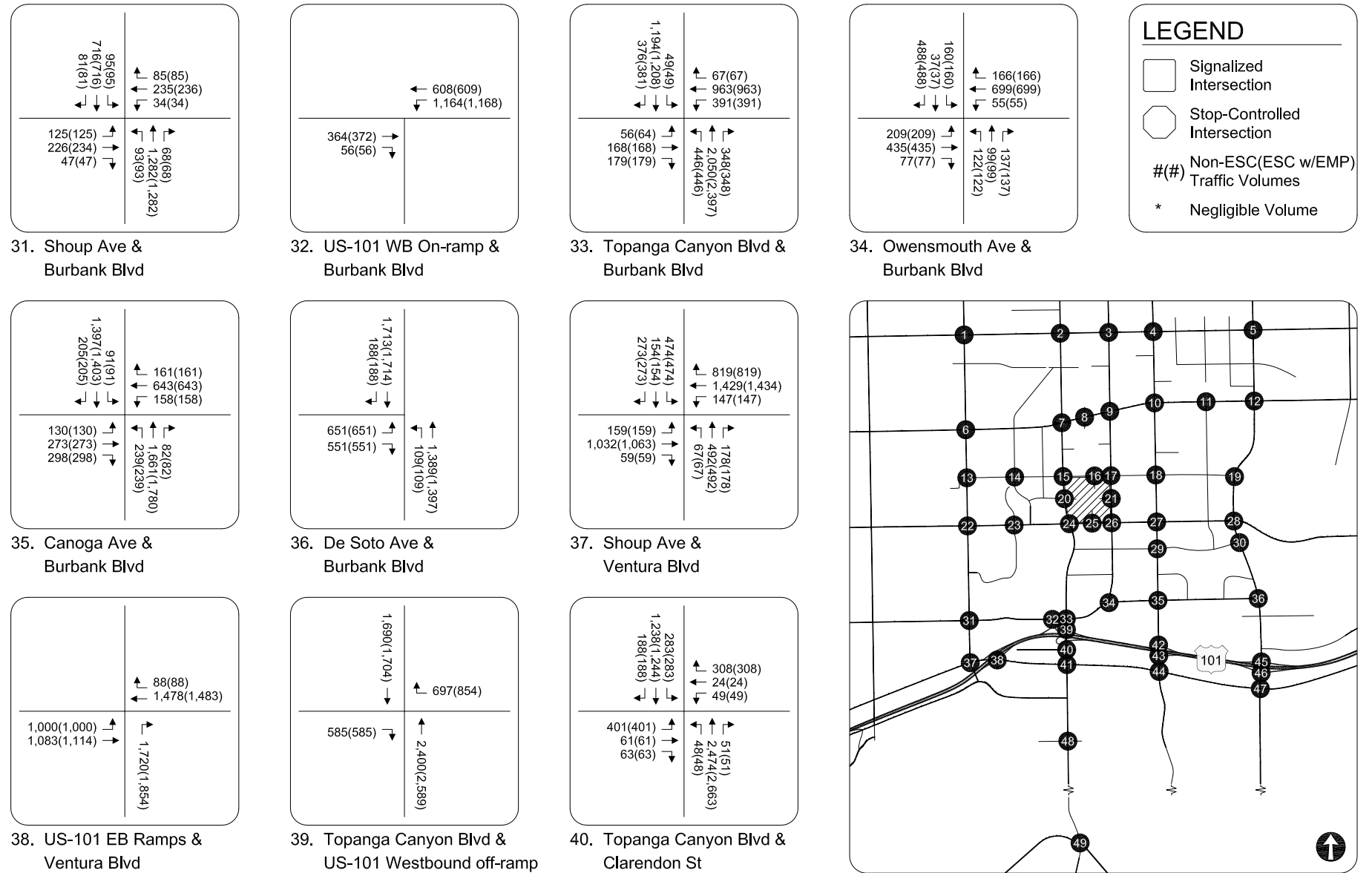
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2035)
WEEKDAY (5-6 PM) PEAK HOUR TRAFFIC VOLUMES

FIGURE
B2 (CONT.)



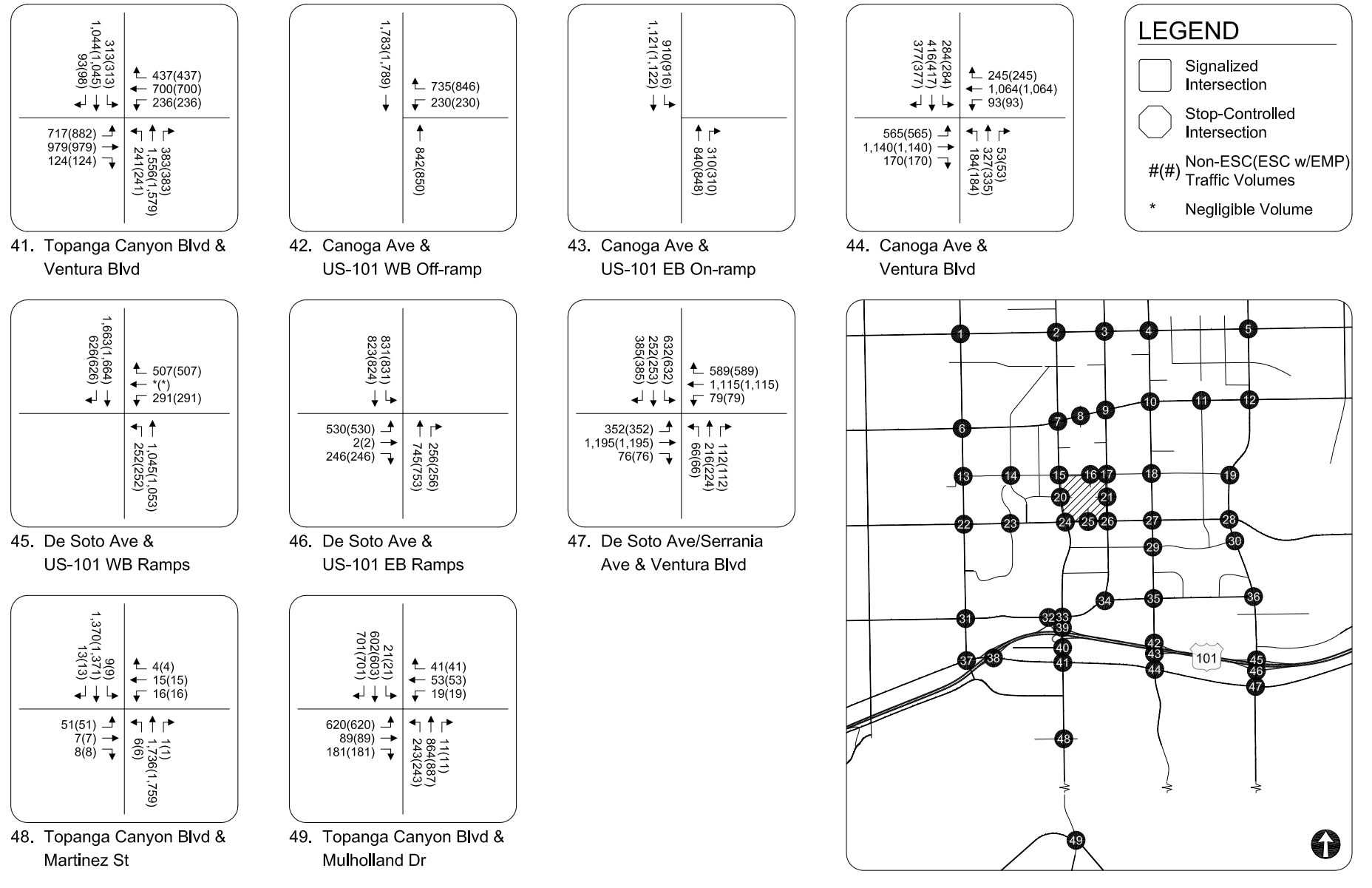
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2035)
WEEKDAY (5-6 PM) PEAK HOUR TRAFFIC VOLUMES

FIGURE
B2 (CONT.)



FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2035)
WEEKDAY (5-6 PM) PEAK HOUR TRAFFIC VOLUMES

FIGURE
B2 (CONT.)



<div style="display: flex; justify-content: space-between;"> <div> <div>1,663(1,664)</div> <div>626(626)</div> </div> </div> <hr/> <div style="display: flex; justify-content: space-between;"> <div> <div>1,045(1,053)</div> <div>252(252)</div> </div> </div>	<div style="display: flex; justify-content: space-between;"> <div> <div>507(507)</div> <div>291(291)</div> </div> </div>
---	--

45. De Soto Ave & US-101 WB Ramps

<div style="display: flex; justify-content: space-between;"> <div> <div>831(831)</div> <div>823(824)</div> </div> </div> <hr/> <div style="display: flex; justify-content: space-between;"> <div> <div>530(530)</div> <div>2(2)</div> <div>246(246)</div> </div> <div> <div>256(256)</div> <div>745(753)</div> </div> </div>	<div style="display: flex; justify-content: space-between;"> <div> <div>632(632)</div> <div>252(253)</div> <div>385(385)</div> </div> <div> <div>589(589)</div> <div>1,115(1,115)</div> <div>79(79)</div> </div> </div> <hr/> <div style="display: flex; justify-content: space-between;"> <div> <div>352(352)</div> <div>1,195(1,195)</div> <div>76(76)</div> </div> <div> <div>112(112)</div> <div>216(224)</div> <div>66(66)</div> </div> </div>
--	---

47. De Soto Ave/Serrania Ave & Ventura Blvd

<div style="display: flex; justify-content: space-between;"> <div> <div>1,663(1,664)</div> <div>626(626)</div> </div> </div> <hr/> <div style="display: flex; justify-content: space-between;"> <div> <div>1,045(1,053)</div> <div>252(252)</div> </div> </div>	<div style="display: flex; justify-content: space-between;"> <div> <div>507(507)</div> <div>291(291)</div> </div> </div>
---	--

45. De Soto Ave & US-101 WB Ramps

<div style="display: flex; justify-content: space-between;"> <div> <div>831(831)</div> <div>823(824)</div> </div> </div> <hr/> <div style="display: flex; justify-content: space-between;"> <div> <div>530(530)</div> <div>2(2)</div> <div>246(246)</div> </div> <div> <div>256(256)</div> <div>745(753)</div> </div> </div>	<div style="display: flex; justify-content: space-between;"> <div> <div>632(632)</div> <div>252(253)</div> <div>385(385)</div> </div> <div> <div>589(589)</div> <div>1,115(1,115)</div> <div>79(79)</div> </div> </div> <hr/> <div style="display: flex; justify-content: space-between;"> <div> <div>352(352)</div> <div>1,195(1,195)</div> <div>76(76)</div> </div> <div> <div>112(112)</div> <div>216(224)</div> <div>66(66)</div> </div> </div>
--	---

47. De Soto Ave/Serrania Ave & Ventura Blvd

<div style="display: flex; justify-content: space-between;"> <div> <div>1,663(1,664)</div> <div>626(626)</div> </div> </div> <hr/> <div style="display: flex; justify-content: space-between;"> <div> <div>1,045(1,053)</div> <div>252(252)</div> </div> </div>	<div style="display: flex; justify-content: space-between;"> <div> <div>507(507)</div> <div>291(291)</div> </div> </div>
---	--

45. De Soto Ave & US-101 WB Ramps

<div style="display: flex; justify-content: space-between;"> <div> <div>831(831)</div> <div>823(824)</div> </div> </div> <hr/> <div style="display: flex; justify-content: space-between;"> <div> <div>530(530)</div> <div>2(2)</div> <div>246(246)</div> </div> <div> <div>256(256)</div> <div>745(753)</div> </div> </div>	<div style="display: flex; justify-content: space-between;"> <div> <div>632(632)</div> <div>252(253)</div> <div>385(385)</div> </div> <div> <div>589(589)</div> <div>1,115(1,115)</div> <div>79(79)</div> </div> </div> <hr/> <div style="display: flex; justify-content: space-between;"> <div> <div>352(352)</div> <div>1,195(1,195)</div> <div>76(76)</div> </div> <div> <div>112(112)</div> <div>216(224)</div> <div>66(66)</div> </div> </div>
--	---

47. De Soto Ave/Serrania Ave & Ventura Blvd

<div style="display: flex; justify-content: space-between;"> <div> <div>1,663(1,664)</div> <div>626(626)</div> </div> </div> <hr/> <div style="display: flex; justify-content: space-between;"> <div> <div>1,045(1,053)</div> <div>252(252)</div> </div> </div>	<div style="display: flex; justify-content: space-between;"> <div> <div>507(507)</div> <div>291(291)</div> </div> </div>
---	--

45. De Soto Ave & US-101 WB Ramps

<div style="display: flex; justify-content: space-between;"> <div> <div>831(831)</div> <div>823(824)</div> </div> </div> <hr/> <div style="display: flex; justify-content: space-between;"> <div> <div>530(530)</div> <div>2(2)</div> <div>246(246)</div> </div> <div> <div>256(256)</div> <div>745(753)</div> </div> </div>	<div style="display: flex; justify-content: space-between;"> <div> <div>632(632)</div> <div>252(253)</div> <div>385(385)</div> </div> <div> <div>589(589)</div> <div>1,115(1,115)</div> <div>79(79)</div> </div> </div> <hr/> <div style="display: flex; justify-content: space-between;"> <div> <div>352(352)</div> <div>1,195(1,195)</div> <div>76(76)</div> </div> <div> <div>112(112)</div> <div>216(224)</div> <div>66(66)</div> </div> </div>
--	---

47. De Soto Ave/Serrania Ave & Ventura Blvd

<div style="display: flex; justify-content: space-between;"> <div> <div>1,663(1,664)</div> <div>626(626)</div> </div> </div> <hr/> <div style="display: flex; justify-content: space-between;"> <div> <div>1,045(1,053)</div> <div>252(252)</div> </div> </div>	<div style="display: flex; justify-content: space-between;"> <div> <div>507(507)</div> <div>291(291)</div> </div> </div>
---	--

45. De Soto Ave & US-101 WB Ramps

<div style="display: flex; justify-content: space-between;"> <div> <div>831(831)</div> <div>823(824)</div> </div> </div> <hr/> <div style="display: flex; justify-content: space-between;"> <div> <div>530(530)</div> <div>2(2)</div> <div>246(246)</div> </div> <div> <div>256(256)</div> <div>745(753)</div> </div> </div>	<div style="display: flex; justify-content: space-between;"> <div> <div>632(632)</div> <div>252(253)</div> <div>385(385)</div> </div> <div> <div>589(589)</div> <div>1,115(1,115)</div> <div>79(79)</div> </div> </div> <hr/> <div style="display: flex; justify-content: space-between;"> <div> <div>352(352)</div> <div>1,195(1,195)</div> <div>76(76)</div> </div> <div> <div>112(112)</div> <div>216(224)</div> <div>66(66)</div> </div> </div>
--	---

47. De Soto Ave/Serrania Ave & Ventura Blvd

<div style="display: flex; justify-content: space-between;"> <div> <div>1,663(1,664)</div> <div>626(626)</div> </div> </div> <hr/> <div style="display: flex; justify-content: space-between;"> <div> <div>1,045(1,053)</div> <div>252(252)</div> </div> </div>	<div style="display: flex; justify-content: space-between;"> <div> <div>507(507)</div> <div>291(291)</div> </div> </div>
---	--

45. De Soto Ave & US-101 WB Ramps

<div style="display: flex; justify-content: space-between;"> <div> <div>831(831)</div> <div>823(824)</div> </div> </div> <hr/> <div style="display: flex; justify-content: space-between;"> <div> <div>530(530)</div> <div>2(2)</div> <div>246(246)</div> </div> <div> <div>256(256)</div> <div>745(753)</div> </div> </div>	<div style="display: flex; justify-content: space-between;"> <div> <div>632(632)</div> <div>252(253)</div> <div>385(385)</div> </div> <div> <div>589(589)</div> <div>1,115(1,115)</div> <div>79(79)</div> </div> </div> <hr/> <div style="display: flex; justify-content: space-between;"> <div> <div>352(352)</div> <div>1,195(1,195)</div> <div>76(76)</div> </div> <div> <div>112(112)</div> <div>216(224)</div> <div>66(66)</div> </div> </div>
--	---

47. De Soto Ave/Serrania Ave & Ventura Blvd

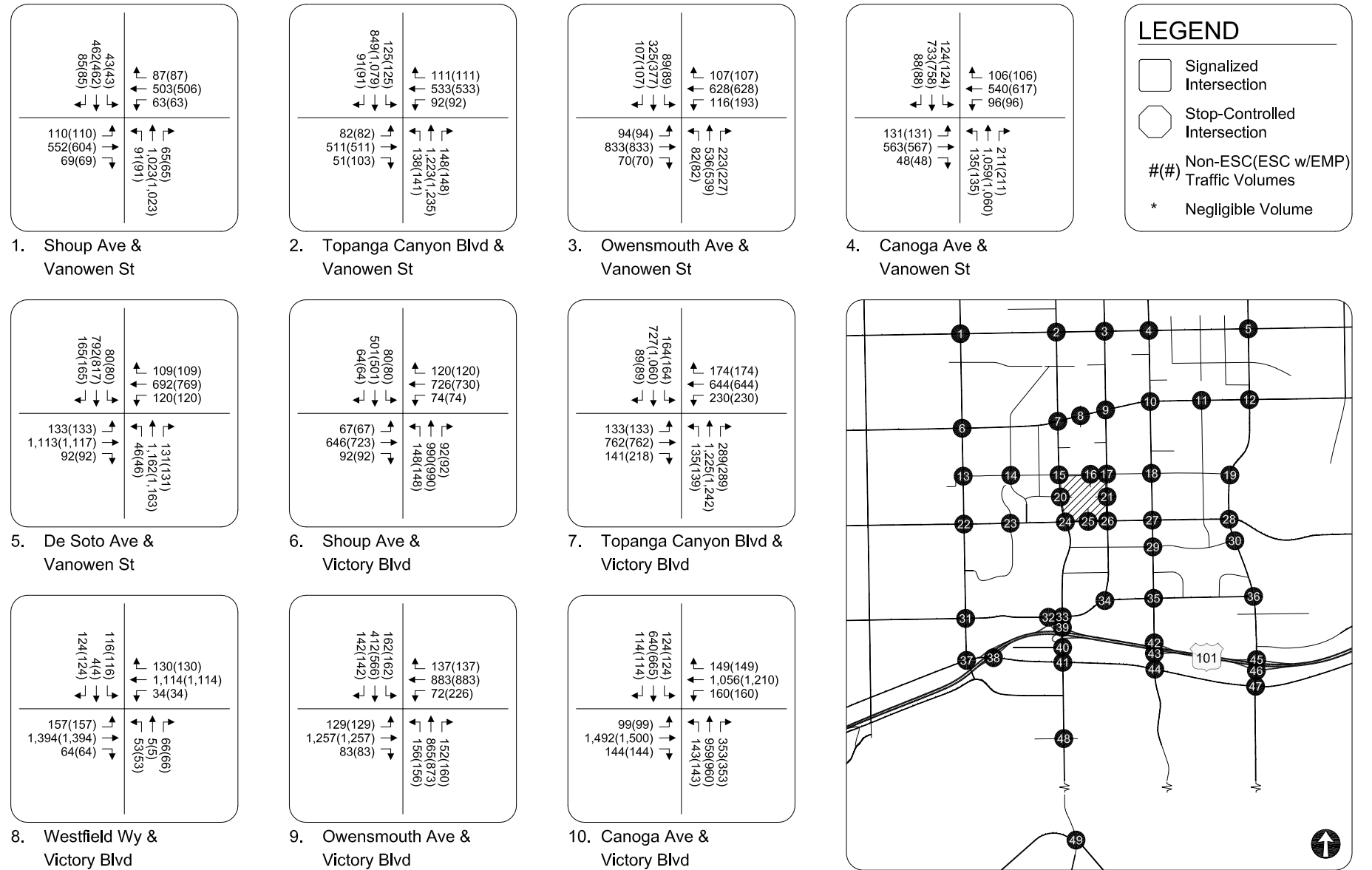
<div style="display: flex; justify-content: space-between;"> <div> <div>1,663(1,664)</div> <div>626(626)</div> </div> </div> <hr/> <div style="display: flex; justify-content: space-between;"> <div> <div>1,045(1,053)</div> <div>252(252)</div> </div> </div>	<div style="display: flex; justify-content: space-between;"> <div> <div>507(507)</div> <div>291(291)</div> </div> </div>
---	--

45. De Soto Ave & US-101 WB Ramps

<div style="display: flex; justify-content: space-between;"> <div> <div>831(831)</div> <div>823(824)</div> </div> </div> <hr/> <div style="display: flex; justify-content: space-between;"> <div> <div>530(530)</div> <div>2(2)</div> <div>246(246)</div> </div> <div> <div>256(256)</div> <div>745(753)</div> </div> </div>	<div style="display: flex; justify-content: space-between;"> <div> <div>632(632)</div> <div>252(253)</div> <div>385(385)</div> </div> <div> <div>589(589)</div> <div>1,115(1,115)</div> <div>79(79)</div> </div> </div> <hr/> <div style="display: flex; justify-content: space-between;"> <div> <div>352(352)</div> <div>1,195(1,195)</div> <div>76(76)</div> </div> <div> <div>112(112)</div> <div>216(224)</div> <div>66(66)</div> </div> </div>
--	---

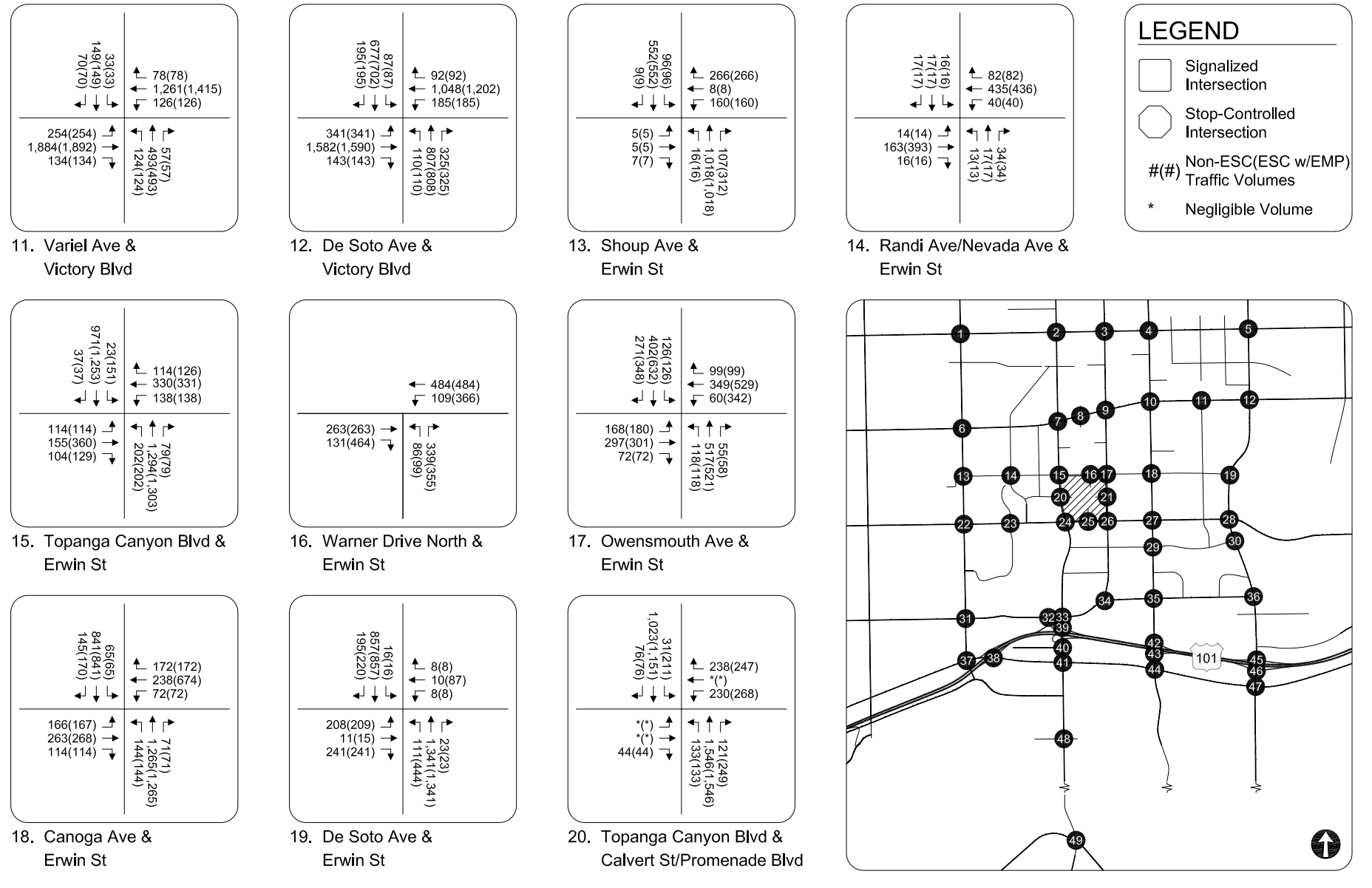
47. De Soto Ave/Serrania Ave & Ventura Blvd

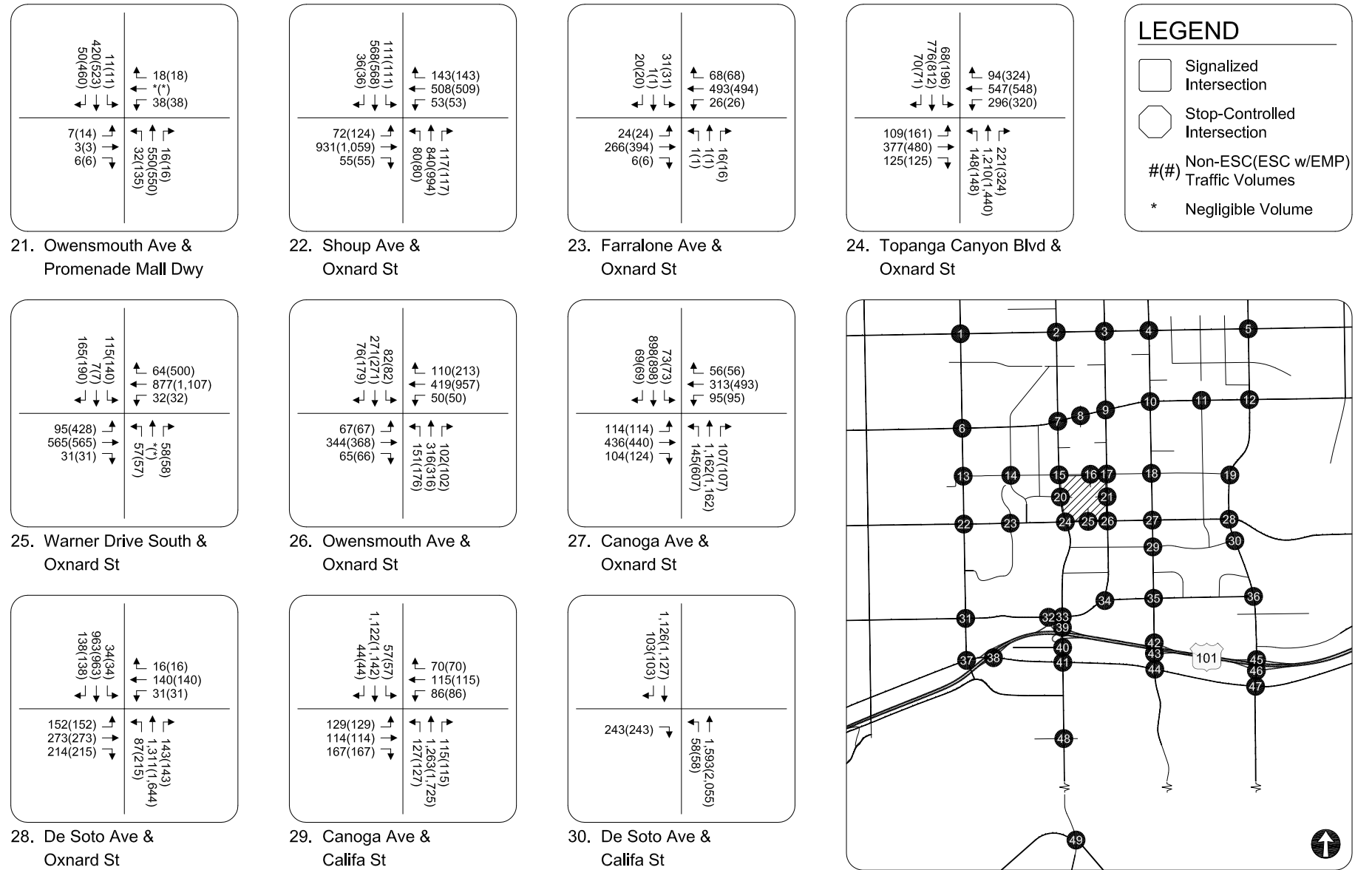
--



FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2035)
WEEKDAY (6-7 PM) TRAFFIC VOLUMES

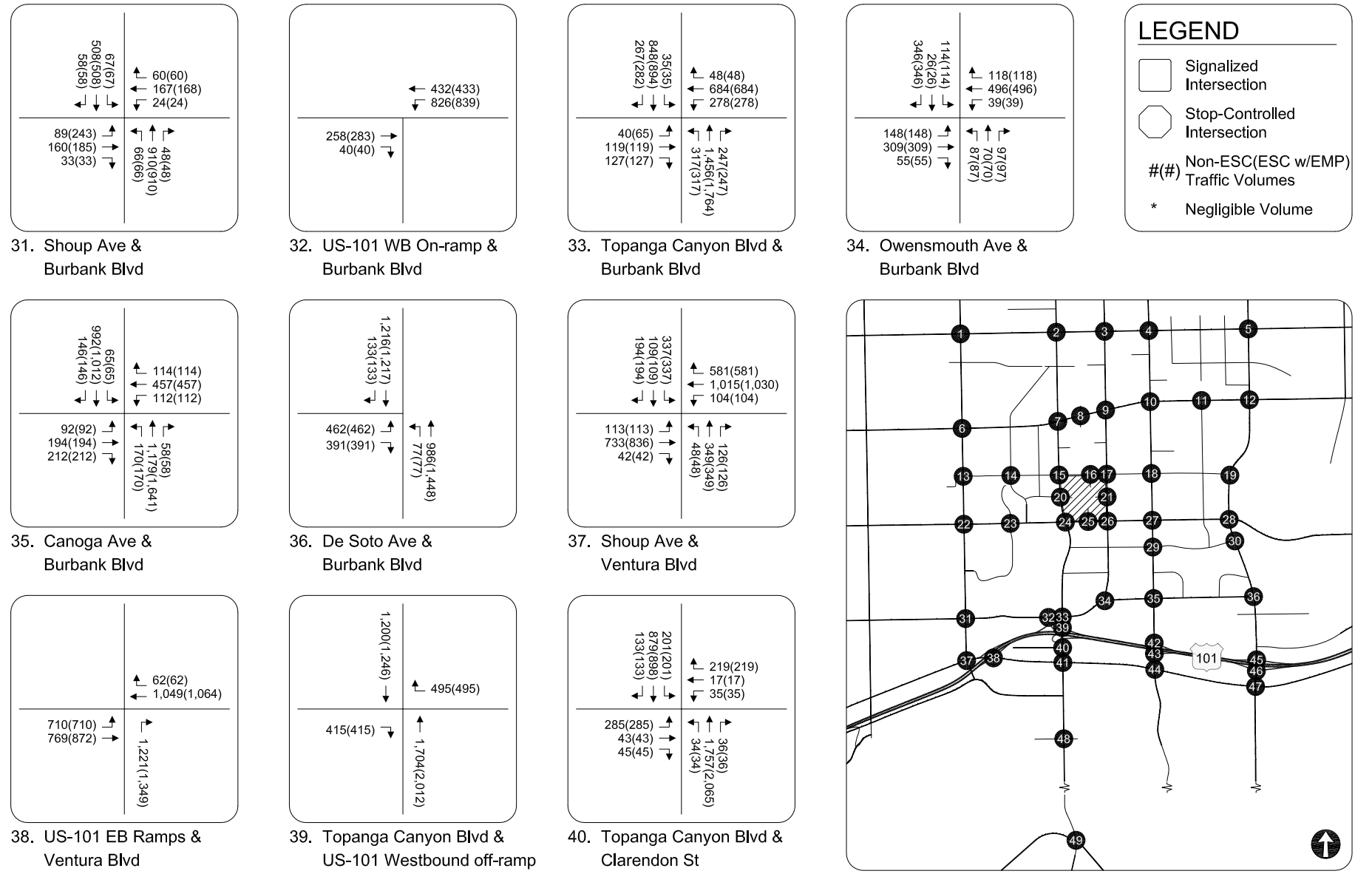
FIGURE
B3





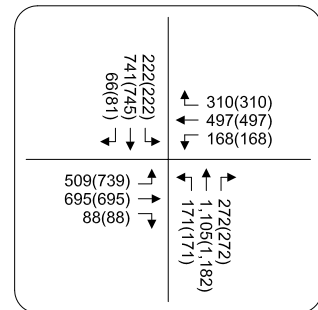
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2035)
WEEKDAY (6-7 PM) TRAFFIC VOLUMES

FIGURE
B3 (CONT.)

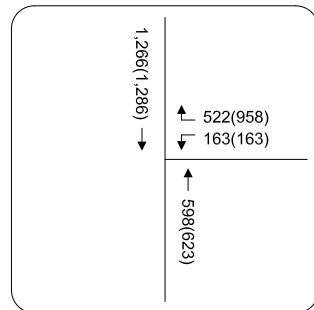


FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2035)
WEEKDAY (6-7 PM) TRAFFIC VOLUMES

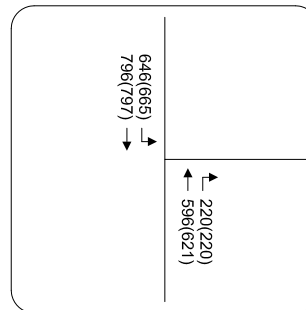
FIGURE
B3 (CONT.)



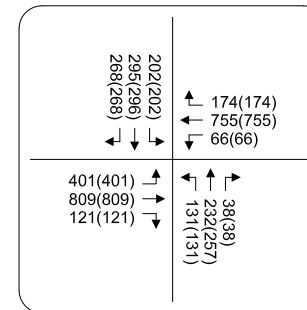
41. Topanga Canyon Blvd & Ventura Blvd



42. Canoga Ave & US-101 WB Off-ramp



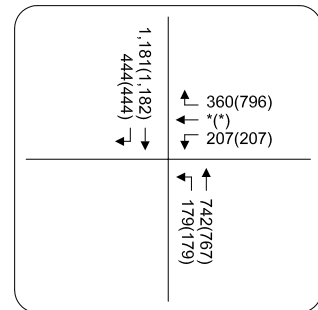
43. Canoga Ave & US-101 EB On-ramp



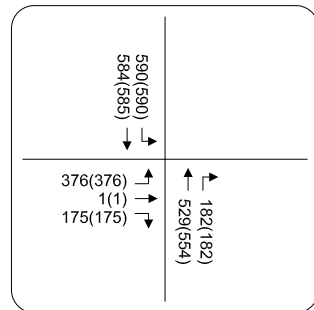
44. Canoga Ave & Ventura Blvd

LEGEND

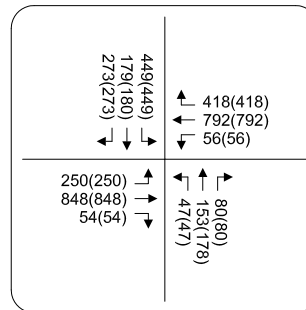
- Signalized Intersection
- Stop-Controlled Intersection
- #(##) Non-ESC(ESC w/EMP) Traffic Volumes
- * Negligible Volume



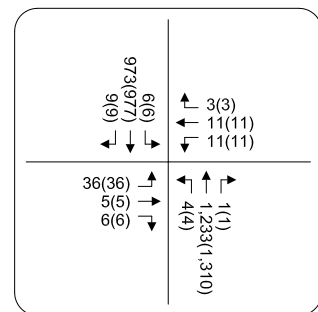
45. De Soto Ave & US-101 WB Ramps



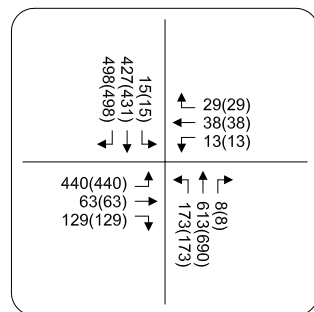
46. De Soto Ave & US-101 EB Ramps



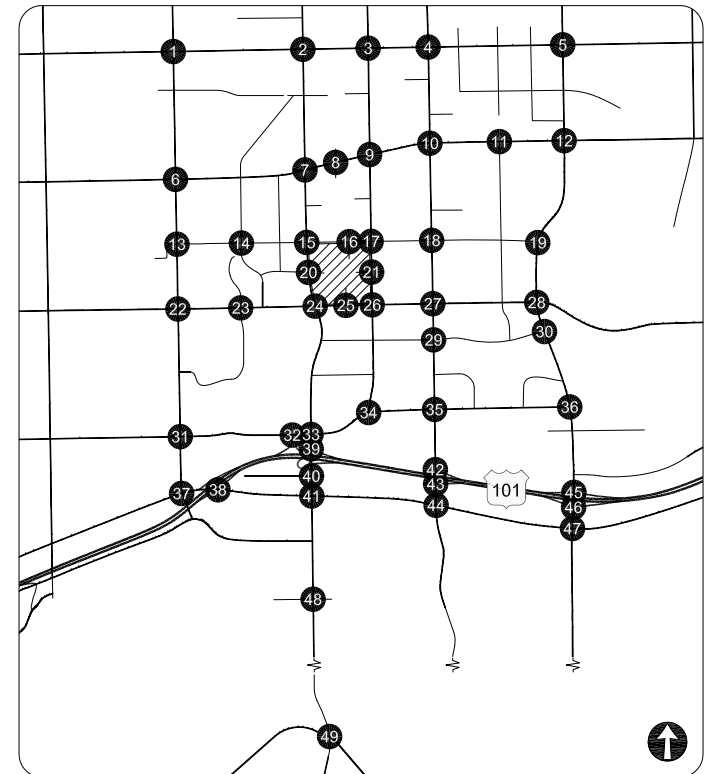
47. De Soto Ave/Serrania Ave & Ventura Blvd



48. Topanga Canyon Blvd & Martinez St

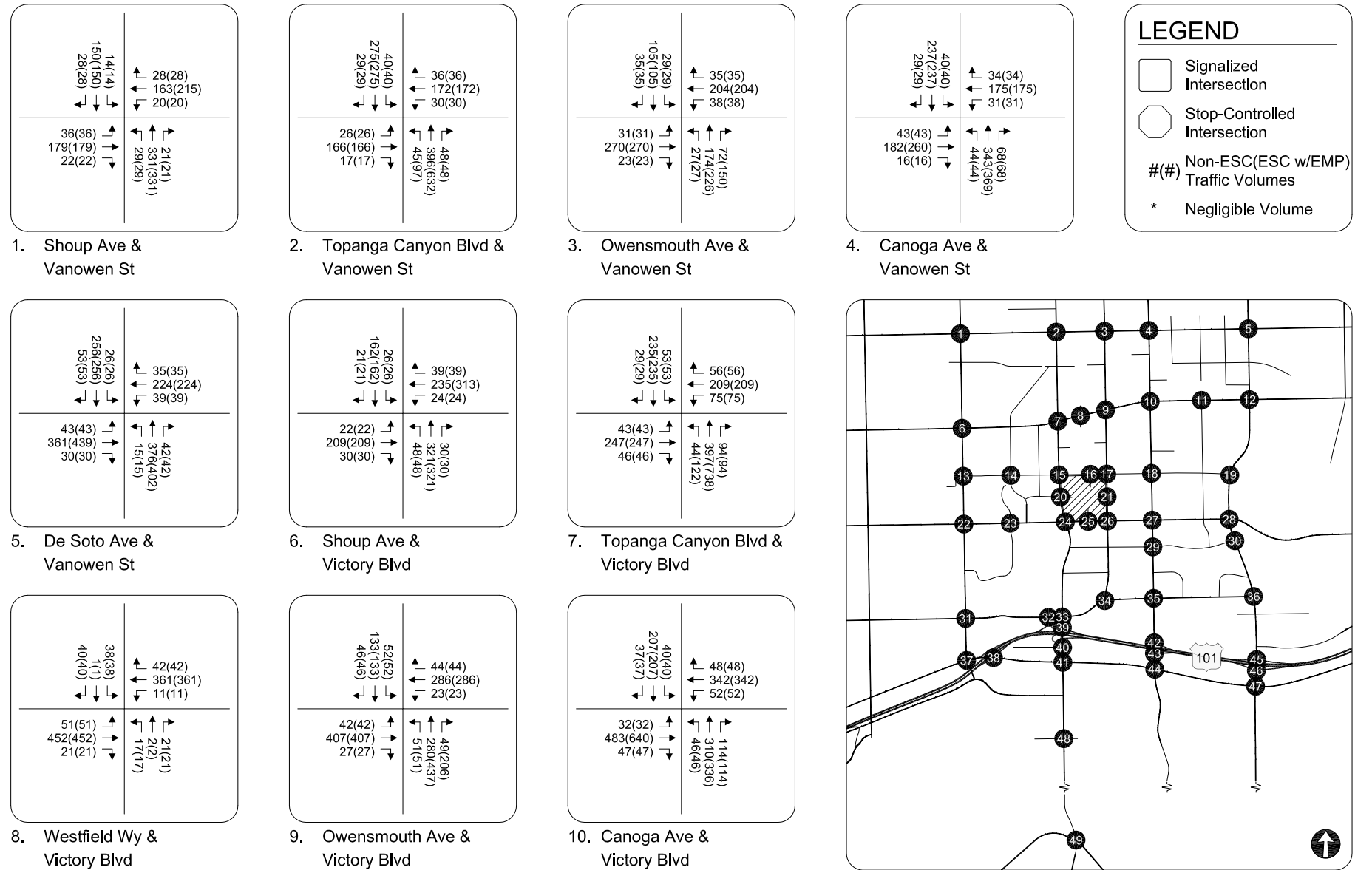


49. Topanga Canyon Blvd & Mulholland Dr



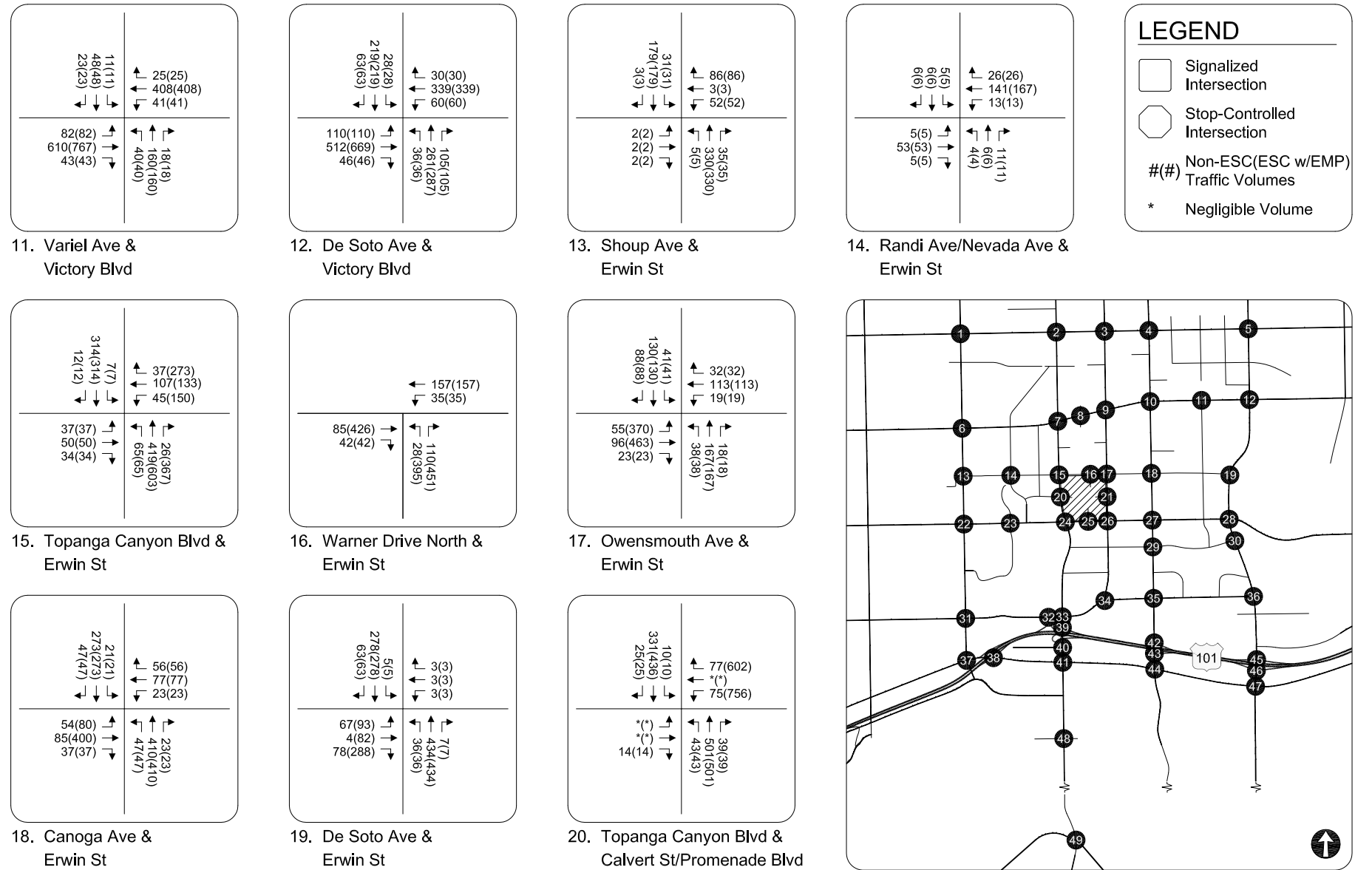
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2035)
WEEKDAY (6-7 PM) TRAFFIC VOLUMES

FIGURE
B3 (CONT.)



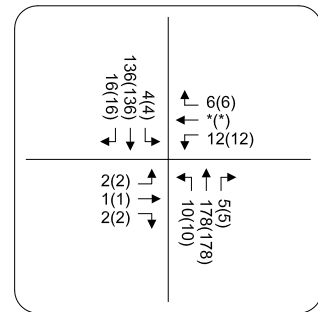
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2035)
WEEKDAY (10-11 PM) TRAFFIC VOLUMES

FIGURE
B4

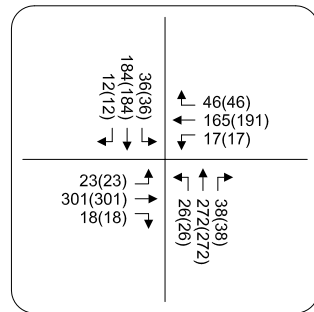


FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2035)
WEEKDAY (10-11 PM) TRAFFIC VOLUMES

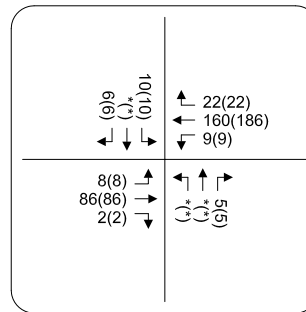
FIGURE
B4 (CONT.)



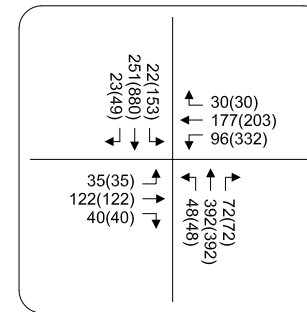
21. Owensmouth Ave & Promenade Mall Dwy



22. Shoup Ave & Oxnard St



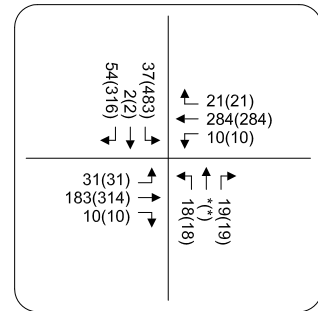
23. Farralone Ave & Oxnard St



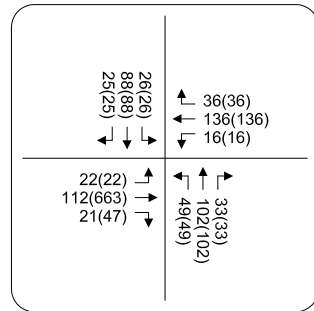
24. Topanga Canyon Blvd & Oxnard St

LEGEND

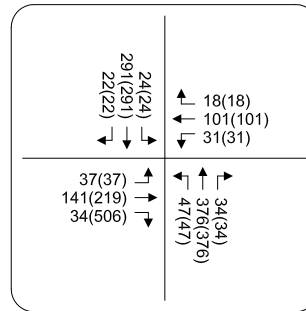
- Signalized Intersection
- Stop-Controlled Intersection
- #(##) Non-ESC(ESC w/EMP) Traffic Volumes
- * Negligible Volume



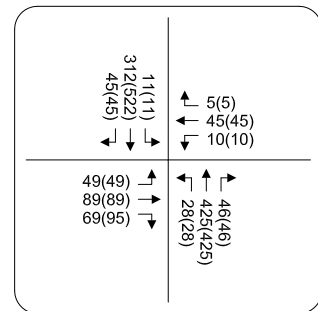
25. Warner Drive South & Oxnard St



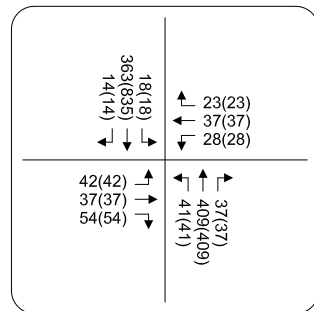
26. Owensmouth Ave & Oxnard St



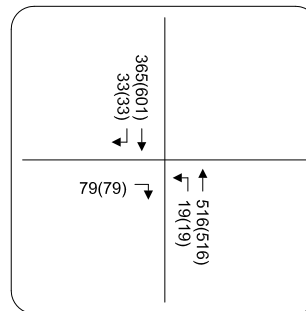
27. Canoga Ave & Oxnard St



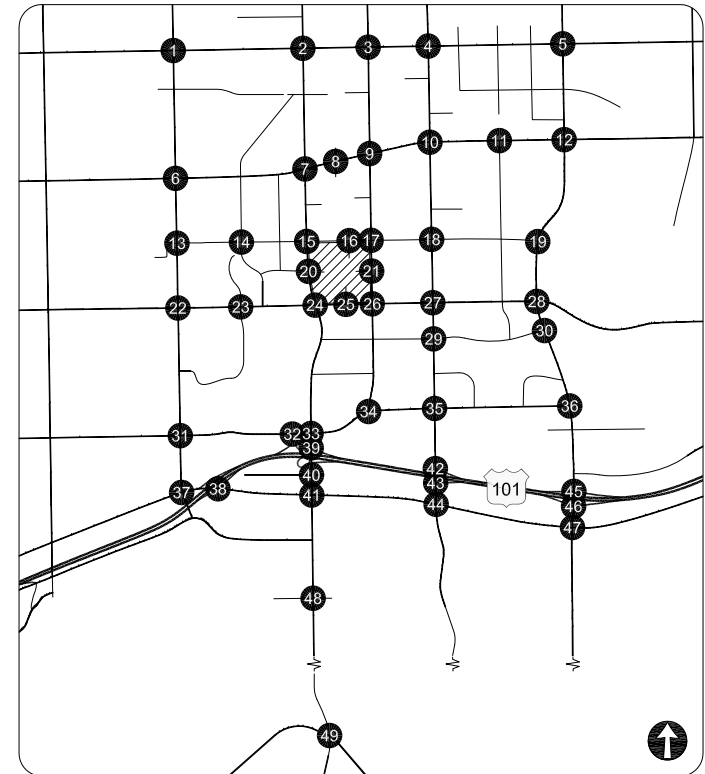
28. De Soto Ave & Oxnard St



29. Canoga Ave & Califa St

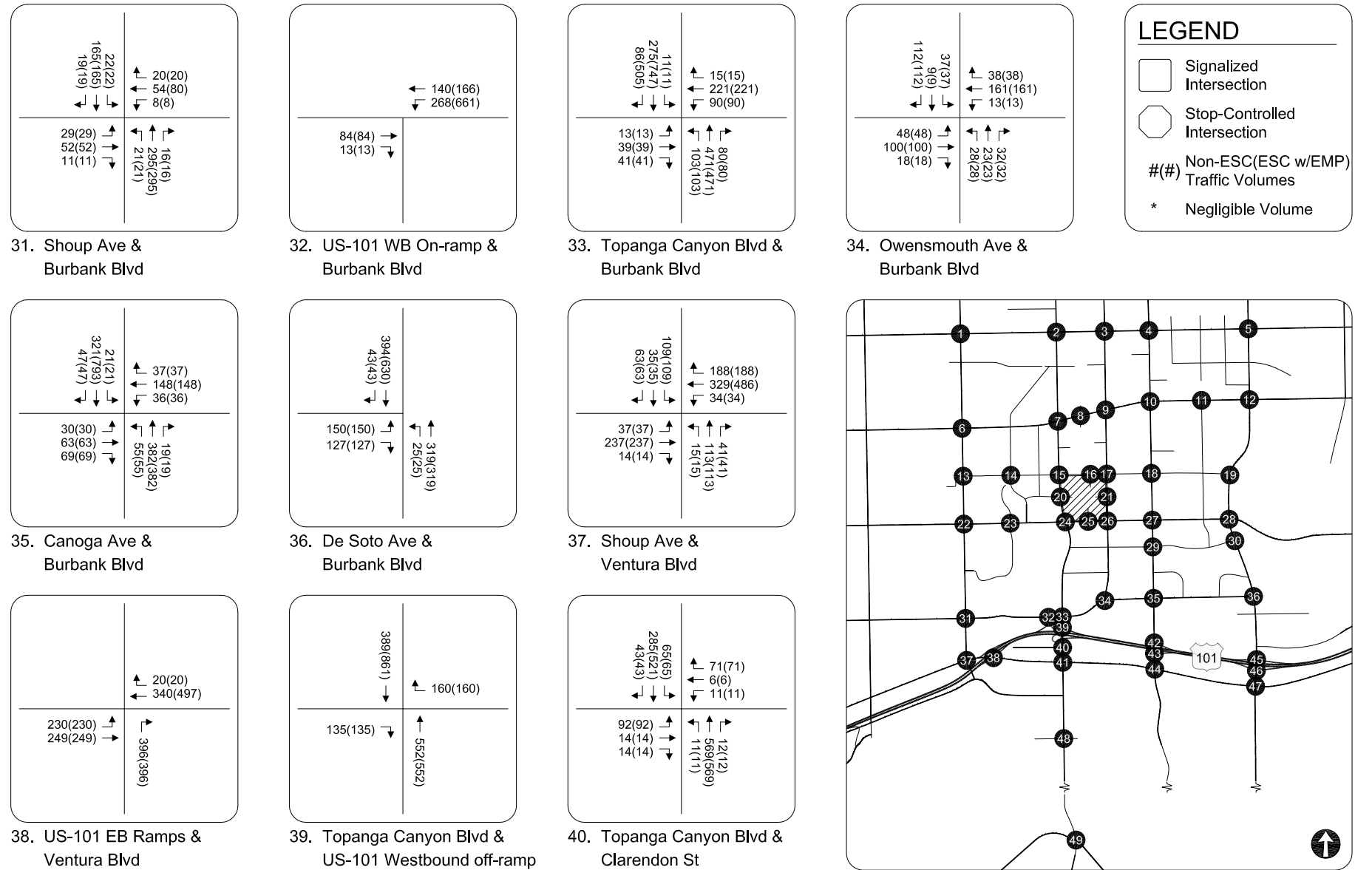


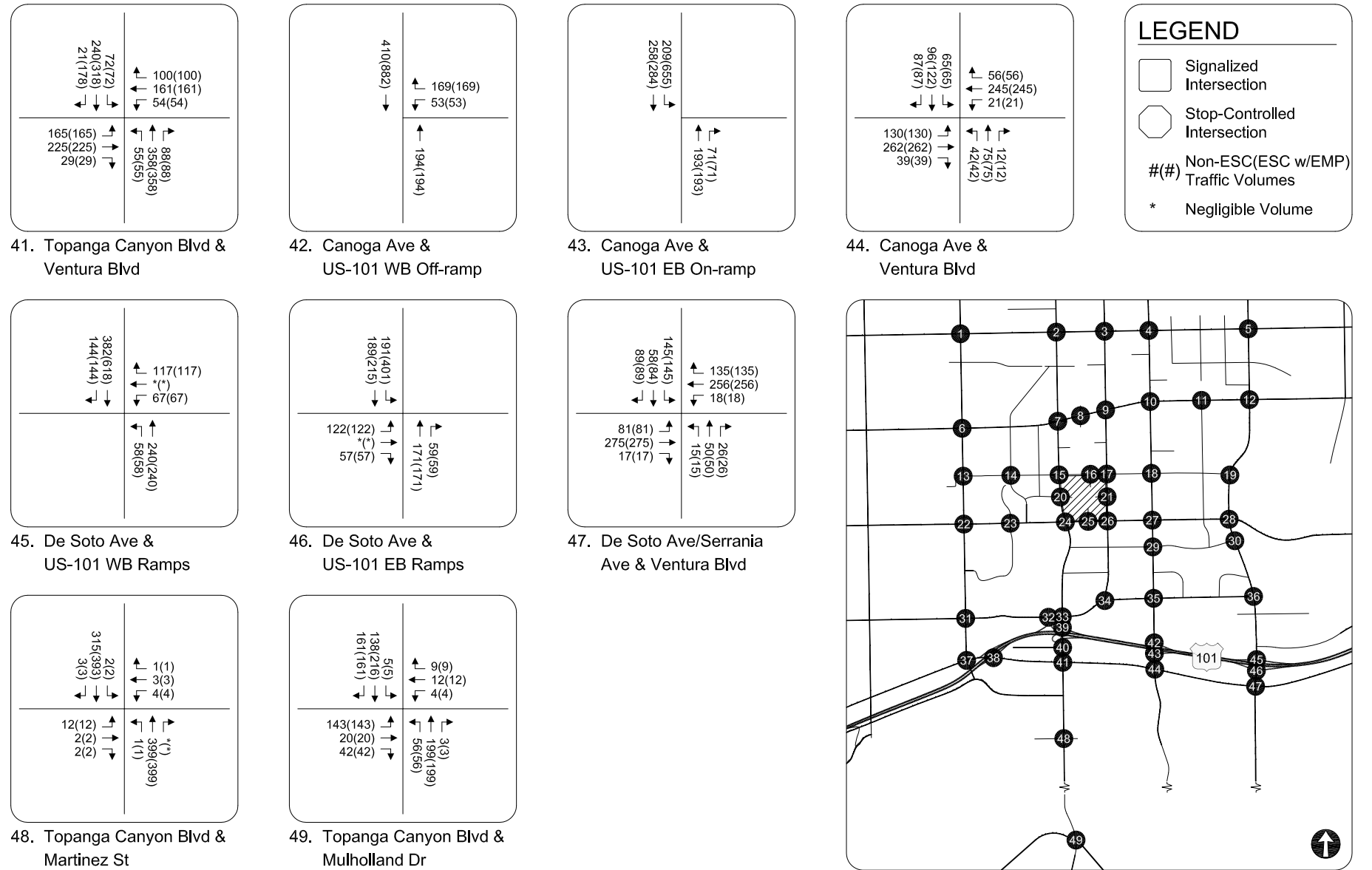
30. De Soto Ave & Califa St



FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2035)
WEEKDAY (10-11 PM) TRAFFIC VOLUMES

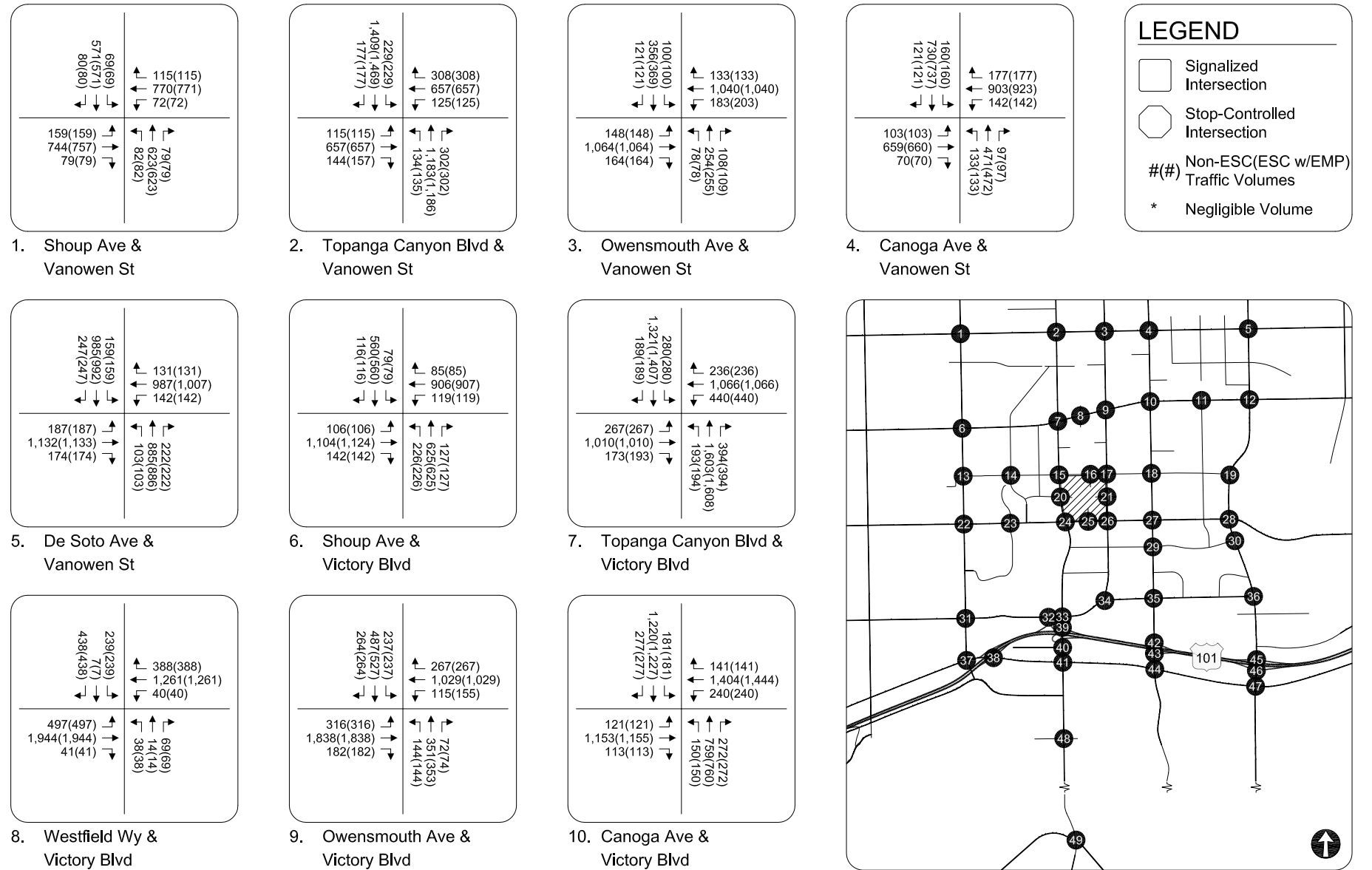
FIGURE
B4 (CONT.)





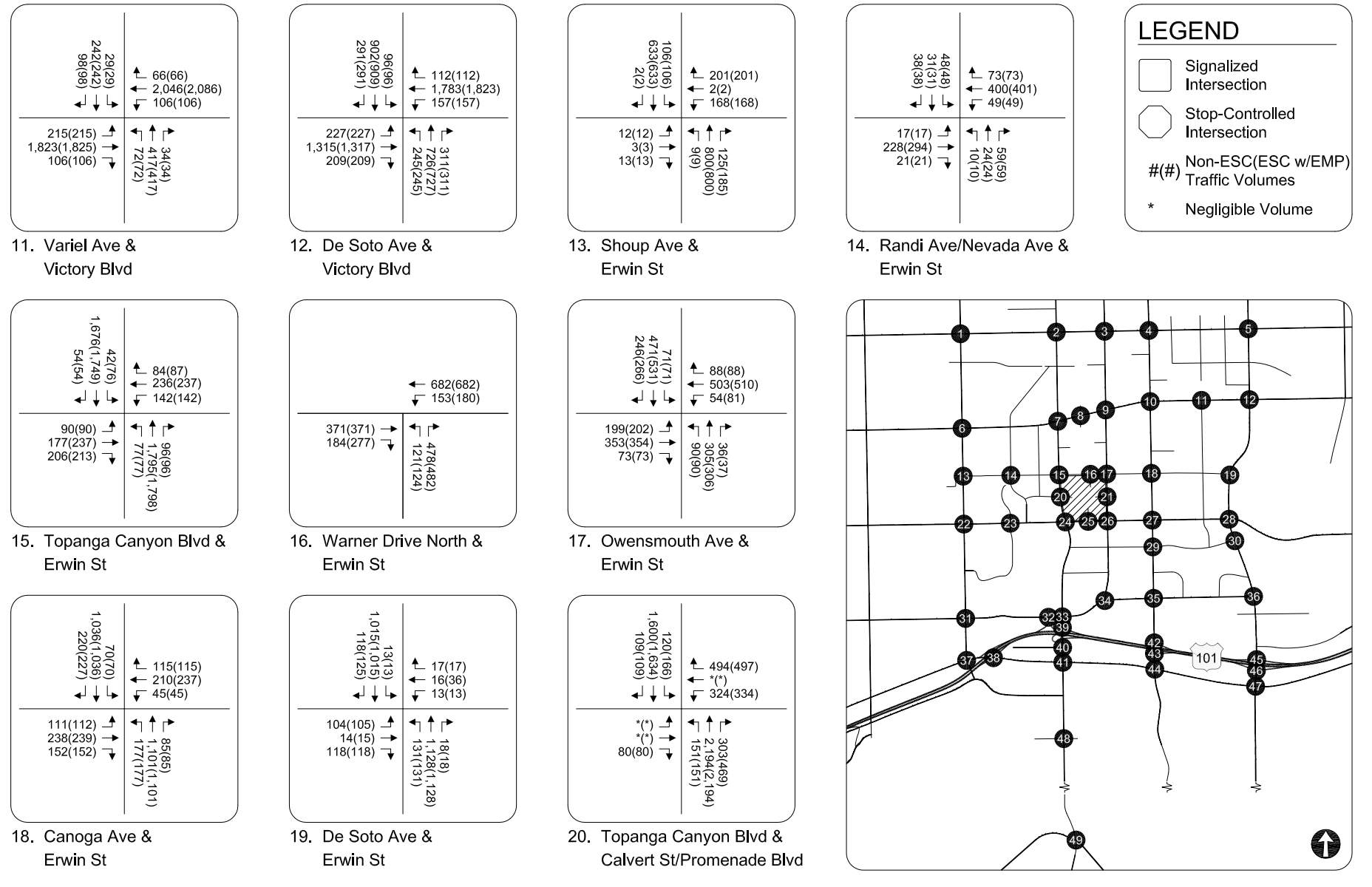
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2035)
WEEKDAY (10-11 PM) TRAFFIC VOLUMES

FIGURE
B4 (CONT.)



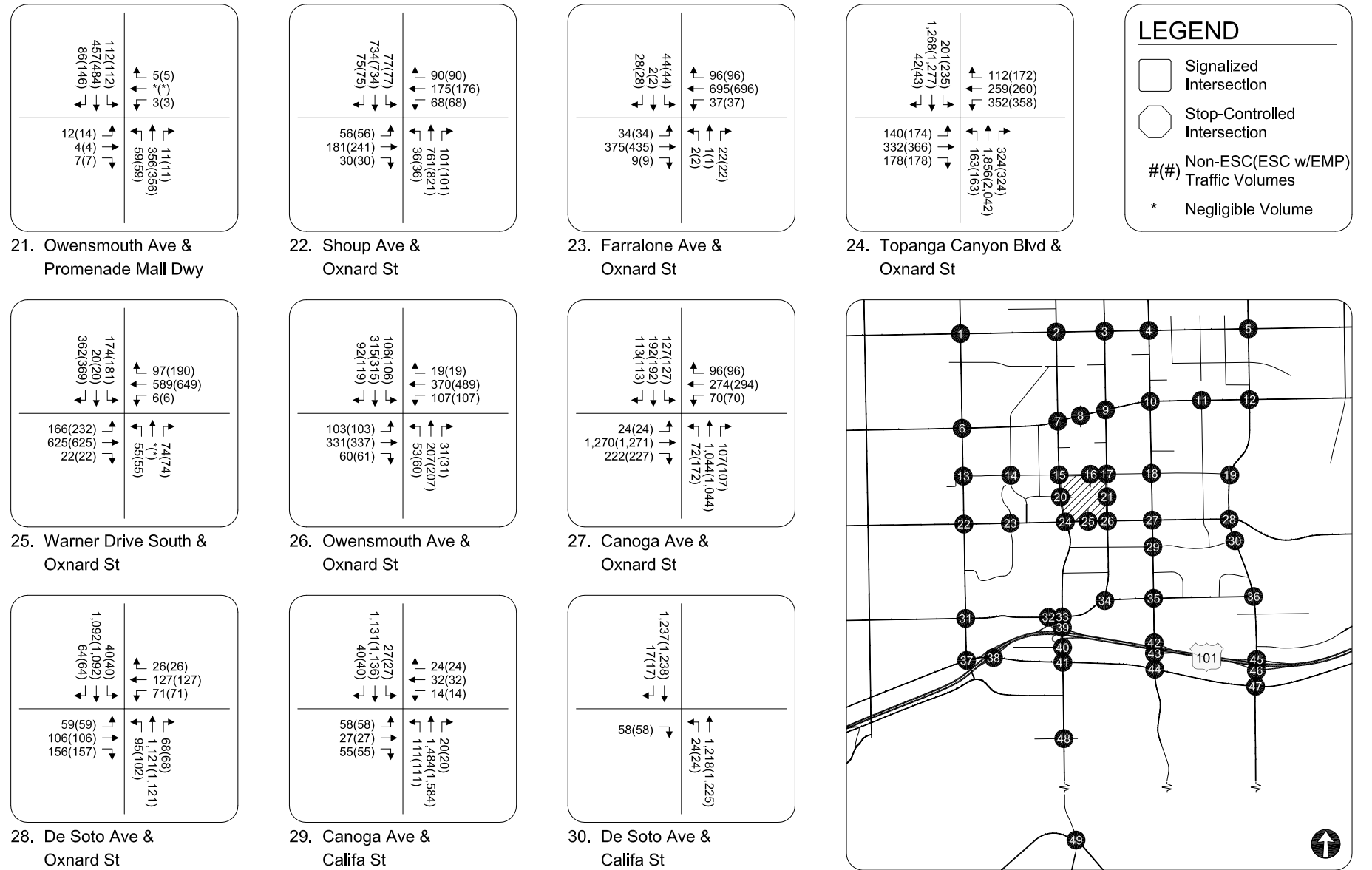
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2035)
SATURDAY (12-1 PM) PEAK HOUR TRAFFIC VOLUMES

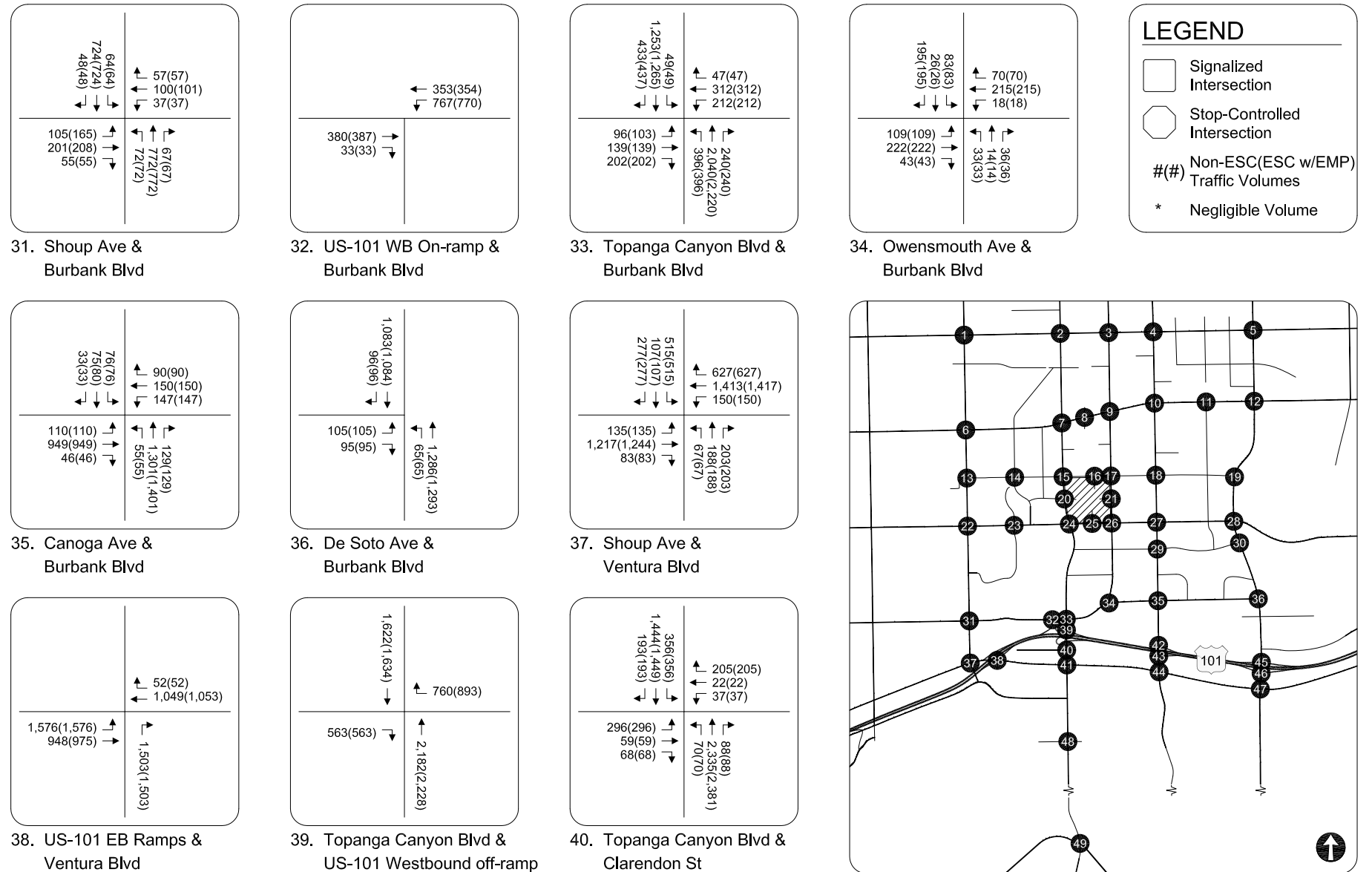
FIGURE
B5



FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2035)
SATURDAY (12-1 PM) PEAK HOUR TRAFFIC VOLUMES

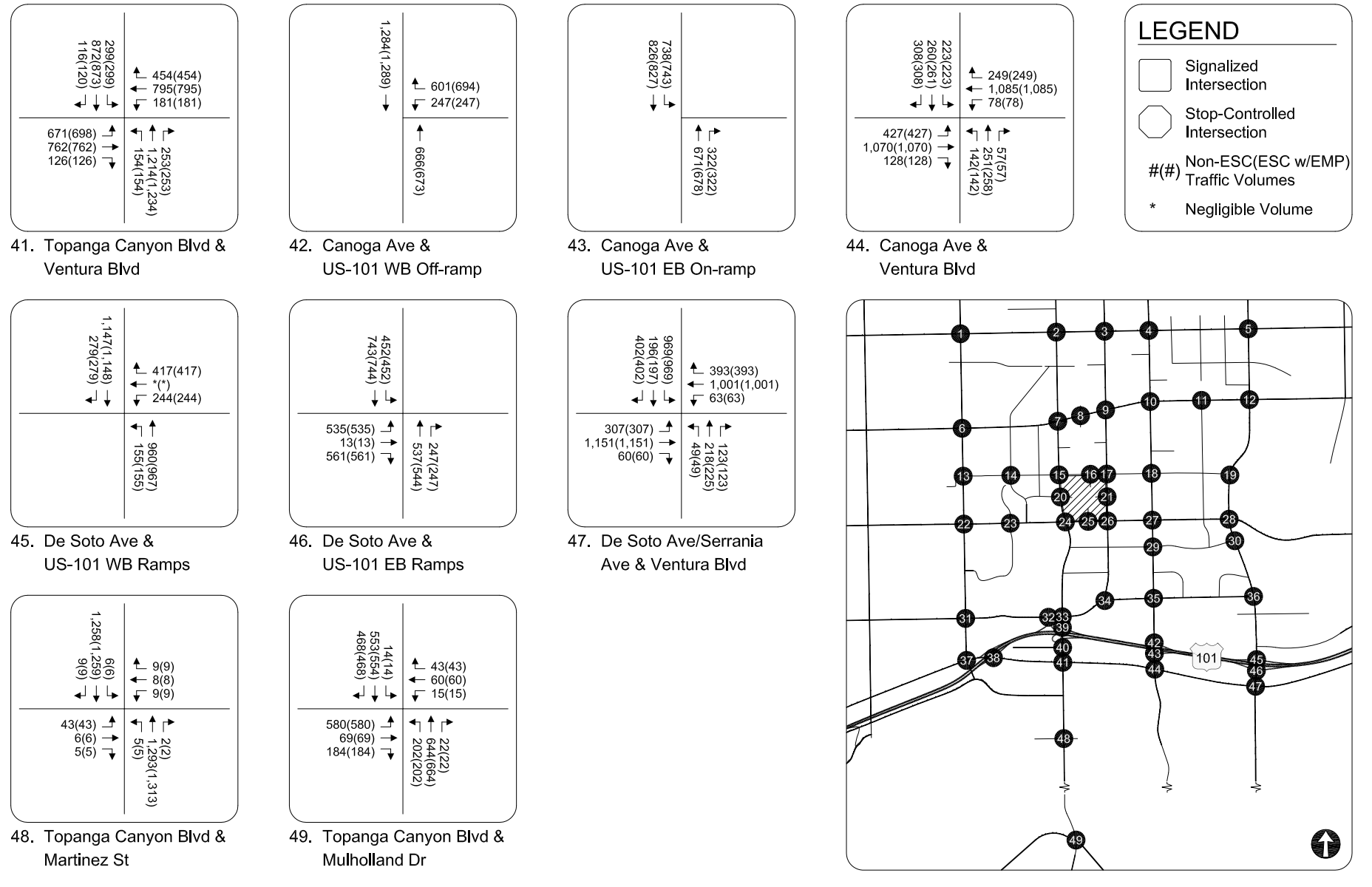
FIGURE
B5 (CONT.)

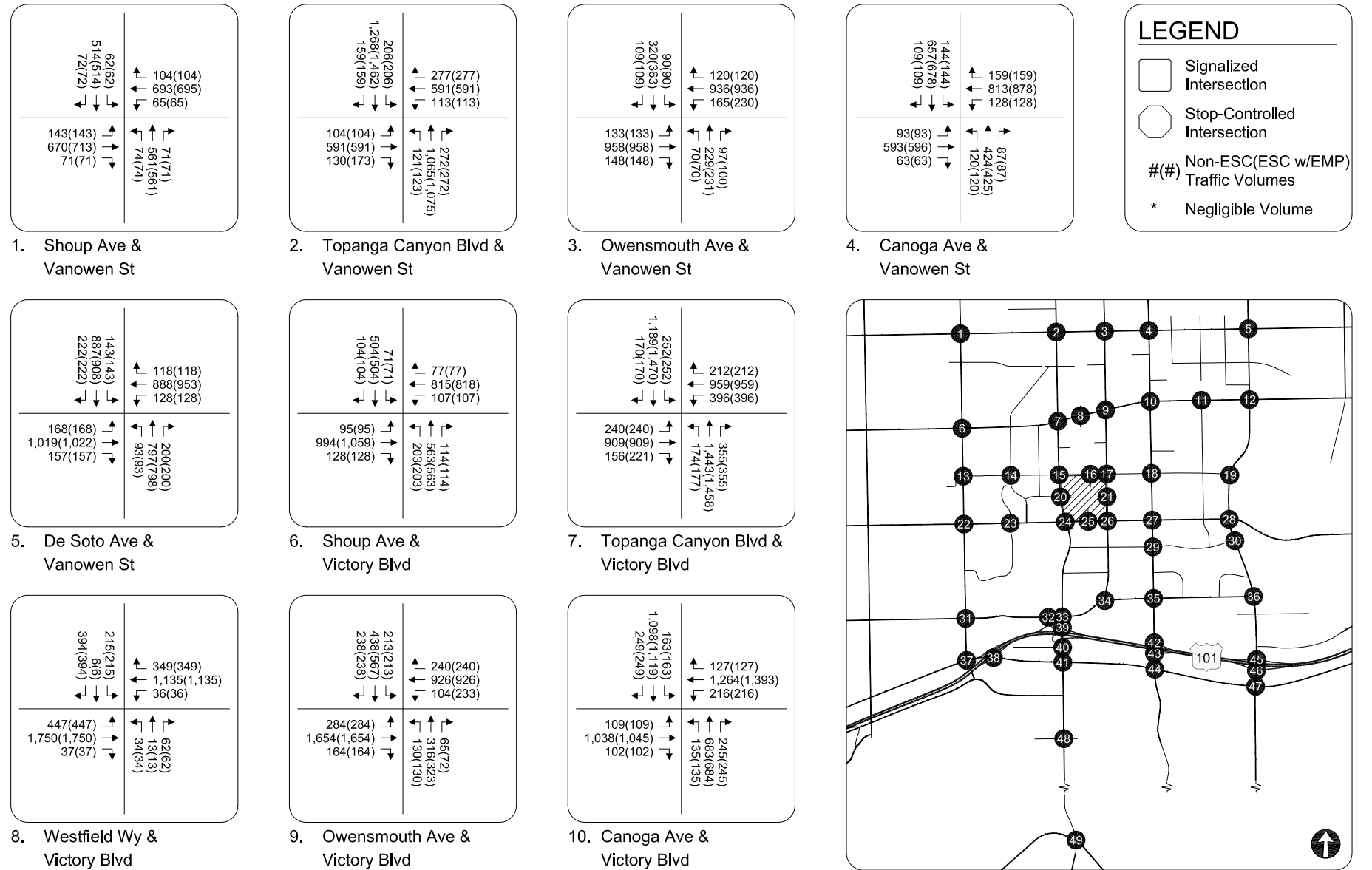




FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2035)
SATURDAY (12-1 PM) PEAK HOUR TRAFFIC VOLUMES

FIGURE
B5 (CONT.)





<div style="display: flex; justify-content: space-around;"> <div style="text-align: left;"> <div style="display: flex; justify-content: space-between;"> <div style="text-align: right;">215(215)</div> <div style="text-align: left;">6(6)</div> </div> <div style="display: flex; justify-content: space-between;"> <div style="text-align: right;">394(394)</div> <div style="text-align: left;">447(447)</div> </div> </div> <div style="display: flex; justify-content: space-around;"> <div style="text-align: left;"> <div style="display: flex; justify-content: space-between;"> <div style="text-align: right;">1,750(1,750)</div> <div style="text-align: left;">37(37)</div> </div> <div style="display: flex; justify-content: space-between;"> <div style="text-align: right;">62(62)</div> <div style="text-align: left;">13(13)</div> </div> </div> <div style="text-align: right;"> <div style="display: flex; justify-content: space-between;"> <div style="text-align: right;">349(349)</div> <div style="text-align: left;">1,135(1,135)</div> </div> <div style="display: flex; justify-content: space-between;"> <div style="text-align: right;">36(36)</div> <div style="text-align: left;">62(62)</div> </div> </div> </div></div>
--

<div style="display: flex; justify-content: space-around;"> <div style="text-align: left;"> <div style="display: flex; justify-content: space-between;"> <div style="text-align: right;">213(213)</div> <div style="text-align: left;">438(567)</div> </div> <div style="display: flex; justify-content: space-between;"> <div style="text-align: right;">238(238)</div> <div style="text-align: left;">284(284)</div> </div> </div> <div style="display: flex; justify-content: space-around;"> <div style="text-align: left;"> <div style="display: flex; justify-content: space-between;"> <div style="text-align: right;">1,654(1,654)</div> <div style="text-align: left;">164(164)</div> </div> <div style="display: flex; justify-content: space-between;"> <div style="text-align: right;">62(62)</div> <div style="text-align: left;">13(13)</div> </div> </div> <div style="text-align: right;"> <div style="display: flex; justify-content: space-between;"> <div style="text-align: right;">349(349)</div> <div style="text-align: left;">1,135(1,135)</div> </div> <div style="display: flex; justify-content: space-between;"> <div style="text-align: right;">36(36)</div> <div style="text-align: left;">62(62)</div> </div> </div> </div></div>
--

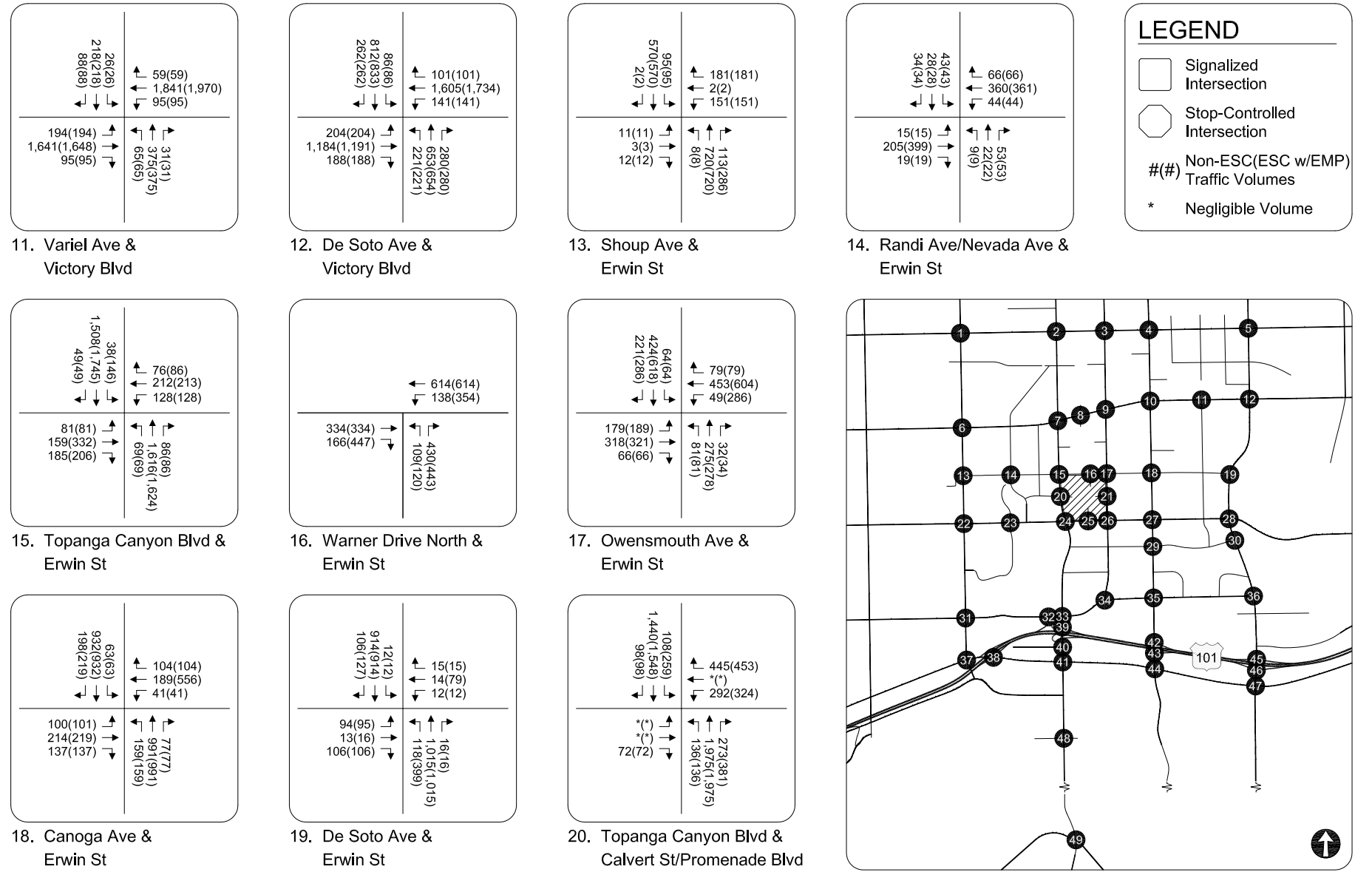
<div style="display: flex; justify-content: space-around;"> <div style="text-align: left;"> <div style="display: flex; justify-content: space-between;"> <div style="text-align: right;">215(215)</div> <div style="text-align: left;">6(6)</div> </div> <div style="display: flex; justify-content: space-between;"> <div style="text-align: right;">394(394)</div> <div style="text-align: left;">447(447)</div> </div> </div> <div style="display: flex; justify-content: space-around;"> <div style="text-align: left;"> <div style="display: flex; justify-content: space-between;"> <div style="text-align: right;">1,750(1,750)</div> <div style="text-align: left;">37(37)</div> </div> <div style="display: flex; justify-content: space-between;"> <div style="text-align: right;">62(62)</div> <div style="text-align: left;">13(13)</div> </div> </div> <div style="text-align: right;"> <div style="display: flex; justify-content: space-between;"> <div style="text-align: right;">349(349)</div> <div style="text-align: left;">1,135(1,135)</div> </div> <div style="display: flex; justify-content: space-between;"> <div style="text-align: right;">36(36)</div> <div style="text-align: left;">62(62)</div> </div> </div> </div></div>
--

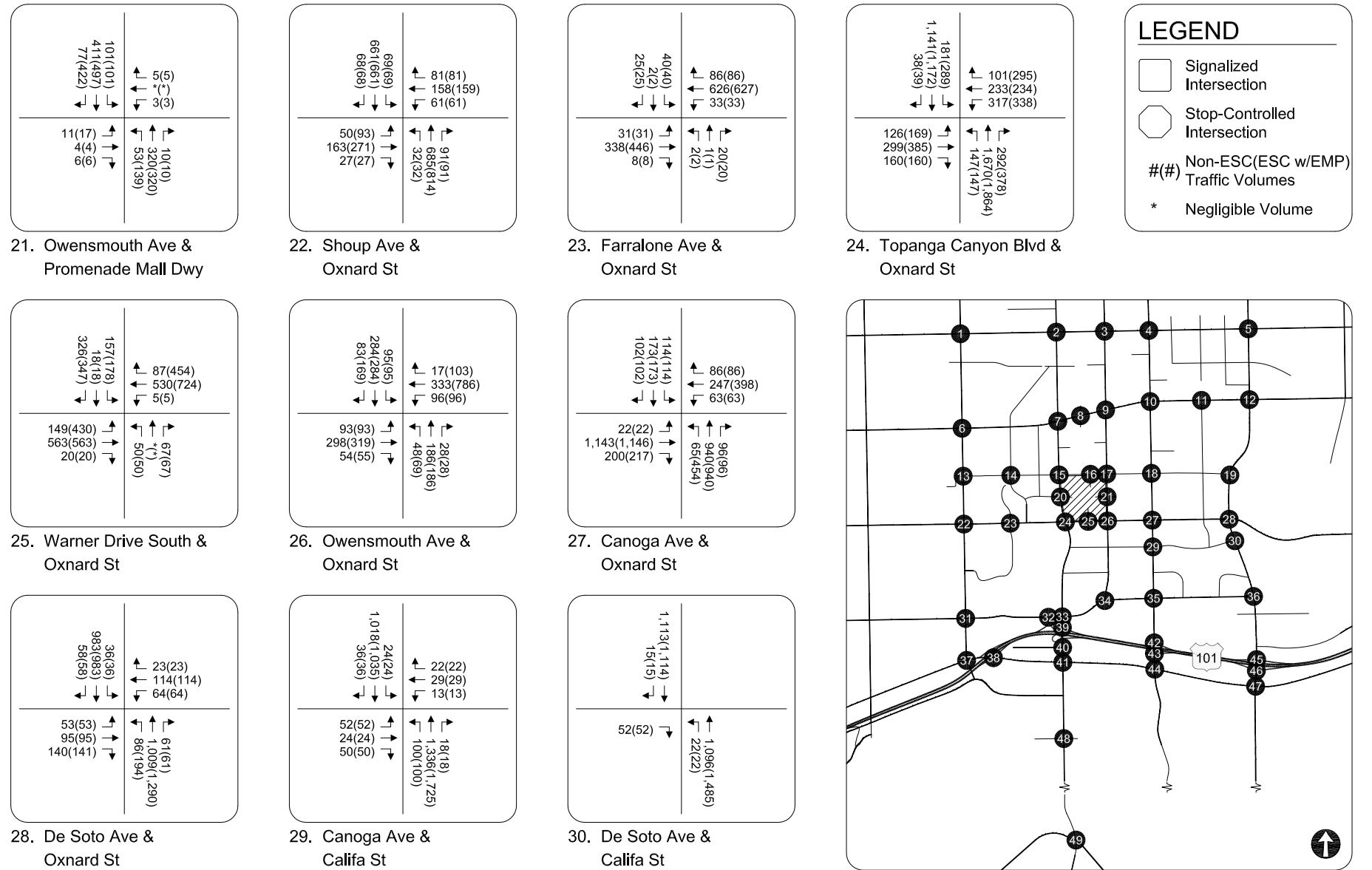
<div style="display: flex; justify-content: space-around;"> <div style="text-align: left;"> <div style="display: flex; justify-content: space-between;"> <div style="text-align: right;">213(213)</div> <div style="text-align: left;">438(567)</div> </div> <div style="display: flex; justify-content: space-between;"> <div style="text-align: right;">238(238)</div> <div style="text-align: left;">284(284)</div> </div> </div> <div style="display: flex; justify-content: space-around;"> <div style="text-align: left;"> <div style="display: flex; justify-content: space-between;"> <div style="text-align: right;">1,654(1,654)</div> <div style="text-align: left;">164(164)</div> </div> <div style="display: flex; justify-content: space-between;"> <div style="text-align: right;">62(62)</div> <div style="text-align: left;">13(13)</div> </div> </div> <div style="text-align: right;"> <div style="display: flex; justify-content: space-between;"> <div style="text-align: right;">349(349)</div> <div style="text-align: left;">1,135(1,135)</div> </div> <div style="display: flex; justify-content: space-between;"> <div style="text-align: right;">36(36)</div> <div style="text-align: left;">62(62)</div> </div> </div> </div></div>
--

<div style="display: flex; justify-content: space-around;"> <div style="text-align: left;"> <div style="display: flex; justify-content: space-between;"> <div style="text-align: right;">215(215)</div> <div style="text-align: left;">6(6)</div> </div> <div style="display: flex; justify-content: space-between;"> <div style="text-align: right;">394(394)</div> <div style="text-align: left;">447(447)</div> </div> </div> <div style="display: flex; justify-content: space-around;"> <div style="text-align: left;"> <div style="display: flex; justify-content: space-between;"> <div style="text-align: right;">1,750(1,750)</div> <div style="text-align: left;">37(37)</div> </div> <div style="display: flex; justify-content: space-between;"> <div style="text-align: right;">62(62)</div> <div style="text-align: left;">13(13)</div> </div> </div> <div style="text-align: right;"> <div style="display: flex; justify-content: space-between;"> <div style="text-align: right;">349(349)</div> <div style="text-align: left;">1,135(1,135)</div> </div> <div style="display: flex; justify-content: space-between;"> <div style="text-align: right;">36(36)</div> <div style="text-align: left;">62(62)</div> </div> </div> </div></div>
--

<div style="display: flex; justify-content: space-around;"> <div style="text-align: left;"> <div style="display: flex; justify-content: space-between;"> <div style="text-align: right;">213(213)</div> <div style="text-align: left;">438(567)</div> </div> <div style="display: flex; justify-content: space-between;"> <div style="text-align: right;">238(238)</div> <div style="text-align: left;">284(284)</div> </div> </div> <div style="display: flex; justify-content: space-around;"> <div style="text-align: left;"> <div style="display: flex; justify-content: space-between;"> <div style="text-align: right;">1,654(1,654)</div> <div style="text-align: left;">164(164)</div> </div> <div style="display: flex; justify-content: space-between;"> <div style="text-align: right;">62(62)</div> <div style="text-align: left;">13(13)</div> </div> </div> <div style="text-align: right;"> <div style="display: flex; justify-content: space-between;"> <div style="text-align: right;">349(349)</div> <div style="text-align: left;">1,135(1,135)</div> </div> <div style="display: flex; justify-content: space-between;"> <div style="text-align: right;">36(36)</div> <div style="text-align: left;">62(62)</div> </div> </div> </div></div>
--

<div style="display: flex; justify-content: space-around;"> <div style="text-align: left;"> <div style="display: flex; justify-content: space-between;"> <div style="text-align: right;">215(215)</div> <div style="text-align: left;">6(6)</div> </div> <div style="display: flex; justify-content: space-between;"> <div style="text-align: right;">394(394)</div> <div style="text-align: left;">447(447)</div> </div> </div> <div style="display: flex; justify-content: space-around;"> <div style="text-align: left;"> <div style="display: flex; justify-content: space-between;"> <div style="text-align: right;">1,750(1,750)</div> <div style="text-align: left;">37(37)</div> </div> <div style="display: flex; justify-content: space-between;"> <div style="text-align: right;">62(62)</div> <div style="text-align: left;">13(13)</div> </div> </div> <div style="text-align: right;"> <div style="display: flex; justify-content: space-between;"> <div style="text-align: right;">349(349)</div> <div style="text-align: left;">1,135(1,135)</div> </div> </div></div></div>
--





<div style="display: flex; justify-content: space-between;"> <div> 157(178) 18(18) 326(347) </div> <div> 87(454) 530(724) 5(5) </div> </div> <hr/> <div style="display: flex; justify-content: space-between;"> <div> 149(430) 563(563) 20(20) </div> <div> 67(67) 50(50) </div> </div>	<div style="display: flex; justify-content: space-between;"> <div> 95(95) 284(284) 83(169) </div> <div> 17(103) 333(786) 96(96) </div> </div> <hr/> <div style="display: flex; justify-content: space-between;"> <div> 93(93) 298(319) 54(55) </div> <div> 28(28) 186(186) 48(69) </div> </div>
---	---

25. Warner Drive South & Oxnard St

<div style="display: flex; justify-content: space-between;"> <div> 157(178) 18(18) 326(347) </div> <div> 87(454) 530(724) 5(5) </div> </div> <hr/> <div style="display: flex; justify-content: space-between;"> <div> 149(430) 563(563) 20(20) </div> <div> 67(67) 50(50) </div> </div>	<div style="display: flex; justify-content: space-between;"> <div> 95(95) 284(284) 83(169) </div> <div> 17(103) 333(786) 96(96) </div> </div> <hr/> <div style="display: flex; justify-content: space-between;"> <div> 93(93) 298(319) 54(55) </div> <div> 28(28) 186(186) 48(69) </div> </div>
---	---

26. Owensmouth Ave & Oxnard St

<div style="display: flex; justify-content: space-between;"> <div> 157(178) 18(18) 326(347) </div> <div> 87(454) 530(724) 5(5) </div> </div> <hr/> <div style="display: flex; justify-content: space-between;"> <div> 149(430) 563(563) 20(20) </div> <div> 67(67) 50(50) </div> </div>	<div style="display: flex; justify-content: space-between;"> <div> 95(95) 284(284) 83(169) </div> <div> 17(103) 333(786) 96(96) </div> </div> <hr/> <div style="display: flex; justify-content: space-between;"> <div> 93(93) 298(319) 54(55) </div> <div> 28(28) 186(186) 48(69) </div> </div>
---	---

25. Warner Drive South & Oxnard St

<div style="display: flex; justify-content: space-between;"> <div> 157(178) 18(18) 326(347) </div> <div> 87(454) 530(724) 5(5) </div> </div> <hr/> <div style="display: flex; justify-content: space-between;"> <div> 149(430) 563(563) 20(20) </div> <div> 67(67) 50(50) </div> </div>	<div style="display: flex; justify-content: space-between;"> <div> 95(95) 284(284) 83(169) </div> <div> 17(103) 333(786) 96(96) </div> </div> <hr/> <div style="display: flex; justify-content: space-between;"> <div> 93(93) 298(319) 54(55) </div> <div> 28(28) 186(186) 48(69) </div> </div>
---	---

26. Owensmouth Ave & Oxnard St

<div style="display: flex; justify-content: space-between;"> <div> 157(178) 18(18) 326(347) </div> <div> 87(454) 530(724) 5(5) </div> </div> <hr/> <div style="display: flex; justify-content: space-between;"> <div> 149(430) 563(563) 20(20) </div> <div> 67(67) 50(50) </div> </div>	<div style="display: flex; justify-content: space-between;"> <div> 95(95) 284(284) 83(169) </div> <div> 17(103) 333(786) 96(96) </div> </div> <hr/> <div style="display: flex; justify-content: space-between;"> <div> 93(93) 298(319) 54(55) </div> <div> 28(28) 186(186) 48(69) </div> </div>
---	---

25. Warner Drive South & Oxnard St

<div style="display: flex; justify-content: space-between;"> <div> 157(178) 18(18) 326(347) </div> <div> 87(454) 530(724) 5(5) </div> </div> <hr/> <div style="display: flex; justify-content: space-between;"> <div> 149(430) 563(563) 20(20) </div> <div> 67(67) 50(50) </div> </div>	<div style="display: flex; justify-content: space-between;"> <div> 95(95) 284(284) 83(169) </div> <div> 17(103) 333(786) 96(96) </div> </div> <hr/> <div style="display: flex; justify-content: space-between;"> <div> 93(93) 298(319) 54(55) </div> <div> 28(28) 186(186) 48(69) </div> </div>
---	---

26. Owensmouth Ave & Oxnard St

<div style="display: flex; justify-content: space-between;"> <div> 157(178) 18(18) 326(347) </div> <div> 87(454) 530(724) 5(5) </div> </div> <hr/> <div style="display: flex; justify-content: space-between;"> <div> 149(430) 563(563) 20(20) </div> <div> 67(67) 50(50) </div> </div>	<div style="display: flex; justify-content: space-between;"> <div> 95(95) 284(284) 83(169) </div> <div> 17(103) 333(786) 96(96) </div> </div> <hr/> <div style="display: flex; justify-content: space-between;"> <div> 93(93) 298(319) 54(55) </div> <div> 28(28) 186(186) 48(69) </div> </div>
---	---

25. Warner Drive South & Oxnard St

<div style="display: flex; justify-content: space-between;"> <div> 157(178) 18(18) 326(347) </div> <div> 87(454) 530(724) 5(5) </div> </div> <hr/> <div style="display: flex; justify-content: space-between;"> <div> 149(430) 563(563) 20(20) </div> <div> 67(67) 50(50) </div> </div>	<div style="display: flex; justify-content: space-between;"> <div> 95(95) 284(284) 83(169) </div> <div> 17(103) 333(786) 96(96) </div> </div> <hr/> <div style="display: flex; justify-content: space-between;"> <div> 93(93) 298(319) 54(55) </div> <div> 28(28) 186(186) 48(69) </div> </div>
---	---

26. Owensmouth Ave & Oxnard St

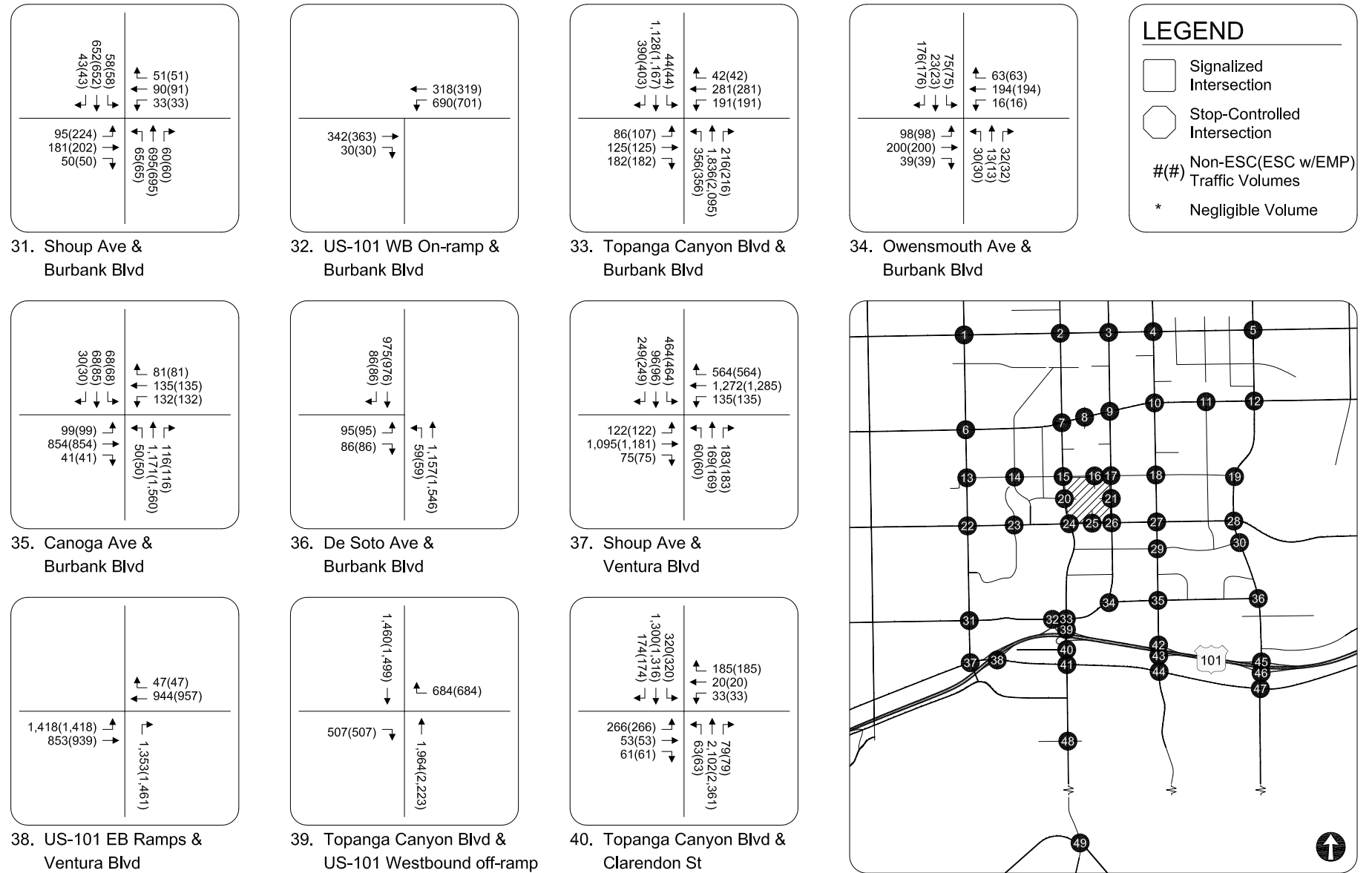
<div style="display: flex; justify-content: space-between;"> <div> 157(178) 18(18) 326(347) </div> <div> 87(454) 530(724) 5(5) </div> </div> <hr/> <div style="display: flex; justify-content: space-between;"> <div> 149(430) 563(563) 20(20) </div> <div> 67(67) 50(50) </div> </div>	<div style="display: flex; justify-content: space-between;"> <div> 95(95) 284(284) 83(169) </div> <div> 17(103) 333(786) 96(96) </div> </div> <hr/> <div style="display: flex; justify-content: space-between;"> <div> 93(93) 298(319) 54(55) </div> <div> 28(28) 186(186) 48(69) </div> </div>
---	---

25. Warner Drive South & Oxnard St

<div style="display: flex; justify-content: space-between;"> <div> 157(178) 18(18) 326(347) </div> <div> 87(454) 530(724) 5(5) </div> </div> <hr/> <div style="display: flex; justify-content: space-between;"> <div> 149(430) 563(563) 20(20) </div> <div> 67(67) 50(50) </div> </div>	<div style="display: flex; justify-content: space-between;"> <div> 95(95) 284(284) 83(169) </div> <div> 17(103) 333(786) 96(96) </div> </div> <hr/> <div style="display: flex; justify-content: space-between;"> <div> 93(93) 298(319) 54(55) </div> <div> 28(28) 186(186) 48(69) </div> </div>
---	---

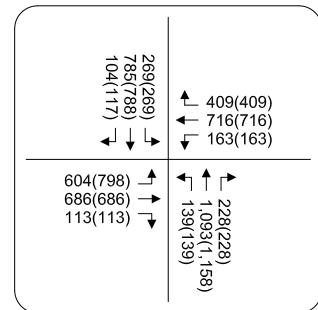
26. Owensmouth Ave & Oxnard St

<div style="display: flex; justify-content: space-between;"> <div> 157(178) 18(18) 326(347) </div> <div> 87(454) 530(724) 5(5) </div> </div> <hr/> <div style="display: flex; justify-content: space-between;"> <div> 149(430) 56</div></div>

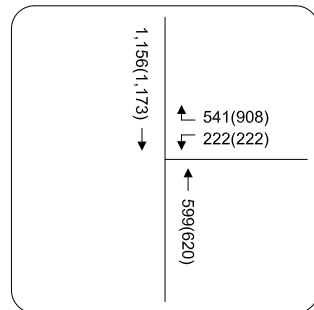


FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2035)
SATURDAY (1-2 PM) TRAFFIC VOLUMES

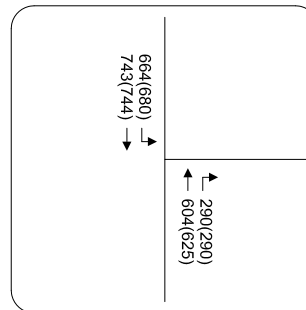
FIGURE
B6 (CONT.)



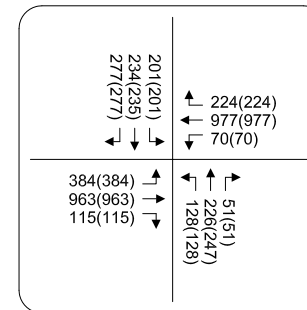
41. Topanga Canyon Blvd & Ventura Blvd



42. Canoga Ave & US-101 WB Off-ramp



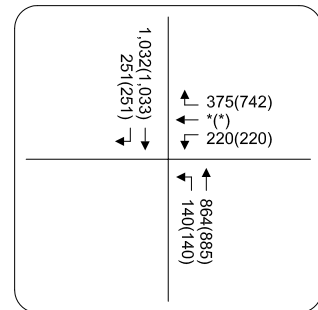
43. Canoga Ave & US-101 EB On-ramp



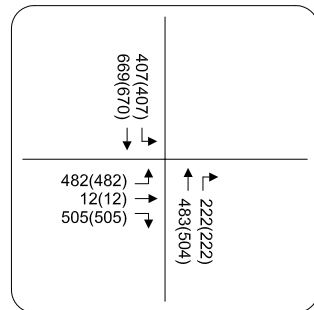
44. Canoga Ave & Ventura Blvd

LEGEND

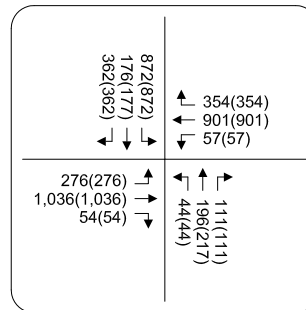
- Signalized Intersection
- Stop-Controlled Intersection
- #(#) Non-ESC(ESC w/EMP) Traffic Volumes
- * Negligible Volume



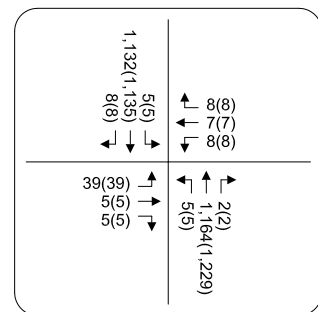
45. De Soto Ave & US-101 WB Ramps



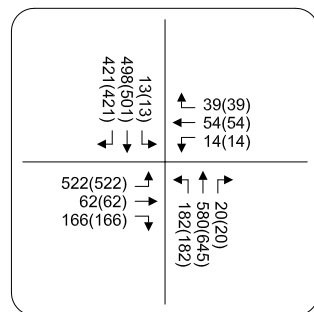
46. De Soto Ave & US-101 EB Ramps



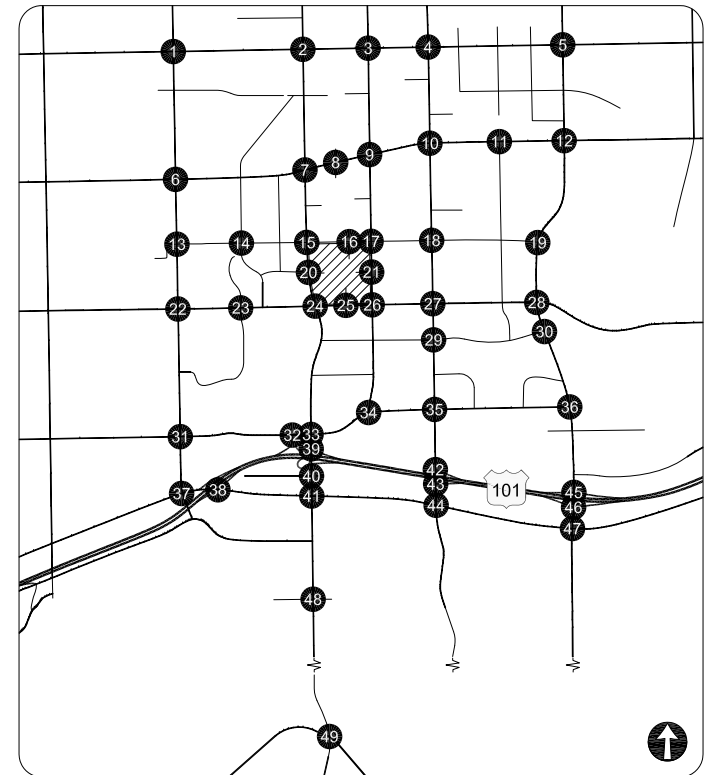
47. De Soto Ave/Serrania Ave & Ventura Blvd



48. Topanga Canyon Blvd & Martinez St

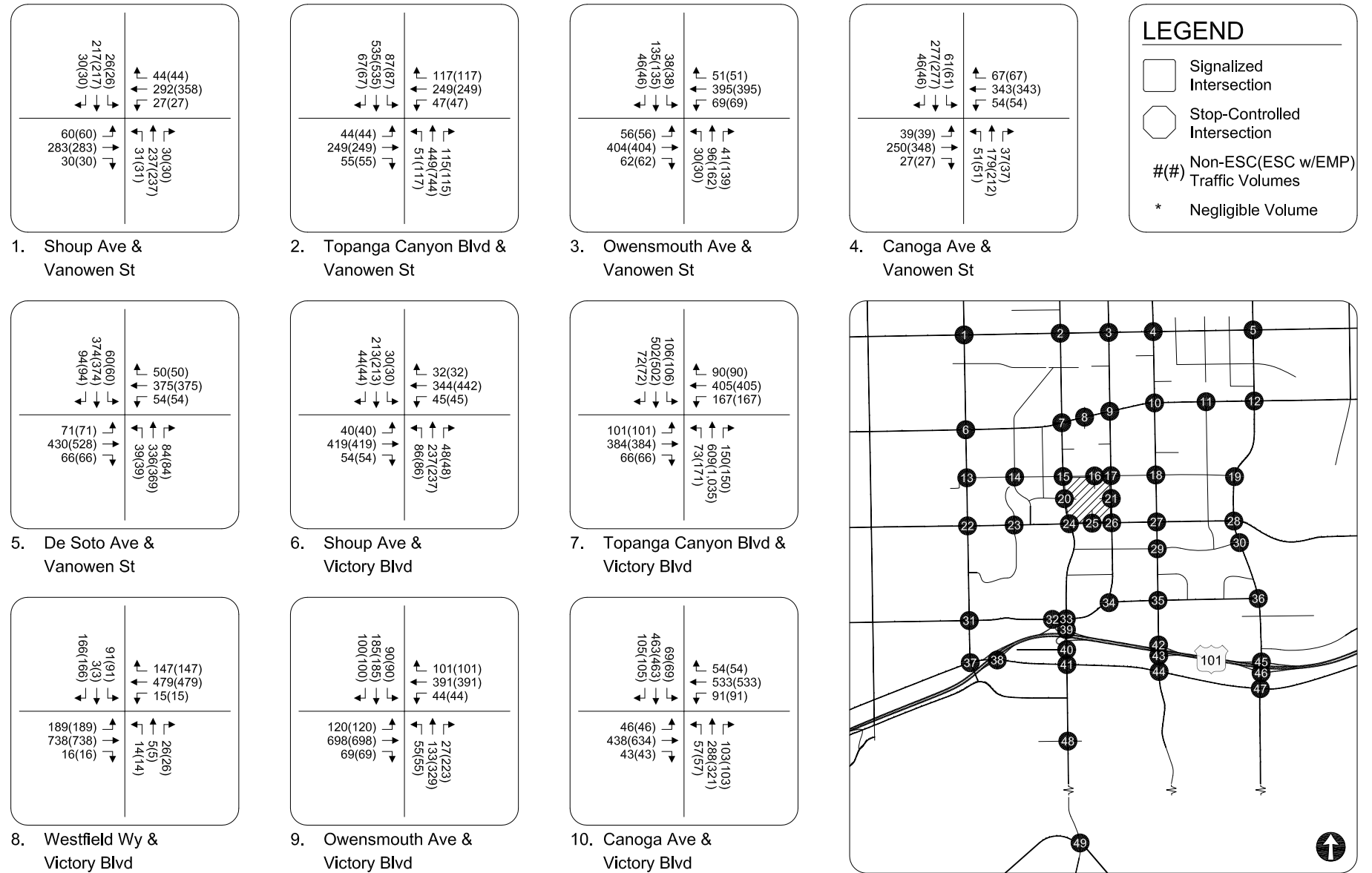


49. Topanga Canyon Blvd & Mulholland Dr



FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2035)
SATURDAY (1-2 PM) TRAFFIC VOLUMES

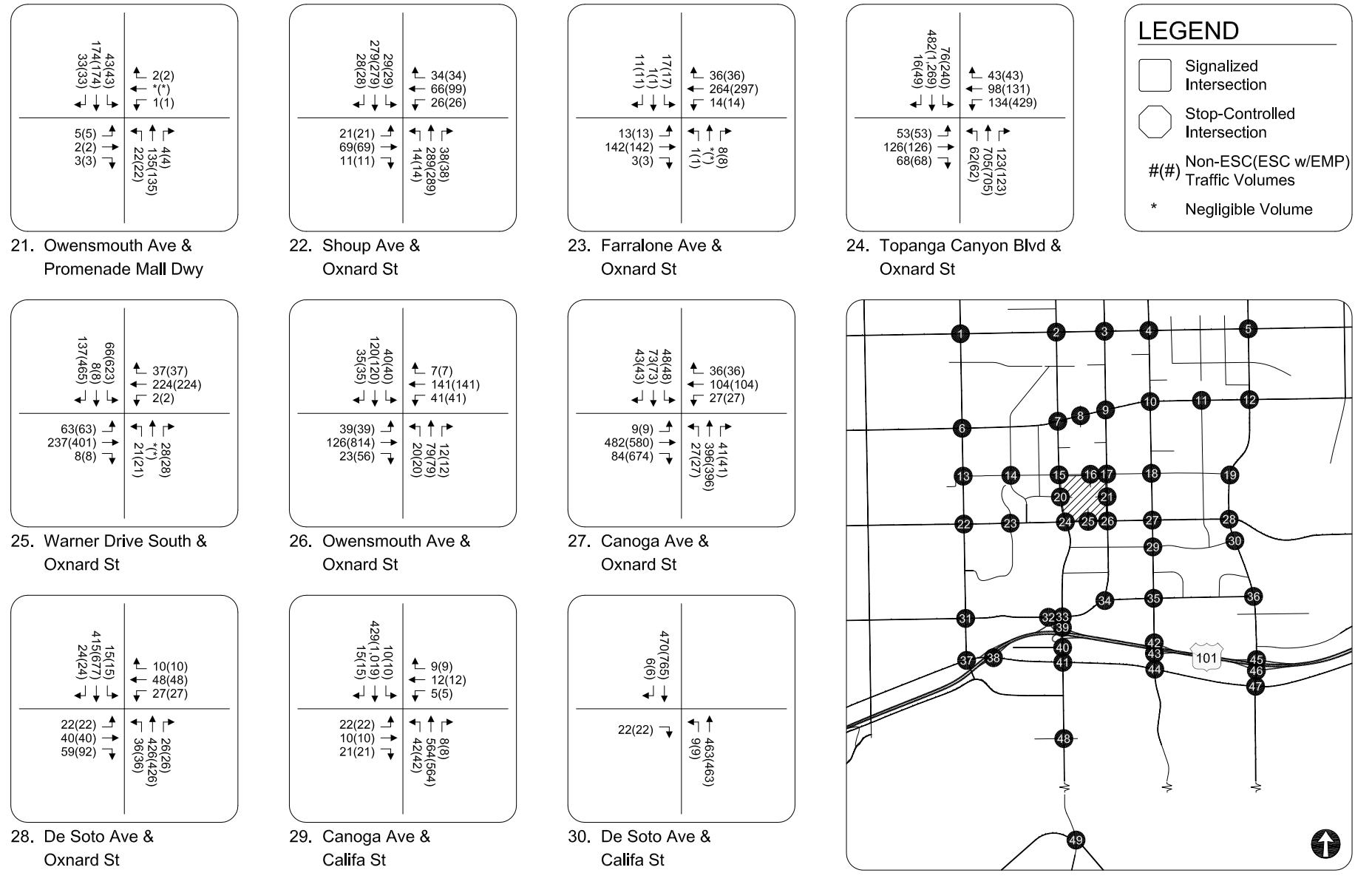
FIGURE
B6 (CONT.)

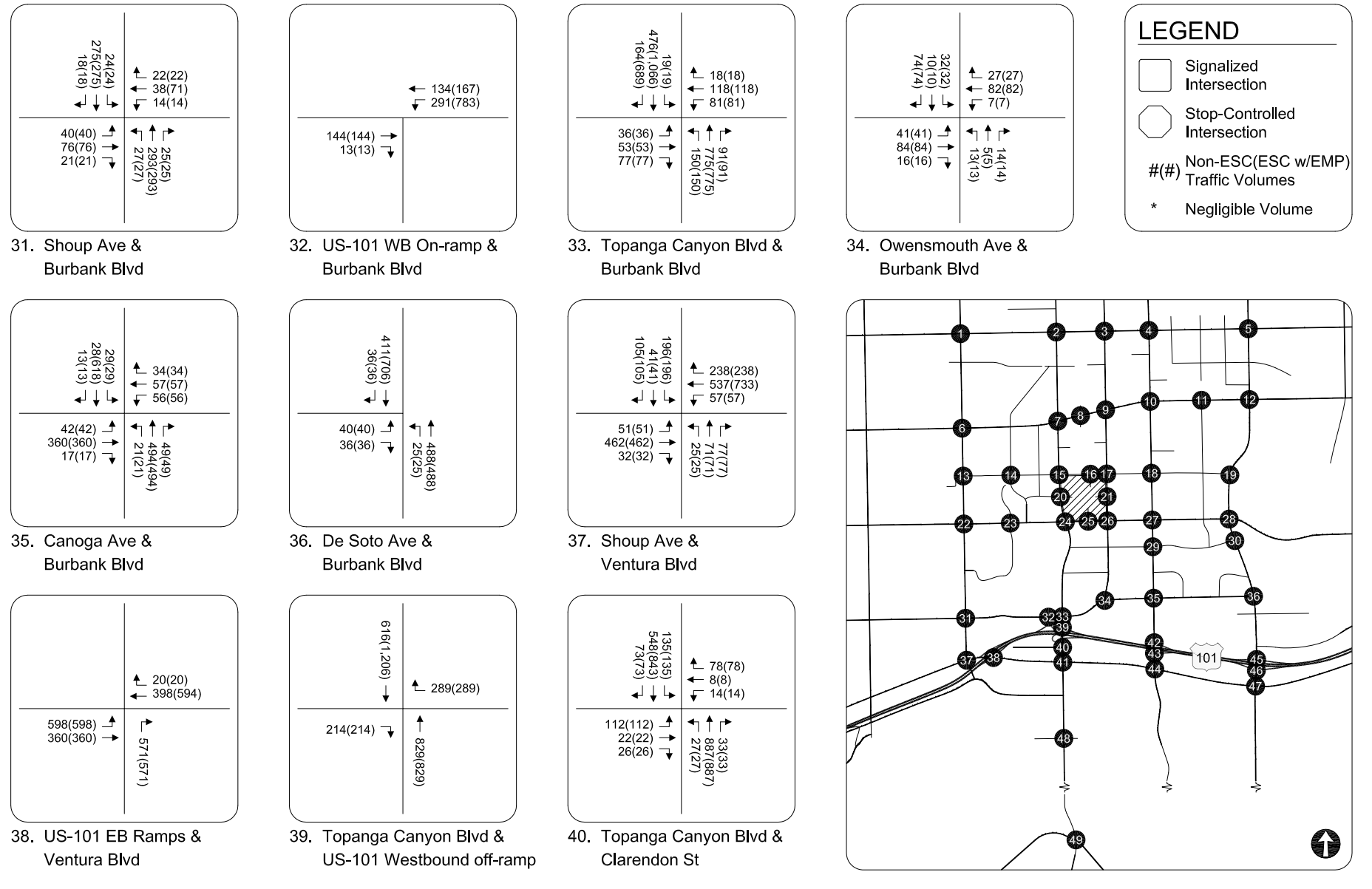


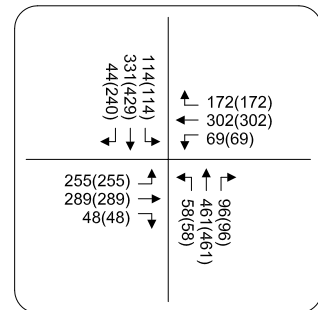
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2035)
SATURDAY (10-11 PM) TRAFFIC VOLUMES

FIGURE
B7

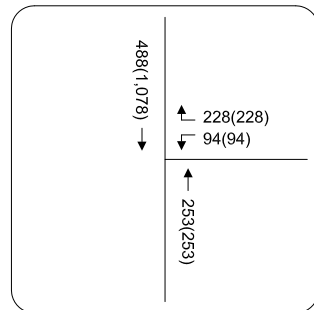




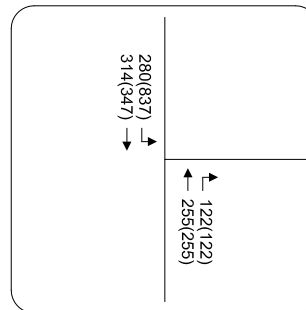




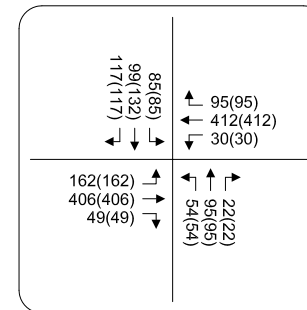
41. Topanga Canyon Blvd & Ventura Blvd



42. Canoga Ave & US-101 WB Off-ramp



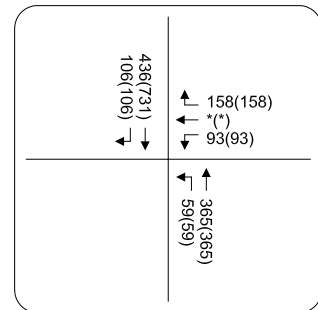
43. Canoga Ave & US-101 EB On-ramp



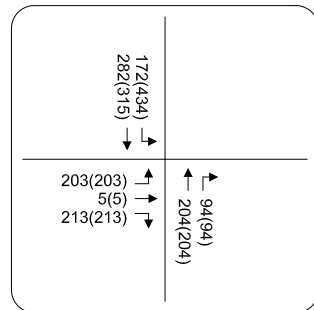
44. Canoga Ave & Ventura Blvd

LEGEND

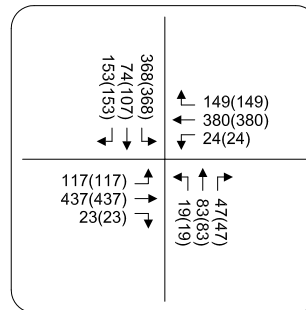
- Signalized Intersection
- Stop-Controlled Intersection
- #(#) Non-ESC(ESC w/EMP) Traffic Volumes
- * Negligible Volume



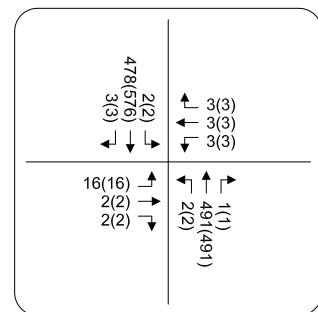
45. De Soto Ave & US-101 WB Ramps



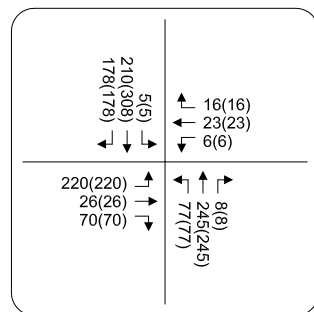
46. De Soto Ave & US-101 EB Ramps



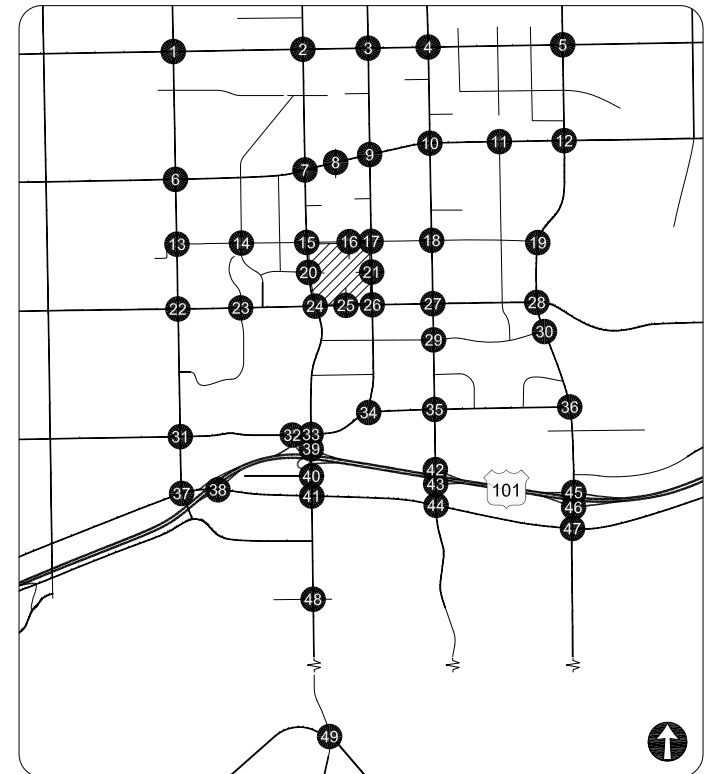
47. De Soto Ave/Serrania Ave & Ventura Blvd



48. Topanga Canyon Blvd & Martinez St



49. Topanga Canyon Blvd & Mulholland Dr



FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2035)
SATURDAY (10-11 PM) TRAFFIC VOLUMES

FIGURE
B7 (CONT.)

TABLE B1
EXISTING WITH MODIFIED PROJECT
WEEKDAY AFTERNOON (5-6 PM) PEAK HOUR INTERSECTION LEVEL OF SERVICE COMPARISON

No.	Intersection	Peak Hour	Existing Conditions		Existing with Promenade non-ESC Uses only (non-event day)				Existing with Full Promenade (incl. ESC) plus EMP				Also Impacted under WCDEIR "2035 with Project"?	Intersections with WC2035 Mitigation	Impacted under WCDEIR "2035 with Project with Mit."?
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact			
1.	Shoup Avenue & Vanowen Street	Wkdy PM	0.765	C	0.779	C	0.014	NO	0.785	C	0.020	NO		*	
2.	Topanga Canyon Boulevard & Vanowen Street	Wkdy PM	0.819	D	0.834	D	0.015	NO	0.835	D	0.016	NO		*	
3.	Owensmouth Avenue & Vanowen Street	Wkdy PM	0.641	B	0.668	B	0.027	NO	0.683	B	0.042	NO		*	
4.	Canoga Avenue & Vanowen Street	Wkdy PM	0.938	E	0.961	E	0.023	YES	0.971	E	0.033	YES	Y	*	N
5.	De Soto Avenue & Vanowen Street	Wkdy PM	0.927	E	0.944	E	0.017	YES	0.946	E	0.019	YES	Y	*	N
6.	Shoup Avenue & Victory Boulevard	Wkdy PM	0.778	C	0.800	C	0.022	NO	0.800	C	0.022	NO		*	
7.	Topanga Canyon Boulevard & Victory Boulevard	Wkdy PM	0.721	C	0.734	C	0.013	NO	0.741	C	0.020	NO		*	
8.	Westfield Way & Victory Boulevard	Wkdy PM	0.323	A	0.344	A	0.021	NO	0.344	A	0.021	NO		*	
9.	Owensmouth Avenue & Victory Boulevard	Wkdy PM	0.739	C	0.803	D	0.064	YES	0.805	D	0.066	YES	Y	*	N
10.	Canoga Avenue & Victory Boulevard	Wkdy PM	0.813	D	0.861	D	0.048	YES	0.862	D	0.049	YES	Y	*	N
11.	Variel Avenue & Victory Boulevard	Wkdy PM	0.688	B	0.717	C	0.029	NO	0.718	C	0.030	NO		*	
12.	De Soto Avenue & Victory Boulevard	Wkdy PM	0.896	D	0.924	E	0.028	YES	0.925	E	0.029	YES	Y	*	N
13.	Shoup Avenue & Erwin Street	Wkdy PM	0.699	B	0.719	C	0.020	NO	0.719	C	0.020	NO		*	
14.	Randi Avenue / Nevada Avenue & Erwin Street	Wkdy PM	0.161	A	0.181	A	0.020	NO	0.181	A	0.020	NO		*	
15.	[c] Topanga Canyon Boulevard & Erwin Street	Wkdy PM	0.577	A	0.644	B	0.067	NO	0.644	B	0.067	NO		*	
16.	[c] Warner Drive North & Erwin Street	Wkdy PM	--	N/A	0.418	A	--	--	0.407	A	--	--			
17.	[c] Owensmouth Avenue & Erwin Street	Wkdy PM	0.500	A	0.627	B	0.127	NO	0.630	B	0.130	NO		*	
18.	Canoga Avenue & Erwin Street	Wkdy PM	0.582	A	0.625	B	0.043	NO	0.637	B	0.055	NO		*	
19.	De Soto Avenue & Erwin Street	Wkdy PM	0.444	A	0.446	A	0.002	NO	0.454	A	0.010	NO		*	
20.	[a][c] Topanga Canyon Blvd & Calvert St/Promenade Blvd	Wkdy PM	0.631	B	0.574	A	-0.057	NO	0.558	A	-0.073	NO			
21.	[c] Owensmouth Avenue & Promenade Boulevard	Wkdy PM	0.203	A	0.155	A	-0.048	NO	0.145	A	-0.058	NO			
22.	Shoup Avenue & Oxnard Street	Wkdy PM	0.937	E	0.987	E	0.050	YES	0.988	E	0.051	YES	Y	*	N
23.	Farralone Avenue & Oxnard Street	Wkdy PM	--	N/A	0.191	A	--	--	0.191	A	--	--			
24.	[c] Topanga Canyon Boulevard & Oxnard Street	Wkdy PM	0.788	C	0.815	D	0.027	YES	0.868	D	0.080	YES	Y	*	N
25.	[c] Warner Drive South & Oxnard Street	Wkdy PM	0.373	A	0.453	A	0.080	NO	0.514	A	0.141	NO		*	
26.	[c] Owensmouth Avenue & Oxnard Street	Wkdy PM	0.379	A	0.391	A	0.012	NO	0.409	A	0.030	NO			
27.	Canoga Avenue & Oxnard Street	Wkdy PM	0.627	B	0.692	B	0.065	NO	0.720	C	0.093	YES	Y	*	N
28.	De Soto Avenue & Oxnard Street	Wkdy PM	0.620	B	0.643	B	0.023	NO	0.643	B	0.023	NO		*	
29.	Canoga Avenue & Califa Street	Wkdy PM	0.529	A	0.569	A	0.040	NO	0.590	A	0.061	NO			
30.	[b] De Soto Avenue & Califa Street	Wkdy PM	0.728	C	0.742	C	0.014	NO	0.744	C	0.016	NO		*	
31.	Shoup Avenue & Burbank Boulevard	Wkdy PM	0.649	B	0.674	B	0.025	NO	0.675	B	0.026	NO		*	
32.	US-101 WB On-Ramp & Burbank Boulevard	Wkdy PM	0.485	A	0.499	A	0.014	NO	0.504	A	0.019	NO		*	
33.	Topanga Canyon Boulevard & Burbank Boulevard	Wkdy PM	0.785	C	0.797	C	0.012	NO	0.882	D	0.097	YES	Y	*	N
34.	Owensmouth Avenue & Burbank Boulevard	Wkdy PM	0.585	A	0.592	A	0.007	NO	0.592	A	0.007	NO			
35.	Canoga Avenue & Burbank Boulevard	Wkdy PM	0.631	B	0.649	B	0.018	NO	0.650	B	0.019	NO		*	
36.	De Soto Avenue & Burbank Boulevard	Wkdy PM	0.577	A	0.589	A	0.012	NO	0.589	A	0.012	NO			
37.	Shoup Avenue & Ventura Boulevard	Wkdy PM	0.819	D	0.827	D	0.008	NO	0.827	D	0.008	NO		*	
38.	US 101 EB Ramps & Ventura Boulevard	Wkdy PM	0.564	A	0.574	A	0.010	NO	0.575	A	0.011	NO		*	
39.	[b] Topanga Canyon Boulevard & US 101 WB Off-Ramp	Wkdy PM	0.846	D	0.864	D	0.018	NO	0.989	E	0.143	YES	Y	*	N
40.	Topanga Canyon Boulevard & Clarendon Street	Wkdy PM	0.807	D	0.819	D	0.012	NO	0.864	D	0.057	YES	Y	*	N
41.	Topanga Canyon Boulevard & Ventura Boulevard	Wkdy PM	0.903	E	0.915	E	0.012	YES	0.987	E	0.084	YES	Y	*	N
42.	Canoga Avenue & US 101 WB Off-Ramp	Wkdy PM	0.440	A	0.447	A	0.007	NO	0.489	A	0.049	NO			
43.	Canoga Avenue & US 101 EB On-Ramp	Wkdy PM	0.442	A	0.452	A	0.010	NO	0.454	A	0.012	NO			
44.	Canoga Avenue & Ventura Boulevard	Wkdy PM	0.768	C	0.778	C	0.010	NO	0.779	C	0.011	NO			
45.	De Soto Avenue & US 101 WB Ramps	Wkdy PM	0.642	B	0.652	B	0.010	NO	0.652	B	0.010	NO		*	
46.	De Soto Avenue & US 101 EB Ramps	Wkdy PM	0.578	A	0.580	A	0.002	NO	0.582	A	0.004	NO		*	
47.	De Soto Avenue/Serrania Avenue & Ventura Boulevard	Wkdy PM	0.555	A	0.557	A	0.002	NO	0.560	A	0.005	NO		*	
48.	Topanga Canyon Boulevard & Martinez Street	Wkdy PM	0.452	A	0.453	A	0.001	NO	0.460	A	0.008	NO			
49.	Topanga Canyon Boulevard & Mulholland Drive	Wkdy PM	0.783	C	0.784	C	0.001	NO	0.784	C	0.001	NO		*	
Number of Intersections at LOS E or F			4		5				6						

Notes

- The Project analyses include the full buildout of WC2035 and application of all mitigation measures.
- ESC = Entertainment/Sports Center, EMP = Event Management Plan, TCO = Traffic Control Officers
- Intersection was not analyzed under the WC2035.
- [a] Intersection is unsignalized under Existing Conditions and proposed to operate as a signal as part of Promenade design feature.
- [b] Intersection is unsignalized.
- [c] A 3% credit applied to intersection operation conditions due to Traffic Control Officer (TCO) under EMP conditions.

TABLE B2-1
FUTURE WITH MODIFIED PROJECT
WEEKDAY AFTERNOON (5-6 PM) PEAK HOUR INTERSECTION LEVEL OF SERVICE COMPARISON

No.	Intersection	Peak Hour	WCSP DEIR 2035 No Build		Promenade Analysis: Future w/WCSP & WCSP mitigations w/Promenade Non-ESC Uses Only				Promenade Analysis: Future w/WCSP & WCSP mitigations w/ Full Promenade (incl. ESC) + EMP				WCSP DEIR 2035 with Full Buildout and Mitigation Improvements (Non-Promenade 2035 Project)			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact
1.	Shoup Avenue & Vanowen Street	Wkdy PM	0.871	D	0.761	C	-0.110	NO	0.761	C	-0.110	NO	0.879	D	0.008	NO
2.	Topanga Canyon Boulevard & Vanowen Street	Wkdy PM	1.089	F	0.996	E	-0.093	NO	1.003	F	-0.086	NO	1.056	F	-0.033	NO
3.	Owensmouth Avenue & Vanowen Street	Wkdy PM	0.804	D	0.591	A	-0.213	NO	0.600	A	-0.204	NO	0.720	C	-0.084	NO
4.	Canoga Avenue & Vanowen Street	Wkdy PM	0.858	D	0.733	C	-0.125	NO	0.741	C	-0.117	NO	0.777	C	-0.081	NO
5.	De Soto Avenue & Vanowen Street	Wkdy PM	1.104	F	0.926	E	-0.178	NO	0.926	E	-0.178	NO	1.007	F	-0.097	NO
6.	Shoup Avenue & Victory Boulevard	Wkdy PM	1.002	F	0.810	D	-0.192	NO	0.811	D	-0.191	NO	0.938	E	-0.064	NO
7.	Topanga Canyon Boulevard & Victory Boulevard	Wkdy PM	1.005	F	0.771	C	-0.234	NO	0.777	C	-0.228	NO	0.890	D	-0.115	NO
8.	Westfield Way & Victory Boulevard	Wkdy PM	0.583	A	0.444	A	-0.139	NO	0.444	A	-0.139	NO	0.669	B	0.086	NO
9.	Owensmouth Avenue & Victory Boulevard	Wkdy PM	0.828	D	0.670	B	-0.158	NO	0.690	B	-0.138	NO	0.792	C	-0.036	NO
10.	Canoga Avenue & Victory Boulevard	Wkdy PM	0.929	E	0.776	C	-0.153	NO	0.779	C	-0.150	NO	0.909	E	-0.020	NO
11.	Variel Avenue & Victory Boulevard	Wkdy PM	0.809	D	0.790	C	-0.019	NO	0.799	C	-0.010	NO	0.937	E	0.128	YES
12.	De Soto Avenue & Victory Boulevard	Wkdy PM	0.960	E	0.735	C	-0.225	NO	0.736	C	-0.224	NO	0.858	D	-0.102	NO
13. [c]	Shoup Avenue & Erwin Street	Wkdy PM	0.875	D	0.761	C	-0.114	NO	0.731	C	-0.144	NO	0.801	D	-0.074	NO
14.	Randi Avenue / Nevada Avenue & Erwin Street	Wkdy PM	0.281	A	0.231	A	-0.050	NO	0.231	A	-0.050	NO	0.354	A	0.073	NO
15. [c]	Topanga Canyon Boulevard & Erwin Street	Wkdy PM	0.789	C	0.737	C	-0.052	NO	0.728	C	-0.061	NO	0.801	D	0.012	NO
16. [c]	Warner Drive North & Erwin Street	Wkdy PM	--	N/A	0.421	A	--	--	0.407	A	--	--	--	N/A	--	--
17. [c]	Owensmouth Avenue & Erwin Street	Wkdy PM	0.650	B	0.568	A	-0.082	NO	0.543	A	-0.107	NO	0.640	B	-0.010	NO
18. [c]	Canoga Avenue & Erwin Street	Wkdy PM	0.740	C	0.693	B	-0.047	NO	0.663	B	-0.077	NO	0.736	C	-0.004	NO
19. [c]	De Soto Avenue & Erwin Street	Wkdy PM	0.608	B	0.525	A	-0.083	NO	0.504	A	-0.104	NO	0.645	B	0.037	NO
20. [a] [c]	Topanga Canyon Blvd & Calvert St/Promenade Blvd	Wkdy PM	0.589	A	0.586	A	-0.003	NO	0.588	A	-0.001	NO	0.613	B	0.024	NO
21. [c]	Owensmouth Avenue & Promenade Boulevard	Wkdy PM	0.350	A	0.221	A	-0.129	NO	0.200	A	-0.150	NO	0.370	A	0.020	NO
22. [c]	Shoup Avenue & Oxnard Street	Wkdy PM	1.093	F	1.040	F	-0.053	NO	1.010	F	-0.083	NO	0.975	E	-0.118	NO
23.	Farralene Avenue & Oxnard Street	Wkdy PM	--	N/A	0.237	A	--	--	0.237	A	--	--	--	N/A	--	--
24. [c]	Topanga Canyon Boulevard & Oxnard Street	Wkdy PM	0.891	D	0.743	C	-0.148	NO	0.821	D	-0.070	NO	0.855	D	-0.036	NO
25. [c]	Warner Drive South & Oxnard Street	Wkdy PM	0.660	B	0.551	A	-0.109	NO	0.571	A	-0.089	NO	0.587	A	-0.073	NO
26. [c]	Owensmouth Avenue & Oxnard Street	Wkdy PM	0.492	A	0.464	A	-0.028	NO	0.497	A	0.005	NO	0.605	B	0.113	NO
27. [c]	Canoga Avenue & Oxnard Street	Wkdy PM	0.754	C	0.665	B	-0.089	NO	0.636	B	-0.118	NO	0.758	C	0.004	NO
28.	De Soto Avenue & Oxnard Street	Wkdy PM	0.771	C	0.627	B	-0.144	NO	0.627	B	-0.144	NO	0.759	C	-0.012	NO
29.	Canoga Avenue & Califa Street	Wkdy PM	0.746	C	0.613	B	-0.133	NO	0.640	B	-0.106	NO	0.767	C	0.021	NO
30. [b]	De Soto Avenue & Califa Street	Wkdy PM	0.681	B	0.497	A	-0.184	NO	0.499	A	-0.182	NO	0.665	B	-0.016	NO
31.	Shoup Avenue & Burbank Boulevard	Wkdy PM	0.786	C	0.784	C	-0.002	NO	0.784	C	-0.002	NO	0.721	C	-0.065	NO
32.	US-101 WB On-Ramp & Burbank Boulevard	Wkdy PM	0.582	A	0.496	A	-0.086	NO	0.501	A	-0.081	NO	0.613	B	0.031	NO
33. [c]	Topanga Canyon Boulevard & Burbank Boulevard	Wkdy PM	0.972	E	0.635	B	-0.337	NO	0.671	B	-0.301	NO	0.747	C	-0.225	NO
34.	Owensmouth Avenue & Burbank Boulevard	Wkdy PM	0.862	D	0.665	B	-0.197	NO	0.665	B	-0.197	NO	0.852	D	-0.010	NO
35.	Canoga Avenue & Burbank Boulevard	Wkdy PM	0.790	C	0.684	B	-0.106	NO	0.697	B	-0.093	NO	0.809	D	0.019	NO
36.	De Soto Avenue & Burbank Boulevard	Wkdy PM	0.759	C	0.634	B	-0.125	NO	0.634	B	-0.125	NO	0.788	C	0.029	NO
37.	Shoup Avenue & Ventura Boulevard	Wkdy PM	1.170	F	0.945	E	-0.225	NO	0.946	E	-0.224	NO	1.035	F	-0.135	NO
38.	US 101 EB Ramps & Ventura Boulevard	Wkdy PM	1.009	F	0.615	B	-0.394	NO	0.616	B	-0.393	NO	0.759	C	-0.250	NO
39. [b]	Topanga Canyon Boulevard & US 101 WB Off-Ramp	Wkdy PM	0.760	C	0.433	A	-0.327	NO	0.475	A	-0.285	NO	0.534	A	-0.226	NO
40.	Topanga Canyon Boulevard & Clarendon Street	Wkdy PM	1.095	F	0.932	E	-0.163	NO	0.978	E	-0.117	NO	1.076	F	-0.019	NO
41.	Topanga Canyon Boulevard & Ventura Boulevard	Wkdy PM	1.099	F	0.840	D	-0.259	NO	0.887	D	-0.212	NO	0.961	E	-0.138	NO
42.	Canoga Avenue & US 101 WB Off-Ramp	Wkdy PM	0.591	A	0.467	A	-0.124	NO	0.508	A	-0.083	NO	0.606	B	0.015	NO
43.	Canoga Avenue & US 101 EB On-Ramp	Wkdy PM	0.585	A	0.441	A	-0.144	NO	0.443	A	-0.142	NO	0.580	A	-0.005	NO
44.	Canoga Avenue & Ventura Boulevard	Wkdy PM	0.882	D	0.821	D	-0.061	NO	0.821	D	-0.061	NO	0.899	D	0.017	NO
45.	De Soto Avenue & US 101 WB Ramps	Wkdy PM	0.801	D	0.555	A	-0.246	NO	0.555	A	-0.246	NO	0.682	B	-0.119	NO
46.	De Soto Avenue & US 101 EB Ramps	Wkdy PM	0.743	C	0.587	A	-0.156	NO	0.587	A	-0.156	NO	0.710	C	-0.033	NO
47.	De Soto Avenue/Serrania Avenue & Ventura Boulevard	Wkdy PM	0.904	E	0.758	C	-0.146	NO	0.761	C	-0.143	NO	0.840	D	-0.064	NO
48.	Topanga Canyon Boulevard & Martinez Street	Wkdy PM	0.600	A	0.555	A	-0.045	NO	0.562	A	-0.038	NO	0.656	B	0.056	NO
49.	Topanga Canyon Boulevard & Mulholland Drive	Wkdy PM	0.953	E	0.798	C	-0.155	NO	0.798	C	-0.155	NO	0.770	C	-0.183	NO
Number of Intersections at LOS E or F			14		5				5				9			

Notes

- WCSP DEIR 2035 "No Build" and "with Full Buildout and Mitigation Improvements" LOS results provided as reference from WC2035 EIR Tables 4.12-30. The Promenade 2035 project is not assumed in the WC2035 "with Full Buildout and Mitigation Improvements" conditions.
- ESC = Entertainment/Sports Center, EMP = Event Management Plan
- Intersection was not analyzed under the WC2035.
- [a] Intersection is unsignalized under WC2035 and proposed to be signalized as part of Project Design Feature with the Northwest Phase (Phase 2).
- [b] Intersection is uncontrolled under WC2035 improvements, but analyzed using the signalized methodology consistent with WC2035.
- [c] A 3% credit applied to intersection operation due to Traffic Control Officer under EMP conditions.

**TABLE B2-2
COMPARISON OF FUTURE PROJECT WITHOUT ESC
WEEKDAY AFTERNOON (5-6 PM) PEAK HOUR INTERSECTION LEVELS OF SERVICE**

No.	Intersection	Peak Hour	Modified Project without ESC			SEIR Project without ESC			SEIR Alternative 5, Option 1 without ESC			SEIR Alternative 5, Option 2 without ESC		
			V/C	LOS	Significant Impact	V/C	LOS	Significant Impact	V/C	LOS	Significant Impact	V/C	LOS	Significant Impact
1.	Shoup Avenue & Vanowen Street	Wkdy PM	0.761	C	NO	0.760	C	NO	0.760	C	NO	0.760	C	NO
2.	Topanga Canyon Boulevard & Vanowen Street	Wkdy PM	0.996	E	NO	0.995	E	NO	0.995	E	NO	0.995	E	NO
3.	Owensmouth Avenue & Vanowen Street	Wkdy PM	0.591	A	NO	0.589	A	NO	0.589	A	NO	0.589	A	NO
4.	Canoga Avenue & Vanowen Street	Wkdy PM	0.733	C	NO	0.732	C	NO	0.732	C	NO	0.732	C	NO
5.	De Soto Avenue & Vanowen Street	Wkdy PM	0.926	E	NO	0.925	E	NO	0.925	E	NO	0.925	E	NO
6.	Shoup Avenue & Victory Boulevard	Wkdy PM	0.810	D	NO	0.810	D	NO	0.810	D	NO	0.810	D	NO
7.	Topanga Canyon Boulevard & Victory Boulevard	Wkdy PM	0.771	C	NO	0.771	C	NO	0.771	C	NO	0.771	C	NO
8.	Westfield Way & Victory Boulevard	Wkdy PM	0.444	A	NO	0.443	A	NO	0.443	A	NO	0.443	A	NO
9.	Owensmouth Avenue & Victory Boulevard	Wkdy PM	0.670	B	NO	0.669	B	NO	0.669	B	NO	0.669	B	NO
10.	Canoga Avenue & Victory Boulevard	Wkdy PM	0.776	C	NO	0.774	C	NO	0.774	C	NO	0.774	C	NO
11.	Variel Avenue & Victory Boulevard	Wkdy PM	0.790	C	NO	0.788	C	NO	0.788	C	NO	0.788	C	NO
12.	De Soto Avenue & Victory Boulevard	Wkdy PM	0.735	C	NO	0.733	C	NO	0.733	C	NO	0.733	C	NO
13.	Shoup Avenue & Erwin Street	Wkdy PM	0.761	C	NO	0.759	C	NO	0.759	C	NO	0.759	C	NO
14.	Randi Avenue / Nevada Avenue & Erwin Street	Wkdy PM	0.231	A	NO	0.229	A	NO	0.229	A	NO	0.229	A	NO
15.	Topanga Canyon Boulevard & Erwin Street	Wkdy PM	0.737	C	NO	0.735	C	NO	0.735	C	NO	0.735	C	NO
16.	Warner Drive North & Erwin Street	Wkdy PM	0.421	A	--	0.400	A	--	0.400	A	--	0.400	A	--
17.	Owensmouth Avenue & Erwin Street	Wkdy PM	0.568	A	NO	0.563	A	NO	0.563	A	NO	0.563	A	NO
18.	Canoga Avenue & Erwin Street	Wkdy PM	0.693	B	NO	0.691	B	NO	0.691	B	NO	0.691	B	NO
19.	De Soto Avenue & Erwin Street	Wkdy PM	0.525	A	NO	0.526	A	NO	0.526	A	NO	0.526	A	NO
20.	Topanga Canyon Blvd & Calvert St/Promenade Blvd	Wkdy PM	0.586	A	NO	0.573	A	NO	0.573	A	NO	0.573	A	NO
21.	Owensmouth Avenue & Promenade Boulevard	Wkdy PM	0.221	A	NO	0.221	A	NO	0.221	A	NO	0.221	A	NO
22.	Shoup Avenue & Oxnard Street	Wkdy PM	1.040	F	NO	1.035	F	NO	1.035	F	NO	1.035	F	NO
23.	Farralone Avenue & Oxnard Street	Wkdy PM	0.237	A	--	0.237	A	--	0.237	A	--	0.237	A	--
24.	Topanga Canyon Boulevard & Oxnard Street	Wkdy PM	0.743	C	NO	0.741	C	NO	0.741	C	NO	0.741	C	NO
25.	Warner Drive South & Oxnard Street	Wkdy PM	0.551	A	NO	0.536	A	NO	0.536	A	NO	0.536	A	NO
26.	Owensmouth Avenue & Oxnard Street	Wkdy PM	0.464	A	NO	0.464	A	NO	0.464	A	NO	0.464	A	NO
27.	Canoga Avenue & Oxnard Street	Wkdy PM	0.665	B	NO	0.660	B	NO	0.660	B	NO	0.660	B	NO
28.	De Soto Avenue & Oxnard Street	Wkdy PM	0.627	B	NO	0.626	B	NO	0.626	B	NO	0.626	B	NO
29.	Canoga Avenue & Califa Street	Wkdy PM	0.613	B	NO	0.611	B	NO	0.611	B	NO	0.611	B	NO
30.	De Soto Avenue & Califa Street	Wkdy PM	0.497	A	NO	0.497	A	NO	0.497	A	NO	0.497	A	NO
31.	Shoup Avenue & Burbank Boulevard	Wkdy PM	0.784	C	NO	0.781	C	NO	0.781	C	NO	0.781	C	NO
32.	US-101 WB On-Ramp & Burbank Boulevard	Wkdy PM	0.496	A	NO	0.496	A	NO	0.496	A	NO	0.496	A	NO
33.	Topanga Canyon Boulevard & Burbank Boulevard	Wkdy PM	0.635	B	NO	0.635	B	NO	0.635	B	NO	0.635	B	NO
34.	Owensmouth Avenue & Burbank Boulevard	Wkdy PM	0.665	B	NO	0.665	B	NO	0.665	B	NO	0.665	B	NO
35.	Canoga Avenue & Burbank Boulevard	Wkdy PM	0.684	B	NO	0.682	B	NO	0.682	B	NO	0.682	B	NO
36.	De Soto Avenue & Burbank Boulevard	Wkdy PM	0.634	B	NO	0.633	B	NO	0.633	B	NO	0.633	B	NO
37.	Shoup Avenue & Ventura Boulevard	Wkdy PM	0.945	E	NO	0.944	E	NO	0.944	E	NO	0.944	E	NO
38.	US 101 EB Ramps & Ventura Boulevard	Wkdy PM	0.615	B	NO	0.614	B	NO	0.614	B	NO	0.614	B	NO
39.	Topanga Canyon Boulevard & US 101 WB Off-Ramp	Wkdy PM	0.433	A	NO	0.433	A	NO	0.433	A	NO	0.433	A	NO
40.	Topanga Canyon Boulevard & Clarendon Street	Wkdy PM	0.932	E	NO	0.931	E	NO	0.931	E	NO	0.931	E	NO
41.	Topanga Canyon Boulevard & Ventura Boulevard	Wkdy PM	0.840	D	NO	0.840	D	NO	0.840	D	NO	0.840	D	NO
42.	Canoga Avenue & US 101 WB Off-Ramp	Wkdy PM	0.467	A	NO	0.466	A	NO	0.466	A	NO	0.466	A	NO
43.	Canoga Avenue & US 101 EB On-Ramp	Wkdy PM	0.441	A	NO	0.439	A	NO	0.439	A	NO	0.439	A	NO
44.	Canoga Avenue & Ventura Boulevard	Wkdy PM	0.821	D	NO	0.820	D	NO	0.820	D	NO	0.820	D	NO
45.	De Soto Avenue & US 101 WB Ramps	Wkdy PM	0.555	A	NO	0.555	A	NO	0.555	A	NO	0.555	A	NO
46.	De Soto Avenue & US 101 EB Ramps	Wkdy PM	0.587	A	NO	0.588	A	NO	0.588	A	NO	0.588	A	NO
47.	De Soto Avenue/Serrania Avenue & Ventura Boulevard	Wkdy PM	0.758	C	NO	0.757	C	NO	0.757	C	NO	0.757	C	NO
48.	Topanga Canyon Boulevard & Martinez Street	Wkdy PM	0.555	A	NO	0.555	A	NO	0.555	A	NO	0.555	A	NO
49.	Topanga Canyon Boulevard & Mulholland Drive	Wkdy PM	0.798	C	NO	0.798	C	NO	0.798	C	NO	0.798	C	NO
Number of Significantly Impacted Intersections			0			0			0			0		

Notes

Modified Project without ESC results as identified in Table 4A. SEIR Project and SEIR Alternative 5 LOS results as referenced from the TIA.

ESC = Entertainment/Sports Center

-- Intersection was not analyzed under the WC2035 Plan.

**TABLE B2-3
COMPARISON OF FUTURE PROJECT WITH ESC
WEEKDAY AFTERNOON (5-6 PM) PEAK HOUR INTERSECTION LEVELS OF SERVICE**

No.	Intersection	Peak Hour	Modified Project with ESC			SEIR Project (15,000 seats)			SEIR Alternative 5, Option 1 (10,000 seats)			SEIR Alternative 5, Option 2 (7,500 seats)		
			V/C	LOS	Significant Impact	V/C	LOS	Significant Impact	V/C	LOS	Significant Impact	V/C	LOS	Significant Impact
1.	Shoup Avenue & Vanowen Street	Wkdy PM	0.761	C	NO	0.760	C	NO	0.760	C	NO	0.760	C	NO
2.	Topanga Canyon Boulevard & Vanowen Street	Wkdy PM	1.003	F	NO	1.006	F	NO	1.002	F	NO	1.000	E	NO
3.	Owensmouth Avenue & Vanowen Street	Wkdy PM	0.600	A	NO	0.602	B	NO	0.598	A	NO	0.596	A	NO
4.	Canoga Avenue & Vanowen Street	Wkdy PM	0.741	C	NO	0.745	C	NO	0.741	C	NO	0.739	C	NO
5.	De Soto Avenue & Vanowen Street	Wkdy PM	0.926	E	NO	0.925	E	NO	0.925	E	NO	0.925	E	NO
6.	Shoup Avenue & Victory Boulevard	Wkdy PM	0.811	D	NO	0.811	D	NO	0.810	D	NO	0.810	D	NO
7.	Topanga Canyon Boulevard & Victory Boulevard	Wkdy PM	0.777	C	NO	0.779	C	NO	0.776	C	NO	0.775	C	NO
8.	Westfield Way & Victory Boulevard	Wkdy PM	0.444	A	NO	0.443	A	NO	0.443	A	NO	0.443	A	NO
9.	Owensmouth Avenue & Victory Boulevard	Wkdy PM	0.690	B	NO	0.698	B	NO	0.688	B	NO	0.683	B	NO
10.	Canoga Avenue & Victory Boulevard	Wkdy PM	0.779	C	NO	0.778	C	NO	0.776	C	NO	0.776	C	NO
11.	Variel Avenue & Victory Boulevard	Wkdy PM	0.799	C	NO	0.800	C	NO	0.797	C	NO	0.795	C	NO
12.	De Soto Avenue & Victory Boulevard	Wkdy PM	0.736	C	NO	0.734	C	NO	0.733	C	NO	0.733	C	NO
13.	Shoup Avenue & Erwin Street	Wkdy PM	0.731	C	NO	0.729	C	NO	0.759	C	NO	0.759	C	NO
14.	Randi Avenue / Nevada Avenue & Erwin Street	Wkdy PM	0.231	A	NO	0.230	A	NO	0.230	A	NO	0.230	A	NO
15.	Topanga Canyon Boulevard & Erwin Street	Wkdy PM	0.728	C	NO	0.736	C	NO	0.756	C	NO	0.751	C	NO
16.	Warner Drive North & Erwin Street	Wkdy PM	0.407	A	--	0.390	A	--	0.403	A	--	0.400	A	--
17.	Owensmouth Avenue & Erwin Street	Wkdy PM	0.543	A	NO	0.540	A	NO	0.567	A	NO	0.565	A	NO
18.	Canoga Avenue & Erwin Street	Wkdy PM	0.663	B	NO	0.661	B	NO	0.691	B	NO	0.691	B	NO
19.	De Soto Avenue & Erwin Street	Wkdy PM	0.504	A	NO	0.509	A	NO	0.534	A	NO	0.533	A	NO
20.	Topanga Canyon Blvd & Calvert St/Promenade Blvd	Wkdy PM	0.588	A	NO	0.615	B	NO	0.587	A	NO	0.584	A	NO
21.	Owensmouth Avenue & Promenade Boulevard	Wkdy PM	0.200	A	NO	0.214	A	NO	0.227	A	NO	0.222	A	NO
22.	Shoup Avenue & Oxnard Street	Wkdy PM	1.010	F	NO	0.903	E	NO	1.036	F	NO	1.036	F	NO
23.	Farralone Avenue & Oxnard Street	Wkdy PM	0.237	A	--	0.237	A	--	0.237	A	--	0.237	A	--
24.	Topanga Canyon Boulevard & Oxnard Street	Wkdy PM	0.821	D	NO	0.872	D	NO	0.815	D	NO	0.796	C	NO
25.	Warner Drive South & Oxnard Street	Wkdy PM	0.571	A	NO	0.581	A	NO	0.642	B	NO	0.615	B	NO
26.	Owensmouth Avenue & Oxnard Street	Wkdy PM	0.497	A	NO	0.529	A	NO	0.527	A	NO	0.511	A	NO
27.	Canoga Avenue & Oxnard Street	Wkdy PM	0.636	B	NO	0.631	B	NO	0.660	B	NO	0.660	B	NO
28.	De Soto Avenue & Oxnard Street	Wkdy PM	0.627	B	NO	0.626	B	NO	0.626	B	NO	0.626	B	NO
29.	Canoga Avenue & Califa Street	Wkdy PM	0.640	B	NO	0.651	B	NO	0.638	B	NO	0.631	B	NO
30.	De Soto Avenue & Califa Street	Wkdy PM	0.499	A	NO	0.499	A	NO	0.499	A	NO	0.498	A	NO
31.	Shoup Avenue & Burbank Boulevard	Wkdy PM	0.784	C	NO	0.782	C	NO	0.782	C	NO	0.782	C	NO
32.	US-101 WB On-Ramp & Burbank Boulevard	Wkdy PM	0.501	A	NO	0.502	A	NO	0.500	A	NO	0.499	A	NO
33.	Topanga Canyon Boulevard & Burbank Boulevard	Wkdy PM	0.671	B	NO	0.704	C	NO	0.701	C	NO	0.685	B	NO
34.	Owensmouth Avenue & Burbank Boulevard	Wkdy PM	0.665	B	NO	0.665	B	NO	0.665	B	NO	0.665	B	NO
35.	Canoga Avenue & Burbank Boulevard	Wkdy PM	0.697	B	NO	0.711	C	NO	0.697	B	NO	0.690	B	NO
36.	De Soto Avenue & Burbank Boulevard	Wkdy PM	0.634	B	NO	0.633	B	NO	0.633	B	NO	0.633	B	NO
37.	Shoup Avenue & Ventura Boulevard	Wkdy PM	0.946	E	NO	0.946	E	NO	0.945	E	NO	0.945	E	NO
38.	US 101 EB Ramps & Ventura Boulevard	Wkdy PM	0.616	B	NO	0.615	B	NO	0.615	B	NO	0.615	B	NO
39.	Topanga Canyon Boulevard & US 101 WB Off-Ramp	Wkdy PM	0.475	A	NO	0.496	A	NO	0.475	A	NO	0.465	A	NO
40.	Topanga Canyon Boulevard & Clarendon Street	Wkdy PM	0.978	E	NO	1.000	E	NO	0.977	E	NO	0.965	E	NO
41.	Topanga Canyon Boulevard & Ventura Boulevard	Wkdy PM	0.887	D	NO	0.911	E	NO	0.887	D	NO	0.875	D	NO
42.	Canoga Avenue & US 101 WB Off-Ramp	Wkdy PM	0.508	A	NO	0.528	A	NO	0.507	A	NO	0.497	A	NO
43.	Canoga Avenue & US 101 EB On-Ramp	Wkdy PM	0.443	A	NO	0.443	A	NO	0.442	A	NO	0.441	A	NO
44.	Canoga Avenue & Ventura Boulevard	Wkdy PM	0.821	D	NO	0.821	D	NO	0.821	D	NO	0.821	D	NO
45.	De Soto Avenue & US 101 WB Ramps	Wkdy PM	0.555	A	NO	0.555	A	NO	0.555	A	NO	0.555	A	NO
46.	De Soto Avenue & US 101 EB Ramps	Wkdy PM	0.587	A	NO	0.588	A	NO	0.588	A	NO	0.588	A	NO
47.	De Soto Avenue/Serrania Avenue & Ventura Boulevard	Wkdy PM	0.761	C	NO	0.761	C	NO	0.760	C	NO	0.759	C	NO
48.	Topanga Canyon Boulevard & Martinez Street	Wkdy PM	0.562	A	NO	0.567	A	NO	0.563	A	NO	0.561	A	NO
49.	Topanga Canyon Boulevard & Mulholland Drive	Wkdy PM	0.798	C	NO	0.798	C	NO	0.798	C	NO	0.798	C	NO
Number of Significantly Impacted Intersections			0			0			0			0		

Notes

Modified Project with ESC results as identified in Table 4A. SEIR Project and SEIR Alternative 5 LOS results as referenced from the TIA.

The "with ESC" results include implementation of the EMP.

ESC = Entertainment/Sports Center, EMP = Event Management Plan

-- Intersection was not analyzed under the WC2035 Plan.

**TABLE B3-1
FUTURE WITH MODIFIED PROJECT
WEEKDAY AFTERNOON (6-7 PM) OFF-PEAK INTERSECTION LEVEL OF SERVICE COMPARISON**

No.	Intersection	Peak Hour	WCSP DEIR 2035 No Build		Promenade Analysis: Future w/WCSP & WCSP mitigations w/Promenade Non ESC Uses Only				Promenade Analysis: Future w/WCSP & WCSP mitigations w/ Full Promenade (incl. ESC) + EMP			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact
1.	Shoup Avenue & Vanowen Street	Wkdy PM	0.619	B	0.511	A	-0.108	NO	0.513	A	-0.106	NO
2.	Topanga Canyon Boulevard & Vanowen Street	Wkdy PM	0.773	C	0.678	B	-0.095	NO	0.701	C	-0.072	NO
3.	Owensmouth Avenue & Vanowen Street	Wkdy PM	0.571	A	0.391	A	-0.180	NO	0.422	A	-0.149	NO
4.	Canoga Avenue & Vanowen Street	Wkdy PM	0.610	B	0.491	A	-0.119	NO	0.519	A	-0.091	NO
5.	De Soto Avenue & Vanowen Street	Wkdy PM	0.784	C	0.629	B	-0.155	NO	0.630	B	-0.154	NO
6.	Shoup Avenue & Victory Boulevard	Wkdy PM	0.711	C	0.547	A	-0.164	NO	0.549	A	-0.162	NO
7.	Topanga Canyon Boulevard & Victory Boulevard	Wkdy PM	0.713	C	0.520	A	-0.193	NO	0.537	A	-0.176	NO
8.	Westfield Way & Victory Boulevard	Wkdy PM	0.414	A	0.286	A	-0.128	NO	0.286	A	-0.128	NO
9.	Owensmouth Avenue & Victory Boulevard	Wkdy PM	0.588	A	0.447	A	-0.141	NO	0.510	A	-0.078	NO
10.	Canoga Avenue & Victory Boulevard	Wkdy PM	0.660	B	0.522	A	-0.138	NO	0.530	A	-0.130	NO
11.	Variel Avenue & Victory Boulevard	Wkdy PM	0.574	A	0.531	A	-0.043	NO	0.559	A	-0.015	NO
12.	De Soto Avenue & Victory Boulevard	Wkdy PM	0.682	B	0.493	A	-0.189	NO	0.502	A	-0.180	NO
13. [c]	Shoup Avenue & Erwin Street	Wkdy PM	0.622	A	0.511	A	-0.111	NO	0.481	A	-0.141	NO
14.	Randi Avenue / Nevada Avenue & Erwin Street	Wkdy PM	0.200	A	0.135	A	-0.065	NO	0.135	A	-0.065	NO
15. [c]	Topanga Canyon Boulevard & Erwin Street	Wkdy PM	0.561	A	0.494	A	-0.067	NO	0.562	A	0.001	NO
16. [c]	Warner Drive North & Erwin Street	Wkdy PM	--	N/A	0.270	A	--	--	0.554	A	--	--
17. [c]	Owensmouth Avenue & Erwin Street	Wkdy PM	0.461	A	0.374	A	-0.087	NO	0.510	A	0.049	NO
18. [c]	Canoga Avenue & Erwin Street	Wkdy PM	0.526	A	0.462	A	-0.064	NO	0.553	A	0.027	NO
19. [c]	De Soto Avenue & Erwin Street	Wkdy PM	0.432	A	0.345	A	-0.087	NO	0.474	A	0.042	NO
20. [a] [c]	Topanga Canyon Blvd & Calvert St/Promenade Blvd	Wkdy PM	0.426	A	0.388	A	-0.038	NO	0.490	A	0.064	NO
21. [c]	Owensmouth Avenue & Promenade Boulevard	Wkdy PM	0.248	A	0.127	A	-0.121	NO	0.319	A	0.071	NO
22. [c]	Shoup Avenue & Oxnard Street	Wkdy PM	0.776	C	0.708	C	-0.068	NO	0.773	C	-0.003	NO
23.	Farralone Avenue & Oxnard Street	Wkdy PM	--	N/A	0.139	A	--	--	0.139	A	--	--
24. [c]	Topanga Canyon Boulevard & Oxnard Street	Wkdy PM	0.633	B	0.499	A	-0.134	NO	0.614	B	-0.019	NO
25. [c]	Warner Drive South & Oxnard Street	Wkdy PM	0.469	A	0.362	A	-0.107	NO	0.567	A	0.098	NO
26. [c]	Owensmouth Avenue & Oxnard Street	Wkdy PM	0.349	A	0.301	A	-0.048	NO	0.501	A	0.152	NO
27. [c]	Canoga Avenue & Oxnard Street	Wkdy PM	0.537	A	0.442	A	-0.095	NO	0.569	A	0.032	NO
28.	De Soto Avenue & Oxnard Street	Wkdy PM	0.547	A	0.417	A	-0.130	NO	0.491	A	-0.056	NO
29.	Canoga Avenue & Califa Street	Wkdy PM	0.529	A	0.407	A	-0.122	NO	0.509	A	-0.020	NO
30. [b]	De Soto Avenue & Califa Street	Wkdy PM	0.483	A	0.324	A	-0.159	NO	0.427	A	-0.056	NO
31.	Shoup Avenue & Burbank Boulevard	Wkdy PM	0.558	A	0.528	A	-0.030	NO	0.640	B	0.082	NO
32.	US-101 WB On-Ramp & Burbank Boulevard	Wkdy PM	0.413	A	0.325	A	-0.088	NO	0.338	A	-0.075	NO
33. [c]	Topanga Canyon Boulevard & Burbank Boulevard	Wkdy PM	0.691	B	0.423	A	-0.268	NO	0.464	A	-0.227	NO
34.	Owensmouth Avenue & Burbank Boulevard	Wkdy PM	0.612	B	0.443	A	-0.169	NO	0.443	A	-0.169	NO
35.	Canoga Avenue & Burbank Boulevard	Wkdy PM	0.561	A	0.457	A	-0.104	NO	0.555	A	-0.006	NO
36.	De Soto Avenue & Burbank Boulevard	Wkdy PM	0.538	A	0.421	A	-0.117	NO	0.421	A	-0.117	NO
37.	Shoup Avenue & Ventura Boulevard	Wkdy PM	0.831	D	0.643	B	-0.188	NO	0.646	B	-0.185	NO
38.	US 101 EB Ramps & Ventura Boulevard	Wkdy PM	0.716	C	0.407	A	-0.309	NO	0.411	A	-0.305	NO
39. [b]	Topanga Canyon Boulevard & US 101 WB Off-Ramp	Wkdy PM	0.540	A	0.279	A	-0.261	NO	0.347	A	-0.193	NO
40.	Topanga Canyon Boulevard & Clarendon Street	Wkdy PM	0.778	C	0.632	B	-0.146	NO	0.707	C	-0.071	NO
41.	Topanga Canyon Boulevard & Ventura Boulevard	Wkdy PM	0.780	C	0.568	A	-0.212	NO	0.645	B	-0.135	NO
42.	Canoga Avenue & US 101 WB Off-Ramp	Wkdy PM	0.420	A	0.303	A	-0.117	NO	0.466	A	0.046	NO
43.	Canoga Avenue & US 101 EB On-Ramp	Wkdy PM	0.415	A	0.283	A	-0.132	NO	0.291	A	-0.124	NO
44.	Canoga Avenue & Ventura Boulevard	Wkdy PM	0.626	B	0.554	A	-0.072	NO	0.555	A	-0.071	NO
45.	De Soto Avenue & US 101 WB Ramps	Wkdy PM	0.569	A	0.365	A	-0.204	NO	0.513	A	-0.056	NO
46.	De Soto Avenue & US 101 EB Ramps	Wkdy PM	0.528	A	0.388	A	-0.140	NO	0.388	A	-0.140	NO
47.	De Soto Avenue/Serrania Avenue & Ventura Boulevard	Wkdy PM	0.643	B	0.509	A	-0.134	NO	0.517	A	-0.126	NO
48.	Topanga Canyon Boulevard & Martinez Street	Wkdy PM	0.423	A	0.361	A	-0.062	NO	0.387	A	-0.036	NO
49.	Topanga Canyon Boulevard & Mulholland Drive	Wkdy PM	0.677	B	0.538	A	-0.139	NO	0.538	A	-0.139	NO
Number of Intersections at LOS E or F			0		0				0			

Notes

- WCSP DEIR 2035 "No Build" conditions estimated for time period.
ESC = Entertainment/Sports Center, EMP = Event Management Plan
-- Intersection was not analyzed under the WC2035.
[a] Intersection is unsignalized under WC2035 and proposed to be signalized as part of Project Design Feature with the Northwest Phase (Phase 2).
[b] Intersection is uncontrolled under WC2035 improvements, but analyzed using the signalized methodology consistent with WC2035.
[c] A 3% credit applied to intersection operation due to Traffic Control Officer under EMP conditions.

**TABLE B3-2
COMPARISON OF FUTURE PROJECT WITHOUT ESC
WEEKDAY AFTERNOON (6-7 PM) OFF-PEAK INTERSECTION LEVELS OF SERVICE**

No.	Intersection	Peak Hour	Modified Project without ESC			SEIR Project without ESC			SEIR Project Alternative 5, Option 1 without ESC			SEIR Project Alternative 5, Option 2 without ESC		
			V/C	LOS	Significant Impact	V/C	LOS	Significant Impact	V/C	LOS	Significant Impact	V/C	LOS	Significant Impact
1.	Shoup Avenue & Vanowen Street	Wkdy PM	0.511	A	NO	0.510	A	NO	0.510	A	NO	0.510	A	NO
2.	Topanga Canyon Boulevard & Vanowen Street	Wkdy PM	0.678	B	NO	0.678	B	NO	0.678	B	NO	0.678	B	NO
3.	Owensmouth Avenue & Vanowen Street	Wkdy PM	0.391	A	NO	0.390	A	NO	0.390	A	NO	0.390	A	NO
4.	Canoga Avenue & Vanowen Street	Wkdy PM	0.491	A	NO	0.491	A	NO	0.491	A	NO	0.491	A	NO
5.	De Soto Avenue & Vanowen Street	Wkdy PM	0.629	B	NO	0.628	B	NO	0.628	B	NO	0.628	B	NO
6.	Shoup Avenue & Victory Boulevard	Wkdy PM	0.547	A	NO	0.546	A	NO	0.546	A	NO	0.546	A	NO
7.	Topanga Canyon Boulevard & Victory Boulevard	Wkdy PM	0.520	A	NO	0.518	A	NO	0.518	A	NO	0.518	A	NO
8.	Westfield Way & Victory Boulevard	Wkdy PM	0.286	A	NO	0.285	A	NO	0.285	A	NO	0.285	A	NO
9.	Owensmouth Avenue & Victory Boulevard	Wkdy PM	0.447	A	NO	0.445	A	NO	0.445	A	NO	0.445	A	NO
10.	Canoga Avenue & Victory Boulevard	Wkdy PM	0.522	A	NO	0.520	A	NO	0.520	A	NO	0.520	A	NO
11.	Variel Avenue & Victory Boulevard	Wkdy PM	0.531	A	NO	0.530	A	NO	0.530	A	NO	0.530	A	NO
12.	De Soto Avenue & Victory Boulevard	Wkdy PM	0.493	A	NO	0.492	A	NO	0.492	A	NO	0.492	A	NO
13.	Shoup Avenue & Erwin Street	Wkdy PM	0.511	A	NO	0.510	A	NO	0.510	A	NO	0.510	A	NO
14.	Randi Avenue / Nevada Avenue & Erwin Street	Wkdy PM	0.135	A	NO	0.134	A	NO	0.134	A	NO	0.134	A	NO
15.	Topanga Canyon Boulevard & Erwin Street	Wkdy PM	0.494	A	NO	0.493	A	NO	0.493	A	NO	0.493	A	NO
16.	Warner Drive North & Erwin Street	Wkdy PM	0.270	A	--	0.255	A	--	0.255	A	--	0.255	A	--
17.	Owensmouth Avenue & Erwin Street	Wkdy PM	0.374	A	NO	0.371	A	NO	0.371	A	NO	0.371	A	NO
18.	Canoga Avenue & Erwin Street	Wkdy PM	0.462	A	NO	0.461	A	NO	0.461	A	NO	0.461	A	NO
19.	De Soto Avenue & Erwin Street	Wkdy PM	0.345	A	NO	0.344	A	NO	0.344	A	NO	0.344	A	NO
20.	Topanga Canyon Blvd & Calvert St/Promenade Blvd	Wkdy PM	0.388	A	NO	0.379	A	NO	0.379	A	NO	0.379	A	NO
21.	Owensmouth Avenue & Promenade Boulevard	Wkdy PM	0.127	A	NO	0.129	A	NO	0.129	A	NO	0.129	A	NO
22.	Shoup Avenue & Oxnard Street	Wkdy PM	0.708	C	NO	0.706	C	NO	0.706	C	NO	0.706	C	NO
23.	Farralone Avenue & Oxnard Street	Wkdy PM	0.139	A	--	0.138	A	--	0.138	A	--	0.138	A	--
24.	Topanga Canyon Boulevard & Oxnard Street	Wkdy PM	0.499	A	NO	0.497	A	NO	0.497	A	NO	0.497	A	NO
25.	Warner Drive South & Oxnard Street	Wkdy PM	0.362	A	NO	0.352	A	NO	0.352	A	NO	0.352	A	NO
26.	Owensmouth Avenue & Oxnard Street	Wkdy PM	0.301	A	NO	0.301	A	NO	0.301	A	NO	0.301	A	NO
27.	Canoga Avenue & Oxnard Street	Wkdy PM	0.442	A	NO	0.439	A	NO	0.439	A	NO	0.439	A	NO
28.	De Soto Avenue & Oxnard Street	Wkdy PM	0.417	A	NO	0.415	A	NO	0.415	A	NO	0.415	A	NO
29.	Canoga Avenue & Califa Street	Wkdy PM	0.407	A	NO	0.405	A	NO	0.405	A	NO	0.405	A	NO
30.	De Soto Avenue & Califa Street	Wkdy PM	0.324	A	NO	0.323	A	NO	0.323	A	NO	0.323	A	NO
31.	Shoup Avenue & Burbank Boulevard	Wkdy PM	0.528	A	NO	0.525	A	NO	0.525	A	NO	0.525	A	NO
32.	US-101 WB On-Ramp & Burbank Boulevard	Wkdy PM	0.325	A	NO	0.323	A	NO	0.323	A	NO	0.323	A	NO
33.	Topanga Canyon Boulevard & Burbank Boulevard	Wkdy PM	0.423	A	NO	0.422	A	NO	0.422	A	NO	0.422	A	NO
34.	Owensmouth Avenue & Burbank Boulevard	Wkdy PM	0.443	A	NO	0.443	A	NO	0.443	A	NO	0.443	A	NO
35.	Canoga Avenue & Burbank Boulevard	Wkdy PM	0.457	A	NO	0.456	A	NO	0.456	A	NO	0.456	A	NO
36.	De Soto Avenue & Burbank Boulevard	Wkdy PM	0.421	A	NO	0.420	A	NO	0.420	A	NO	0.420	A	NO
37.	Shoup Avenue & Ventura Boulevard	Wkdy PM	0.643	B	NO	0.642	B	NO	0.642	B	NO	0.642	B	NO
38.	US 101 EB Ramps & Ventura Boulevard	Wkdy PM	0.407	A	NO	0.407	A	NO	0.407	A	NO	0.407	A	NO
39.	Topanga Canyon Boulevard & US 101 WB Off-Ramp	Wkdy PM	0.279	A	NO	0.279	A	NO	0.279	A	NO	0.279	A	NO
40.	Topanga Canyon Boulevard & Clarendon Street	Wkdy PM	0.632	B	NO	0.632	B	NO	0.632	B	NO	0.632	B	NO
41.	Topanga Canyon Boulevard & Ventura Boulevard	Wkdy PM	0.568	A	NO	0.566	A	NO	0.566	A	NO	0.566	A	NO
42.	Canoga Avenue & US 101 WB Off-Ramp	Wkdy PM	0.303	A	NO	0.302	A	NO	0.302	A	NO	0.302	A	NO
43.	Canoga Avenue & US 101 EB On-Ramp	Wkdy PM	0.283	A	NO	0.283	A	NO	0.283	A	NO	0.283	A	NO
44.	Canoga Avenue & Ventura Boulevard	Wkdy PM	0.554	A	NO	0.554	A	NO	0.554	A	NO	0.554	A	NO
45.	De Soto Avenue & US 101 WB Ramps	Wkdy PM	0.365	A	NO	0.365	A	NO	0.365	A	NO	0.365	A	NO
46.	De Soto Avenue & US 101 EB Ramps	Wkdy PM	0.388	A	NO	0.388	A	NO	0.388	A	NO	0.388	A	NO
47.	De Soto Avenue/Serrania Avenue & Ventura Boulevard	Wkdy PM	0.509	A	NO	0.509	A	NO	0.509	A	NO	0.509	A	NO
48.	Topanga Canyon Boulevard & Martinez Street	Wkdy PM	0.361	A	NO	0.362	A	NO	0.362	A	NO	0.362	A	NO
49.	Topanga Canyon Boulevard & Mulholland Drive	Wkdy PM	0.538	A	NO	0.538	A	NO	0.538	A	NO	0.538	A	NO
Number of Significantly Impacted Intersections			0			0			0			0		

Notes

Modified Project without ESC results as identified in Table 4A. SEIR Project and SEIR Alternative 5 LOS results as referenced from the TIA.

ESC = Entertainment/Sports Center

-- Intersection was not analyzed under the WC2035 Plan.

**TABLE B3-3
COMPARISON OF FUTURE PROJECT WITH ESC
WEEKDAY AFTERNOON (6-7 PM) OFF-PEAK INTERSECTION LEVELS OF SERVICE**

No.	Intersection	Peak Hour	Modified Project with ESC			SEIR Project (15,000 seats)			SEIR Alternative 5, Option 1 (10,000 seats)			SEIR Alternative 5, Option 2 (7,500 seats)		
			V/C	LOS	Significant Impact	V/C	LOS	Significant Impact	V/C	LOS	Significant Impact	V/C	LOS	Significant Impact
1.	Shoup Avenue & Vanowen Street	Wkdy PM	0.513	A	NO	0.521	A	NO	0.513	A	NO	0.511	A	NO
2.	Topanga Canyon Boulevard & Vanowen Street	Wkdy PM	0.701	C	NO	0.711	C	NO	0.700	B	NO	0.695	B	NO
3.	Owensmouth Avenue & Vanowen Street	Wkdy PM	0.422	A	NO	0.435	A	NO	0.420	A	NO	0.413	A	NO
4.	Canoga Avenue & Vanowen Street	Wkdy PM	0.519	A	NO	0.533	A	NO	0.519	A	NO	0.512	A	NO
5.	De Soto Avenue & Vanowen Street	Wkdy PM	0.630	B	NO	0.630	B	NO	0.629	B	NO	0.629	B	NO
6.	Shoup Avenue & Victory Boulevard	Wkdy PM	0.549	A	NO	0.552	A	NO	0.547	A	NO	0.547	A	NO
7.	Topanga Canyon Boulevard & Victory Boulevard	Wkdy PM	0.537	A	NO	0.544	A	NO	0.536	A	NO	0.532	A	NO
8.	Westfield Way & Victory Boulevard	Wkdy PM	0.286	A	NO	0.285	A	NO	0.285	A	NO	0.285	A	NO
9.	Owensmouth Avenue & Victory Boulevard	Wkdy PM	0.510	A	NO	0.541	A	NO	0.509	A	NO	0.493	A	NO
10.	Canoga Avenue & Victory Boulevard	Wkdy PM	0.530	A	NO	0.531	A	NO	0.528	A	NO	0.525	A	NO
11.	Variel Avenue & Victory Boulevard	Wkdy PM	0.559	A	NO	0.572	A	NO	0.558	A	NO	0.551	A	NO
12.	De Soto Avenue & Victory Boulevard	Wkdy PM	0.502	A	NO	0.515	A	NO	0.501	A	NO	0.494	A	NO
13.	Shoup Avenue & Erwin Street	Wkdy PM	0.481	A	NO	0.480	A	NO	0.510	A	NO	0.510	A	NO
14.	Randi Avenue / Nevada Avenue & Erwin Street	Wkdy PM	0.135	A	NO	0.153	A	NO	0.135	A	NO	0.135	A	NO
15.	Topanga Canyon Boulevard & Erwin Street	Wkdy PM	0.562	A	NO	0.636	B	NO	0.591	A	NO	0.544	A	NO
16.	Warner Drive North & Erwin Street	Wkdy PM	0.554	A	--	0.692	B	--	0.558	A	--	0.326	A	--
17.	Owensmouth Avenue & Erwin Street	Wkdy PM	0.510	A	NO	0.642	B	NO	0.536	A	NO	0.384	A	NO
18.	Canoga Avenue & Erwin Street	Wkdy PM	0.553	A	NO	0.630	B	NO	0.581	A	NO	0.461	A	NO
19.	De Soto Avenue & Erwin Street	Wkdy PM	0.474	A	NO	0.603	B	NO	0.504	A	NO	0.366	A	NO
20.	Topanga Canyon Blvd & Calvert St/Promenade Blvd	Wkdy PM	0.490	A	NO	0.562	A	NO	0.509	A	NO	0.484	A	NO
21.	Owensmouth Avenue & Promenade Boulevard	Wkdy PM	0.319	A	NO	0.457	A	NO	0.348	A	NO	0.191	A	NO
22.	Shoup Avenue & Oxnard Street	Wkdy PM	0.773	C	NO	0.715	C	NO	0.800	C	NO	0.707	C	NO
23.	Farralone Avenue & Oxnard Street	Wkdy PM	0.139	A	--	0.139	A	--	0.139	A	--	0.139	A	--
24.	Topanga Canyon Boulevard & Oxnard Street	Wkdy PM	0.614	B	NO	0.698	B	NO	0.642	B	NO	0.675	B	NO
25.	Warner Drive South & Oxnard Street	Wkdy PM	0.567	A	NO	0.694	B	NO	0.587	A	NO	0.611	B	NO
26.	Owensmouth Avenue & Oxnard Street	Wkdy PM	0.501	A	NO	0.615	B	NO	0.531	A	NO	0.454	A	NO
27.	Canoga Avenue & Oxnard Street	Wkdy PM	0.569	A	NO	0.685	B	NO	0.597	A	NO	0.496	A	NO
28.	De Soto Avenue & Oxnard Street	Wkdy PM	0.491	A	NO	0.526	A	NO	0.489	A	NO	0.415	A	NO
29.	Canoga Avenue & Califa Street	Wkdy PM	0.509	A	NO	0.559	A	NO	0.508	A	NO	0.469	A	NO
30.	De Soto Avenue & Califa Street	Wkdy PM	0.427	A	NO	0.477	A	NO	0.426	A	NO	0.327	A	NO
31.	Shoup Avenue & Burbank Boulevard	Wkdy PM	0.640	B	NO	0.694	B	NO	0.638	B	NO	0.526	A	NO
32.	US-101 WB On-Ramp & Burbank Boulevard	Wkdy PM	0.338	A	NO	0.344	A	NO	0.337	A	NO	0.334	A	NO
33.	Topanga Canyon Boulevard & Burbank Boulevard	Wkdy PM	0.464	A	NO	0.499	A	NO	0.494	A	NO	0.584	A	NO
34.	Owensmouth Avenue & Burbank Boulevard	Wkdy PM	0.443	A	NO	0.443	A	NO	0.443	A	NO	0.443	A	NO
35.	Canoga Avenue & Burbank Boulevard	Wkdy PM	0.555	A	NO	0.608	B	NO	0.555	A	NO	0.514	A	NO
36.	De Soto Avenue & Burbank Boulevard	Wkdy PM	0.421	A	NO	0.441	A	NO	0.420	A	NO	0.420	A	NO
37.	Shoup Avenue & Ventura Boulevard	Wkdy PM	0.646	B	NO	0.646	B	NO	0.645	B	NO	0.644	B	NO
38.	US 101 EB Ramps & Ventura Boulevard	Wkdy PM	0.411	A	NO	0.412	A	NO	0.410	A	NO	0.409	A	NO
39.	Topanga Canyon Boulevard & US 101 WB Off-Ramp	Wkdy PM	0.347	A	NO	0.381	A	NO	0.347	A	NO	0.381	A	NO
40.	Topanga Canyon Boulevard & Clarendon Street	Wkdy PM	0.707	C	NO	0.744	C	NO	0.707	C	NO	0.744	C	NO
41.	Topanga Canyon Boulevard & Ventura Boulevard	Wkdy PM	0.645	B	NO	0.682	B	NO	0.643	B	NO	0.683	B	NO
42.	Canoga Avenue & US 101 WB Off-Ramp	Wkdy PM	0.466	A	NO	0.545	A	NO	0.465	A	NO	0.403	A	NO
43.	Canoga Avenue & US 101 EB On-Ramp	Wkdy PM	0.291	A	NO	0.293	A	NO	0.290	A	NO	0.288	A	NO
44.	Canoga Avenue & Ventura Boulevard	Wkdy PM	0.555	A	NO	0.555	A	NO	0.555	A	NO	0.555	A	NO
45.	De Soto Avenue & US 101 WB Ramps	Wkdy PM	0.513	A	NO	0.587	A	NO	0.512	A	NO	0.365	A	NO
46.	De Soto Avenue & US 101 EB Ramps	Wkdy PM	0.388	A	NO	0.388	A	NO	0.388	A	NO	0.388	A	NO
47.	De Soto Avenue/Serrania Avenue & Ventura Boulevard	Wkdy PM	0.517	A	NO	0.523	A	NO	0.517	A	NO	0.515	A	NO
48.	Topanga Canyon Boulevard & Martinez Street	Wkdy PM	0.387	A	NO	0.400	A	NO	0.387	A	NO	0.381	A	NO
49.	Topanga Canyon Boulevard & Mulholland Drive	Wkdy PM	0.538	A	NO	0.538	A	NO	0.538	A	NO	0.538	A	NO
Number of Significantly Impacted Intersections			0			0			0			0		

Notes

Modified Project with ESC results as identified in Table 4A. SEIR Project and SEIR Alternative 5 LOS results as referenced from the TIA.
The "with ESC" results include implementation of the EMP.
ESC = Entertainment/Sports Center, EMP = Event Management Plan
-- Intersection was not analyzed under the WC2035 Plan.

**TABLE B4-1
FUTURE WITH MODIFIED PROJECT
WEEKDAY LATE NIGHT (10-11 PM) OFF-PEAK INTERSECTION LEVEL OF SERVICE COMPARISON**

No.	Intersection	Peak Hour	WCSP DEIR 2035 No Build		Promenade Analysis: Future w/WCSP & WCSP mitigations w/Promenade Non ESC Uses Only				Promenade Analysis: Future w/WCSP & WCSP mitigations w/ Full Promenade (incl. ESC) + EMP			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact
1.	Shoup Avenue & Vanowen Street	Wkdy LN	0.201	A	0.099	A	-0.102	NO	0.116	A	-0.085	NO
2.	Topanga Canyon Boulevard & Vanowen Street	Wkdy LN	0.251	A	0.153	A	-0.098	NO	0.235	A	-0.016	NO
3.	Owensmouth Avenue & Vanowen Street	Wkdy LN	0.185	A	0.080	A	-0.105	NO	0.098	A	-0.087	NO
4.	Canoga Avenue & Vanowen Street	Wkdy LN	0.197	A	0.096	A	-0.101	NO	0.104	A	-0.093	NO
5.	De Soto Avenue & Vanowen Street	Wkdy LN	0.254	A	0.136	A	-0.118	NO	0.161	A	-0.093	NO
6.	Shoup Avenue & Victory Boulevard	Wkdy LN	0.230	A	0.110	A	-0.120	NO	0.127	A	-0.103	NO
7.	Topanga Canyon Boulevard & Victory Boulevard	Wkdy LN	0.231	A	0.100	A	-0.131	NO	0.183	A	-0.048	NO
8.	Westfield Way & Victory Boulevard	Wkdy LN	0.134	A	0.063	A	-0.071	NO	0.063	A	-0.071	NO
9.	Owensmouth Avenue & Victory Boulevard	Wkdy LN	0.190	A	0.089	A	-0.101	NO	0.150	A	-0.040	NO
10.	Canoga Avenue & Victory Boulevard	Wkdy LN	0.214	A	0.102	A	-0.112	NO	0.135	A	-0.079	NO
11.	Variel Avenue & Victory Boulevard	Wkdy LN	0.186	A	0.104	A	-0.082	NO	0.123	A	-0.063	NO
12.	De Soto Avenue & Victory Boulevard	Wkdy LN	0.221	A	0.096	A	-0.125	NO	0.126	A	-0.095	NO
13.	Shoup Avenue & Erwin Street	Wkdy LN	0.201	A	0.099	A	-0.102	NO	0.099	A	-0.102	NO
14.	Randi Avenue / Nevada Avenue & Erwin Street	Wkdy LN	0.065	A	0.038	A	-0.027	NO	0.043	A	-0.022	NO
15. [c]	Topanga Canyon Boulevard & Erwin Street	Wkdy LN	0.182	A	0.096	A	-0.086	NO	0.332	A	0.150	NO
16. [c]	Warner Drive North & Erwin Street	Wkdy LN	--	N/A	0.060	A	--	--	0.349	A	--	--
17. [c]	Owensmouth Avenue & Promenade Boulevard	Wkdy LN	0.150	A	0.076	A	-0.074	NO	0.149	A	-0.001	NO
18.	Canoga Avenue & Erwin Street	Wkdy LN	0.171	A	0.091	A	-0.080	NO	0.176	A	0.005	NO
19. [c]	De Soto Avenue & Erwin Street	Wkdy LN	0.140	A	0.072	A	-0.068	NO	0.109	A	-0.031	NO
20. [a] [c]	Topanga Canyon Blvd & Calvert St/Promenade Blvd	Wkdy LN	0.176	A	0.096	A	-0.080	NO	0.373	A	0.197	NO
21.	Owensmouth Avenue & Promenade Boulevard	Wkdy LN	0.081	A	0.037	A	-0.044	NO	0.037	A	-0.044	NO
22.	Shoup Avenue & Oxnard Street	Wkdy LN	0.252	A	0.163	A	-0.089	NO	0.182	A	-0.070	NO
23.	Farralone Avenue & Oxnard Street	Wkdy LN	--	N/A	0.038	A	--	--	0.043	A	--	--
24. [c]	Topanga Canyon Boulevard & Oxnard Street	Wkdy LN	0.205	A	0.097	A	-0.108	NO	0.309	A	0.104	NO
25. [c]	Warner Drive South & Oxnard Street	Wkdy LN	0.152	A	0.075	A	-0.077	NO	0.354	A	0.202	NO
26. [c]	Owensmouth Avenue & Oxnard Street	Wkdy LN	0.113	A	0.065	A	-0.048	NO	0.173	A	0.060	NO
27. [c]	Canoga Avenue & Oxnard Street	Wkdy LN	0.174	A	0.088	A	-0.086	NO	0.342	A	0.168	NO
28.	De Soto Avenue & Oxnard Street	Wkdy LN	0.177	A	0.084	A	-0.093	NO	0.086	A	-0.091	NO
29.	Canoga Avenue & Califa Street	Wkdy LN	0.171	A	0.082	A	-0.089	NO	0.169	A	-0.002	NO
30. [b]	De Soto Avenue & Califa Street	Wkdy LN	0.156	A	0.069	A	-0.087	NO	0.084	A	-0.072	NO
31.	Shoup Avenue & Burbank Boulevard	Wkdy LN	0.181	A	0.104	A	-0.077	NO	0.123	A	-0.058	NO
32.	US-101 WB On-Ramp & Burbank Boulevard	Wkdy LN	0.134	A	0.069	A	-0.065	NO	0.190	A	0.056	NO
33. [c]	Topanga Canyon Boulevard & Burbank Boulevard	Wkdy LN	0.225	A	0.085	A	-0.140	NO	0.324	A	0.099	NO
34.	Owensmouth Avenue & Burbank Boulevard	Wkdy LN	0.199	A	0.088	A	-0.111	NO	0.088	A	-0.111	NO
35.	Canoga Avenue & Burbank Boulevard	Wkdy LN	0.182	A	0.090	A	-0.092	NO	0.191	A	0.009	NO
36.	De Soto Avenue & Burbank Boulevard	Wkdy LN	0.174	A	0.085	A	-0.089	NO	0.121	A	-0.053	NO
37.	Shoup Avenue & Ventura Boulevard	Wkdy LN	0.269	A	0.136	A	-0.133	NO	0.165	A	-0.104	NO
38.	US 101 EB Ramps & Ventura Boulevard	Wkdy LN	0.232	A	0.082	A	-0.150	NO	0.100	A	-0.132	NO
39. [b]	Topanga Canyon Boulevard & US 101 WB Off-Ramp	Wkdy LN	0.175	A	0.061	A	-0.114	NO	0.096	A	-0.079	NO
40.	Topanga Canyon Boulevard & Clarendon Street	Wkdy LN	0.252	A	0.138	A	-0.114	NO	0.138	A	-0.114	NO
41.	Topanga Canyon Boulevard & Ventura Boulevard	Wkdy LN	0.253	A	0.117	A	-0.136	NO	0.131	A	-0.122	NO
42.	Canoga Avenue & US 101 WB Off-Ramp	Wkdy LN	0.136	A	0.065	A	-0.071	NO	0.109	A	-0.027	NO
43.	Canoga Avenue & US 101 EB On-Ramp	Wkdy LN	0.135	A	0.062	A	-0.073	NO	0.188	A	0.053	NO
44.	Canoga Avenue & Ventura Boulevard	Wkdy LN	0.204	A	0.112	A	-0.092	NO	0.131	A	-0.073	NO
45.	De Soto Avenue & US 101 WB Ramps	Wkdy LN	0.184	A	0.075	A	-0.109	NO	0.096	A	-0.088	NO
46.	De Soto Avenue & US 101 EB Ramps	Wkdy LN	0.171	A	0.079	A	-0.092	NO	0.139	A	-0.032	NO
47.	De Soto Avenue/Serrania Avenue & Ventura Boulevard	Wkdy LN	0.208	A	0.099	A	-0.109	NO	0.099	A	-0.109	NO
48.	Topanga Canyon Boulevard & Martinez Street	Wkdy LN	0.136	A	0.074	A	-0.062	NO	0.074	A	-0.062	NO
49.	Topanga Canyon Boulevard & Mulholland Drive	Wkdy LN	0.218	A	0.106	A	-0.112	NO	0.106	A	-0.112	NO
Number of Intersections at LOS E or F			0		0				0			

Notes

- WCSP DEIR 2035 "No Build" conditions estimated for time period.
ESC = Entertainment/Sports Center, EMP = Event Management Plan
-- Intersection was not analyzed under the WC2035.
[a] Intersection is unsignalized under WC2035 and proposed to be signalized as part of Project Design Feature with the Northwest Phase (Phase 2).
[b] Intersection is uncontrolled under WC2035 improvements, but analyzed using the signalized methodology consistent with WC2035.
[c] A 3% credit applied to intersection operation due to Traffic Control Officer under EMP conditions.

TABLE B4-2
COMPARISON OF FUTURE PROJECT WITHOUT ESC
WEEKDAY LATE NIGHT (10-11 PM) OFF-PEAK INTERSECTION LEVELS OF SERVICE

No.	Intersection	Peak Hour	Modified Project without ESC			SEIR Project without ESC			SEIR Project Alternative 5, Option 1 without ESC			SEIR Project Alternative 5, Option 2 without ESC		
			V/C	LOS	Significant Impact	V/C	LOS	Significant Impact	V/C	LOS	Significant Impact	V/C	LOS	Significant Impact
1.	Shoup Avenue & Vanowen Street	Wkdy LN	0.116	A	NO	0.099	A	NO	0.099	A	NO	0.099	A	NO
2.	Topanga Canyon Boulevard & Vanowen Street	Wkdy LN	0.235	A	NO	0.153	A	NO	0.153	A	NO	0.153	A	NO
3.	Owensmouth Avenue & Vanowen Street	Wkdy LN	0.098	A	NO	0.080	A	NO	0.080	A	NO	0.080	A	NO
4.	Canoga Avenue & Vanowen Street	Wkdy LN	0.104	A	NO	0.096	A	NO	0.096	A	NO	0.096	A	NO
5.	De Soto Avenue & Vanowen Street	Wkdy LN	0.161	A	NO	0.136	A	NO	0.136	A	NO	0.136	A	NO
6.	Shoup Avenue & Victory Boulevard	Wkdy LN	0.127	A	NO	0.109	A	NO	0.109	A	NO	0.109	A	NO
7.	Topanga Canyon Boulevard & Victory Boulevard	Wkdy LN	0.183	A	NO	0.100	A	NO	0.100	A	NO	0.100	A	NO
8.	Westfield Way & Victory Boulevard	Wkdy LN	0.063	A	NO	0.063	A	NO	0.063	A	NO	0.063	A	NO
9.	Owensmouth Avenue & Victory Boulevard	Wkdy LN	0.150	A	NO	0.089	A	NO	0.089	A	NO	0.089	A	NO
10.	Canoga Avenue & Victory Boulevard	Wkdy LN	0.135	A	NO	0.102	A	NO	0.102	A	NO	0.102	A	NO
11.	Variel Avenue & Victory Boulevard	Wkdy LN	0.123	A	NO	0.104	A	NO	0.104	A	NO	0.104	A	NO
12.	De Soto Avenue & Victory Boulevard	Wkdy LN	0.126	A	NO	0.096	A	NO	0.096	A	NO	0.096	A	NO
13.	Shoup Avenue & Erwin Street	Wkdy LN	0.099	A	NO	0.099	A	NO	0.099	A	NO	0.099	A	NO
14.	Randi Avenue / Nevada Avenue & Erwin Street	Wkdy LN	0.043	A	NO	0.038	A	NO	0.038	A	NO	0.038	A	NO
15.	Topanga Canyon Boulevard & Erwin Street	Wkdy LN	0.332	A	NO	0.096	A	NO	0.096	A	NO	0.096	A	NO
16.	Warner Drive North & Erwin Street	Wkdy LN	0.349	A	--	0.058	A	--	0.058	A	--	0.058	A	--
17.	Owensmouth Avenue & Erwin Street	Wkdy LN	0.149	A	NO	0.076	A	NO	0.076	A	NO	0.076	A	NO
18.	Canoga Avenue & Erwin Street	Wkdy LN	0.176	A	NO	0.091	A	NO	0.091	A	NO	0.091	A	NO
19.	De Soto Avenue & Erwin Street	Wkdy LN	0.109	A	NO	0.072	A	NO	0.072	A	NO	0.072	A	NO
20.	Topanga Canyon Blvd & Calvert St/Promenade Blvd	Wkdy LN	0.373	A	NO	0.095	A	NO	0.095	A	NO	0.095	A	NO
21.	Owensmouth Avenue & Promenade Boulevard	Wkdy LN	0.037	A	NO	0.037	A	NO	0.037	A	NO	0.037	A	NO
22.	Shoup Avenue & Oxnard Street	Wkdy LN	0.182	A	NO	0.161	A	NO	0.161	A	NO	0.161	A	NO
23.	Farralene Avenue & Oxnard Street	Wkdy LN	0.043	A	--	0.038	A	--	0.038	A	--	0.038	A	--
24.	Topanga Canyon Boulevard & Oxnard Street	Wkdy LN	0.309	A	NO	0.097	A	NO	0.097	A	NO	0.097	A	NO
25.	Warner Drive South & Oxnard Street	Wkdy LN	0.354	A	NO	0.073	A	NO	0.073	A	NO	0.073	A	NO
26.	Owensmouth Avenue & Oxnard Street	Wkdy LN	0.173	A	NO	0.065	A	NO	0.065	A	NO	0.065	A	NO
27.	Canoga Avenue & Oxnard Street	Wkdy LN	0.342	A	NO	0.088	A	NO	0.088	A	NO	0.088	A	NO
28.	De Soto Avenue & Oxnard Street	Wkdy LN	0.086	A	NO	0.084	A	NO	0.084	A	NO	0.084	A	NO
29.	Canoga Avenue & Califa Street	Wkdy LN	0.169	A	NO	0.082	A	NO	0.082	A	NO	0.082	A	NO
30.	De Soto Avenue & Califa Street	Wkdy LN	0.084	A	NO	0.069	A	NO	0.069	A	NO	0.069	A	NO
31.	Shoup Avenue & Burbank Boulevard	Wkdy LN	0.123	A	NO	0.104	A	NO	0.104	A	NO	0.104	A	NO
32.	US-101 WB On-Ramp & Burbank Boulevard	Wkdy LN	0.190	A	NO	0.068	A	NO	0.068	A	NO	0.068	A	NO
33.	Topanga Canyon Boulevard & Burbank Boulevard	Wkdy LN	0.324	A	NO	0.085	A	NO	0.085	A	NO	0.085	A	NO
34.	Owensmouth Avenue & Burbank Boulevard	Wkdy LN	0.088	A	NO	0.088	A	NO	0.088	A	NO	0.088	A	NO
35.	Canoga Avenue & Burbank Boulevard	Wkdy LN	0.191	A	NO	0.090	A	NO	0.090	A	NO	0.090	A	NO
36.	De Soto Avenue & Burbank Boulevard	Wkdy LN	0.121	A	NO	0.084	A	NO	0.084	A	NO	0.084	A	NO
37.	Shoup Avenue & Ventura Boulevard	Wkdy LN	0.165	A	NO	0.135	A	NO	0.135	A	NO	0.135	A	NO
38.	US 101 EB Ramps & Ventura Boulevard	Wkdy LN	0.100	A	NO	0.082	A	NO	0.082	A	NO	0.082	A	NO
39.	Topanga Canyon Boulevard & US 101 WB Off-Ramp	Wkdy LN	0.096	A	NO	0.061	A	NO	0.061	A	NO	0.061	A	NO
40.	Topanga Canyon Boulevard & Clarendon Street	Wkdy LN	0.138	A	NO	0.137	A	NO	0.137	A	NO	0.137	A	NO
41.	Topanga Canyon Boulevard & Ventura Boulevard	Wkdy LN	0.131	A	NO	0.117	A	NO	0.117	A	NO	0.117	A	NO
42.	Canoga Avenue & US 101 WB Off-Ramp	Wkdy LN	0.109	A	NO	0.065	A	NO	0.065	A	NO	0.065	A	NO
43.	Canoga Avenue & US 101 EB On-Ramp	Wkdy LN	0.188	A	NO	0.062	A	NO	0.062	A	NO	0.062	A	NO
44.	Canoga Avenue & Ventura Boulevard	Wkdy LN	0.131	A	NO	0.112	A	NO	0.112	A	NO	0.112	A	NO
45.	De Soto Avenue & US 101 WB Ramps	Wkdy LN	0.096	A	NO	0.075	A	NO	0.075	A	NO	0.075	A	NO
46.	De Soto Avenue & US 101 EB Ramps	Wkdy LN	0.139	A	NO	0.079	A	NO	0.079	A	NO	0.079	A	NO
47.	De Soto Avenue/Serrania Avenue & Ventura Boulevard	Wkdy LN	0.099	A	NO	0.099	A	NO	0.099	A	NO	0.099	A	NO
48.	Topanga Canyon Boulevard & Martinez Street	Wkdy LN	0.074	A	NO	0.074	A	NO	0.074	A	NO	0.074	A	NO
49.	Topanga Canyon Boulevard & Mulholland Drive	Wkdy LN	0.106	A	NO	0.106	A	NO	0.106	A	NO	0.106	A	NO
Number of Significantly Impacted Intersections			0			0			0			0		

Notes

Modified Project without ESC results as identified in Table 4A. SEIR Project and SEIR Alternative 5 LOS results as referenced from the TIA.

ESC = Entertainment/Sports Center

-- Intersection was not analyzed under the WC2035 Plan.

**TABLE B4-3
COMPARISON OF FUTURE PROJECT WITH ESC
WEEKDAY LATE NIGHT (10-11 PM) OFF-PEAK INTERSECTION LEVELS OF SERVICE**

No.	Intersection	Peak Hour	Modified Project with ESC			SEIR Project (15,000 seats)			SEIR Alternative 5, Option 1 (10,000 seats)			SEIR Alternative 5, Option 2 (7,500 seats)		
			V/C	LOS	Significant Impact	V/C	LOS	Significant Impact	V/C	LOS	Significant Impact	V/C	LOS	Significant Impact
1.	Shoup Avenue & Vanowen Street	Wkdy LN	0.116	A	NO	0.125	A	NO	0.116	A	NO	0.111	A	NO
2.	Topanga Canyon Boulevard & Vanowen Street	Wkdy LN	0.235	A	NO	0.276	A	NO	0.235	A	NO	0.214	A	NO
3.	Owensmouth Avenue & Vanowen Street	Wkdy LN	0.098	A	NO	0.124	A	NO	0.098	A	NO	0.092	A	NO
4.	Canoga Avenue & Vanowen Street	Wkdy LN	0.104	A	NO	0.117	A	NO	0.104	A	NO	0.100	A	NO
5.	De Soto Avenue & Vanowen Street	Wkdy LN	0.161	A	NO	0.173	A	NO	0.161	A	NO	0.155	A	NO
6.	Shoup Avenue & Victory Boulevard	Wkdy LN	0.127	A	NO	0.135	A	NO	0.127	A	NO	0.123	A	NO
7.	Topanga Canyon Boulevard & Victory Boulevard	Wkdy LN	0.183	A	NO	0.224	A	NO	0.183	A	NO	0.162	A	NO
8.	Westfield Way & Victory Boulevard	Wkdy LN	0.063	A	NO	0.063	A	NO	0.063	A	NO	0.063	A	NO
9.	Owensmouth Avenue & Victory Boulevard	Wkdy LN	0.150	A	NO	0.207	A	NO	0.150	A	NO	0.122	A	NO
10.	Canoga Avenue & Victory Boulevard	Wkdy LN	0.135	A	NO	0.152	A	NO	0.135	A	NO	0.126	A	NO
11.	Variel Avenue & Victory Boulevard	Wkdy LN	0.123	A	NO	0.136	A	NO	0.122	A	NO	0.115	A	NO
12.	De Soto Avenue & Victory Boulevard	Wkdy LN	0.126	A	NO	0.144	A	NO	0.126	A	NO	0.117	A	NO
13.	Shoup Avenue & Erwin Street	Wkdy LN	0.099	A	NO	0.099	A	NO	0.099	A	NO	0.099	A	NO
14.	Randi Avenue / Nevada Avenue & Erwin Street	Wkdy LN	0.043	A	NO	0.045	A	NO	0.042	A	NO	0.041	A	NO
15.	Topanga Canyon Boulevard & Erwin Street	Wkdy LN	0.332	A	NO	0.528	A	NO	0.248	A	NO	0.204	A	NO
16.	Warner Drive North & Erwin Street	Wkdy LN	0.349	A	--	0.519	A	--	0.237	A	--	0.181	A	--
17.	Owensmouth Avenue & Erwin Street	Wkdy LN	0.149	A	NO	0.210	A	NO	0.174	A	NO	0.144	A	NO
18.	Canoga Avenue & Erwin Street	Wkdy LN	0.176	A	NO	0.232	A	NO	0.099	A	NO	0.095	A	NO
19.	De Soto Avenue & Erwin Street	Wkdy LN	0.109	A	NO	0.158	A	NO	0.085	A	NO	0.081	A	NO
20.	Topanga Canyon Blvd & Calvert St/Promenade Blvd	Wkdy LN	0.373	A	NO	0.470	A	NO	0.383	A	NO	0.308	A	NO
21.	Owensmouth Avenue & Promenade Boulevard	Wkdy LN	0.037	A	NO	0.037	A	NO	0.078	A	NO	0.067	A	NO
22.	Shoup Avenue & Oxnard Street	Wkdy LN	0.182	A	NO	0.189	A	NO	0.180	A	NO	0.176	A	NO
23.	Farralone Avenue & Oxnard Street	Wkdy LN	0.043	A	--	0.045	A	--	0.043	A	--	0.042	A	--
24.	Topanga Canyon Boulevard & Oxnard Street	Wkdy LN	0.309	A	NO	0.431	A	NO	0.451	A	NO	0.357	A	NO
25.	Warner Drive South & Oxnard Street	Wkdy LN	0.354	A	NO	0.533	A	NO	0.408	A	NO	0.317	A	NO
26.	Owensmouth Avenue & Oxnard Street	Wkdy LN	0.173	A	NO	0.261	A	NO	0.175	A	NO	0.135	A	NO
27.	Canoga Avenue & Oxnard Street	Wkdy LN	0.342	A	NO	0.504	A	NO	0.316	A	NO	0.247	A	NO
28.	De Soto Avenue & Oxnard Street	Wkdy LN	0.086	A	NO	0.096	A	NO	0.084	A	NO	0.084	A	NO
29.	Canoga Avenue & Califa Street	Wkdy LN	0.169	A	NO	0.219	A	NO	0.151	A	NO	0.129	A	NO
30.	De Soto Avenue & Califa Street	Wkdy LN	0.084	A	NO	0.097	A	NO	0.069	A	NO	0.069	A	NO
31.	Shoup Avenue & Burbank Boulevard	Wkdy LN	0.123	A	NO	0.132	A	NO	0.123	A	NO	0.118	A	NO
32.	US-101 WB On-Ramp & Burbank Boulevard	Wkdy LN	0.190	A	NO	0.264	A	NO	0.138	A	NO	0.113	A	NO
33.	Topanga Canyon Boulevard & Burbank Boulevard	Wkdy LN	0.324	A	NO	0.469	A	NO	0.276	A	NO	0.224	A	NO
34.	Owensmouth Avenue & Burbank Boulevard	Wkdy LN	0.088	A	NO	0.088	A	NO	0.088	A	NO	0.088	A	NO
35.	Canoga Avenue & Burbank Boulevard	Wkdy LN	0.191	A	NO	0.245	A	NO	0.172	A	NO	0.148	A	NO
36.	De Soto Avenue & Burbank Boulevard	Wkdy LN	0.121	A	NO	0.147	A	NO	0.087	A	NO	0.087	A	NO
37.	Shoup Avenue & Ventura Boulevard	Wkdy LN	0.165	A	NO	0.178	A	NO	0.191	A	NO	0.174	A	NO
38.	US 101 EB Ramps & Ventura Boulevard	Wkdy LN	0.100	A	NO	0.117	A	NO	0.129	A	NO	0.113	A	NO
39.	Topanga Canyon Boulevard & US 101 WB Off-Ramp	Wkdy LN	0.096	A	NO	0.143	A	NO	0.184	A	NO	0.134	A	NO
40.	Topanga Canyon Boulevard & Clarendon Street	Wkdy LN	0.138	A	NO	0.137	A	NO	0.137	A	NO	0.137	A	NO
41.	Topanga Canyon Boulevard & Ventura Boulevard	Wkdy LN	0.131	A	NO	0.152	A	NO	0.155	A	NO	0.139	A	NO
42.	Canoga Avenue & US 101 WB Off-Ramp	Wkdy LN	0.109	A	NO	0.147	A	NO	0.098	A	NO	0.090	A	NO
43.	Canoga Avenue & US 101 EB On-Ramp	Wkdy LN	0.188	A	NO	0.268	A	NO	0.159	A	NO	0.125	A	NO
44.	Canoga Avenue & Ventura Boulevard	Wkdy LN	0.131	A	NO	0.140	A	NO	0.131	A	NO	0.126	A	NO
45.	De Soto Avenue & US 101 WB Ramps	Wkdy LN	0.096	A	NO	0.113	A	NO	0.078	A	NO	0.077	A	NO
46.	De Soto Avenue & US 101 EB Ramps	Wkdy LN	0.139	A	NO	0.179	A	NO	0.079	A	NO	0.079	A	NO
47.	De Soto Avenue/Serrania Avenue & Ventura Boulevard	Wkdy LN	0.099	A	NO	0.102	A	NO	0.099	A	NO	0.099	A	NO
48.	Topanga Canyon Boulevard & Martinez Street	Wkdy LN	0.074	A	NO	0.080	A	NO	0.074	A	NO	0.074	A	NO
49.	Topanga Canyon Boulevard & Mulholland Drive	Wkdy LN	0.106	A	NO	0.113	A	NO	0.106	A	NO	0.106	A	NO
Number of Significantly Impacted Intersections			0			0			0			0		

Notes

Modified Project with ESC results as identified in Table 4A. SEIR Project and SEIR Alternative 5 LOS results as referenced from the TIA.
The "with ESC" results include implementation of the EMP.
ESC = Entertainment/Sports Center, EMP = Event Management Plan
-- Intersection was not analyzed under the WC2035 Plan.

**TABLE B5-1
FUTURE WITH MODIFIED PROJECT
SATURDAY MIDDAY (12-1 PM) PEAK HOUR INTERSECTION LEVEL OF SERVICE COMPARISON**

No.	Intersection	Peak Hour	WCSP DEIR 2035 No Build		Promenade Analysis: Future w/WCSP & WCSP mitigations w/Promenade Non ESC Uses Only				Promenade Analysis: Future w/WCSP & WCSP mitigations w/ Full Promenade (incl. ESC) + EMP			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact
1.	Shoup Avenue & Vanowen Street	Sat MD	0.624	B	0.517	A	-0.107	NO	0.517	A	-0.107	NO
2.	Topanga Canyon Boulevard & Vanowen Street	Sat MD	0.964	E	0.845	D	-0.119	NO	0.850	D	-0.114	NO
3.	Owensmouth Avenue & Vanowen Street	Sat MD	0.693	B	0.459	A	-0.234	NO	0.463	A	-0.230	NO
4.	Canoga Avenue & Vanowen Street	Sat MD	0.728	C	0.556	A	-0.172	NO	0.563	A	-0.165	NO
5.	De Soto Avenue & Vanowen Street	Sat MD	0.855	D	0.691	B	-0.164	NO	0.696	B	-0.159	NO
6.	Shoup Avenue & Victory Boulevard	Sat MD	0.829	D	0.632	B	-0.197	NO	0.637	B	-0.192	NO
7.	Topanga Canyon Boulevard & Victory Boulevard	Sat MD	1.043	F	0.792	C	-0.251	NO	0.797	C	-0.246	NO
8.	Westfield Way & Victory Boulevard	Sat MD	0.888	D	0.523	A	-0.365	NO	0.523	A	-0.365	NO
9.	Owensmouth Avenue & Victory Boulevard	Sat MD	0.577	A	0.536	A	-0.041	NO	0.562	A	-0.015	NO
10.	Canoga Avenue & Victory Boulevard	Sat MD	0.738	C	0.740	C	0.002	NO	0.749	C	0.011	NO
11.	Variel Avenue & Victory Boulevard	Sat MD	0.528	A	0.613	B	0.085	NO	0.621	B	0.093	NO
12.	De Soto Avenue & Victory Boulevard	Sat MD	0.720	C	0.600	A	-0.120	NO	0.607	B	-0.113	NO
13.	Shoup Avenue & Erwin Street	Sat MD	0.520	A	0.396	A	-0.124	NO	0.396	A	-0.124	NO
14.	Randi Avenue / Nevada Avenue & Erwin Street	Sat MD	0.221	A	0.163	A	-0.058	NO	0.163	A	-0.058	NO
15. [c]	Topanga Canyon Boulevard & Erwin Street	Sat MD	0.700	B	0.560	A	-0.140	NO	0.583	A	-0.117	NO
16. [c]	Warner Drive North & Erwin Street	Sat MD	--	N/A	0.421	A	--	--	0.442	A	--	--
17. [c]	Owensmouth Avenue & Erwin Street	Sat MD	0.481	A	0.371	A	-0.110	NO	0.366	A	-0.115	NO
18.	Canoga Avenue & Erwin Street	Sat MD	0.566	A	0.404	A	-0.162	NO	0.408	A	-0.158	NO
19.	De Soto Avenue & Erwin Street	Sat MD	0.403	A	0.244	A	-0.159	NO	0.252	A	-0.151	NO
20. [a] [c]	Topanga Canyon Blvd & Calvert St/Promenade Blvd	Sat MD	0.835	D	0.779	C	-0.056	NO	0.765	C	-0.070	NO
21. [c]	Owensmouth Avenue & Promenade Boulevard	Sat MD	0.270	A	0.131	A	-0.139	NO	0.131	A	-0.139	NO
22.	Shoup Avenue & Oxnard Street	Sat MD	0.481	A	0.401	A	-0.080	NO	0.424	A	-0.057	NO
23.	Farralone Avenue & Oxnard Street	Sat MD	--	N/A	0.237	A	--	--	0.237	A	--	--
24. [c]	Topanga Canyon Boulevard & Oxnard Street	Sat MD	0.914	E	0.693	B	-0.221	NO	0.736	C	-0.178	NO
25. [c]	Warner Drive South & Oxnard Street	Sat MD	0.558	A	0.360	A	-0.198	NO	0.381	A	-0.177	NO
26. [c]	Owensmouth Avenue & Oxnard Street	Sat MD	0.339	A	0.263	A	-0.076	NO	0.287	A	-0.052	NO
27.	Canoga Avenue & Oxnard Street	Sat MD	0.779	C	0.727	C	-0.052	NO	0.728	C	-0.051	NO
28.	De Soto Avenue & Oxnard Street	Sat MD	0.418	A	0.295	A	-0.123	NO	0.293	A	-0.125	NO
29.	Canoga Avenue & Califa Street	Sat MD	0.418	A	0.313	A	-0.105	NO	0.335	A	-0.083	NO
30. [b]	De Soto Avenue & Califa Street	Sat MD	0.345	A	0.204	A	-0.141	NO	0.205	A	-0.140	NO
31.	Shoup Avenue & Burbank Boulevard	Sat MD	0.477	A	0.442	A	-0.035	NO	0.486	A	0.009	NO
32.	US-101 WB On-Ramp & Burbank Boulevard	Sat MD	0.429	A	0.341	A	-0.088	NO	0.345	A	-0.084	NO
33. [c]	Topanga Canyon Boulevard & Burbank Boulevard	Sat MD	0.778	C	0.525	A	-0.253	NO	0.516	A	-0.262	NO
34.	Owensmouth Avenue & Burbank Boulevard	Sat MD	0.331	A	0.183	A	-0.148	NO	0.183	A	-0.148	NO
35.	Canoga Avenue & Burbank Boulevard	Sat MD	0.719	C	0.594	A	-0.125	NO	0.617	B	-0.102	NO
36.	De Soto Avenue & Burbank Boulevard	Sat MD	0.348	A	0.244	A	-0.104	NO	0.244	A	-0.104	NO
37.	Shoup Avenue & Ventura Boulevard	Sat MD	1.001	F	0.787	C	-0.214	NO	0.787	C	-0.214	NO
38.	US 101 EB Ramps & Ventura Boulevard	Sat MD	1.280	F	0.723	C	-0.557	NO	0.723	C	-0.557	NO
39. [b]	Topanga Canyon Boulevard & US 101 WB Off-Ramp	Sat MD	0.737	C	0.385	A	-0.352	NO	0.395	A	-0.342	NO
40.	Topanga Canyon Boulevard & Clarendon Street	Sat MD	1.019	F	0.908	E	-0.111	NO	0.919	E	-0.100	NO
41.	Topanga Canyon Boulevard & Ventura Boulevard	Sat MD	1.009	F	0.773	C	-0.236	NO	0.785	C	-0.224	NO
42.	Canoga Avenue & US 101 WB Off-Ramp	Sat MD	0.454	A	0.335	A	-0.119	NO	0.369	A	-0.085	NO
43.	Canoga Avenue & US 101 EB On-Ramp	Sat MD	0.527	A	0.385	A	-0.142	NO	0.387	A	-0.140	NO
44.	Canoga Avenue & Ventura Boulevard	Sat MD	0.700	B	0.638	B	-0.062	NO	0.639	B	-0.061	NO
45.	De Soto Avenue & US 101 WB Ramps	Sat MD	0.508	A	0.365	A	-0.143	NO	0.365	A	-0.143	NO
46.	De Soto Avenue & US 101 EB Ramps	Sat MD	0.756	C	0.642	B	-0.114	NO	0.642	B	-0.114	NO
47.	De Soto Avenue/Serrania Avenue & Ventura Boulevard	Sat MD	0.855	D	0.833	D	-0.022	NO	0.836	D	-0.019	NO
48.	Topanga Canyon Boulevard & Martinez Street	Sat MD	0.481	A	0.392	A	-0.089	NO	0.399	A	-0.082	NO
49.	Topanga Canyon Boulevard & Mulholland Drive	Sat MD	0.808	D	0.592	A	-0.216	NO	0.592	A	-0.216	NO
Number of Intersections at LOS E or F			7		1				1			

Notes

- WCSP DEIR 2035 "No Build" conditions estimated for time period.
ESC = Entertainment/Sports Center, EMP = Event Management Plan
-- Intersection was not analyzed under the WC2035.
[a] Intersection is unsignalized under WC2035 and proposed to be signalized as part of Project Design Feature with the Northwest Phase (Phase 2).
[b] Intersection is uncontrolled under WC2035 improvements, but analyzed using the signalized methodology consistent with WC2035.
[c] A 3% credit applied to intersection operation due to Traffic Control Officer under EMP conditions.

**TABLE B5-2
COMPARISON OF FUTURE PROJECT WITHOUT ESC
SATURDAY MIDDAY (12-1 PM) PEAK HOUR INTERSECTION LEVELS OF SERVICE**

No.	Intersection	Peak Hour	Modified Project without ESC			SEIR Project without ESC			SEIR Project Alternative 5, Option 1 without ESC			SEIR Project Alternative 5, Option 2 without ESC		
			V/C	LOS	Significant Impact	V/C	LOS	Significant Impact	V/C	LOS	Significant Impact	V/C	LOS	Significant Impact
1.	Shoup Avenue & Vanowen Street	Sat MD	0.517	A	NO	0.516	A	NO	0.516	A	NO	0.516	A	NO
2.	Topanga Canyon Boulevard & Vanowen Street	Sat MD	0.845	D	NO	0.845	D	NO	0.845	D	NO	0.845	D	NO
3.	Owensmouth Avenue & Vanowen Street	Sat MD	0.459	A	NO	0.457	A	NO	0.457	A	NO	0.457	A	NO
4.	Canoga Avenue & Vanowen Street	Sat MD	0.556	A	NO	0.555	A	NO	0.555	A	NO	0.555	A	NO
5.	De Soto Avenue & Vanowen Street	Sat MD	0.691	B	NO	0.691	B	NO	0.691	B	NO	0.691	B	NO
6.	Shoup Avenue & Victory Boulevard	Sat MD	0.632	B	NO	0.631	B	NO	0.631	B	NO	0.631	B	NO
7.	Topanga Canyon Boulevard & Victory Boulevard	Sat MD	0.792	C	NO	0.791	C	NO	0.791	C	NO	0.791	C	NO
8.	Westfield Way & Victory Boulevard	Sat MD	0.523	A	NO	0.521	A	NO	0.521	A	NO	0.521	A	NO
9.	Owensmouth Avenue & Victory Boulevard	Sat MD	0.536	A	NO	0.535	A	NO	0.535	A	NO	0.535	A	NO
10.	Canoga Avenue & Victory Boulevard	Sat MD	0.740	C	NO	0.740	C	NO	0.740	C	NO	0.740	C	NO
11.	Variel Avenue & Victory Boulevard	Sat MD	0.613	B	NO	0.611	B	NO	0.611	B	NO	0.611	B	NO
12.	De Soto Avenue & Victory Boulevard	Sat MD	0.600	A	NO	0.599	A	NO	0.599	A	NO	0.599	A	NO
13.	Shoup Avenue & Erwin Street	Sat MD	0.396	A	NO	0.395	A	NO	0.395	A	NO	0.395	A	NO
14.	Randi Avenue / Nevada Avenue & Erwin Street	Sat MD	0.163	A	NO	0.162	A	NO	0.162	A	NO	0.162	A	NO
15.	Topanga Canyon Boulevard & Erwin Street	Sat MD	0.560	A	NO	0.560	A	NO	0.560	A	NO	0.560	A	NO
16.	Warner Drive North & Erwin Street	Sat MD	0.421	A	--	0.400	A	--	0.400	A	--	0.400	A	--
17.	Owensmouth Avenue & Erwin Street	Sat MD	0.371	A	NO	0.364	A	NO	0.364	A	NO	0.364	A	NO
18.	Canoga Avenue & Erwin Street	Sat MD	0.404	A	NO	0.402	A	NO	0.402	A	NO	0.402	A	NO
19.	De Soto Avenue & Erwin Street	Sat MD	0.244	A	NO	0.243	A	NO	0.243	A	NO	0.243	A	NO
20.	Topanga Canyon Blvd & Calvert St/Promenade Blvd	Sat MD	0.779	C	NO	0.765	C	NO	0.765	C	NO	0.765	C	NO
21.	Owensmouth Avenue & Promenade Boulevard	Sat MD	0.131	A	NO	0.127	A	NO	0.127	A	NO	0.127	A	NO
22.	Shoup Avenue & Oxnard Street	Sat MD	0.401	A	NO	0.399	A	NO	0.399	A	NO	0.399	A	NO
23.	Farralone Avenue & Oxnard Street	Sat MD	0.237	A	--	0.237	A	--	0.237	A	--	0.237	A	--
24.	Topanga Canyon Boulevard & Oxnard Street	Sat MD	0.693	B	NO	0.691	B	NO	0.691	B	NO	0.691	B	NO
25.	Warner Drive South & Oxnard Street	Sat MD	0.360	A	NO	0.343	A	NO	0.343	A	NO	0.343	A	NO
26.	Owensmouth Avenue & Oxnard Street	Sat MD	0.263	A	NO	0.262	A	NO	0.262	A	NO	0.262	A	NO
27.	Canoga Avenue & Oxnard Street	Sat MD	0.727	C	NO	0.720	C	NO	0.720	C	NO	0.720	C	NO
28.	De Soto Avenue & Oxnard Street	Sat MD	0.295	A	NO	0.295	A	NO	0.295	A	NO	0.295	A	NO
29.	Canoga Avenue & Califa Street	Sat MD	0.313	A	NO	0.312	A	NO	0.312	A	NO	0.312	A	NO
30.	De Soto Avenue & Califa Street	Sat MD	0.204	A	NO	0.204	A	NO	0.204	A	NO	0.204	A	NO
31.	Shoup Avenue & Burbank Boulevard	Sat MD	0.442	A	NO	0.441	A	NO	0.441	A	NO	0.441	A	NO
32.	US-101 WB On-Ramp & Burbank Boulevard	Sat MD	0.341	A	NO	0.340	A	NO	0.340	A	NO	0.340	A	NO
33.	Topanga Canyon Boulevard & Burbank Boulevard	Sat MD	0.525	A	NO	0.525	A	NO	0.525	A	NO	0.525	A	NO
34.	Owensmouth Avenue & Burbank Boulevard	Sat MD	0.183	A	NO	0.183	A	NO	0.183	A	NO	0.183	A	NO
35.	Canoga Avenue & Burbank Boulevard	Sat MD	0.594	A	NO	0.593	A	NO	0.593	A	NO	0.593	A	NO
36.	De Soto Avenue & Burbank Boulevard	Sat MD	0.244	A	NO	0.243	A	NO	0.243	A	NO	0.243	A	NO
37.	Shoup Avenue & Ventura Boulevard	Sat MD	0.787	C	NO	0.786	C	NO	0.786	C	NO	0.786	C	NO
38.	US 101 EB Ramps & Ventura Boulevard	Sat MD	0.723	C	NO	0.722	C	NO	0.722	C	NO	0.722	C	NO
39.	Topanga Canyon Boulevard & US 101 WB Off-Ramp	Sat MD	0.385	A	NO	0.385	A	NO	0.385	A	NO	0.385	A	NO
40.	Topanga Canyon Boulevard & Clarendon Street	Sat MD	0.908	E	NO	0.907	E	NO	0.907	E	NO	0.907	E	NO
41.	Topanga Canyon Boulevard & Ventura Boulevard	Sat MD	0.773	C	NO	0.773	C	NO	0.773	C	NO	0.773	C	NO
42.	Canoga Avenue & US 101 WB Off-Ramp	Sat MD	0.335	A	NO	0.334	A	NO	0.334	A	NO	0.334	A	NO
43.	Canoga Avenue & US 101 EB On-Ramp	Sat MD	0.385	A	NO	0.385	A	NO	0.385	A	NO	0.385	A	NO
44.	Canoga Avenue & Ventura Boulevard	Sat MD	0.638	B	NO	0.637	B	NO	0.637	B	NO	0.637	B	NO
45.	De Soto Avenue & US 101 WB Ramps	Sat MD	0.365	A	NO	0.364	A	NO	0.364	A	NO	0.364	A	NO
46.	De Soto Avenue & US 101 EB Ramps	Sat MD	0.642	B	NO	0.642	B	NO	0.642	B	NO	0.642	B	NO
47.	De Soto Avenue/Serrania Avenue & Ventura Boulevard	Sat MD	0.833	D	NO	0.832	D	NO	0.832	D	NO	0.832	D	NO
48.	Topanga Canyon Boulevard & Martinez Street	Sat MD	0.392	A	NO	0.393	A	NO	0.393	A	NO	0.393	A	NO
49.	Topanga Canyon Boulevard & Mulholland Drive	Sat MD	0.592	A	NO	0.592	A	NO	0.592	A	NO	0.592	A	NO
Number of Significantly Impacted Intersections			0			0			0			0		

Notes

Modified Project without ESC results as identified in Table 4A. SEIR Project and SEIR Alternative 5 LOS results as referenced from the TIA.

ESC = Entertainment/Sports Center

-- Intersection was not analyzed under the WC2035 Plan.

**TABLE B5-3
COMPARISON OF FUTURE PROJECT WITH ESC
SATURDAY MIDDAY (12-1 PM) PEAK HOUR INTERSECTION LEVELS OF SERVICE**

No.	Intersection	Peak Hour	Modified Project with ESC			SEIR Project (15,000 seats)			SEIR Alternative 5, Option 1 (10,000 seats)			SEIR Alternative 5, Option 2 (7,500 seats)		
			V/C	LOS	Significant Impact	V/C	LOS	Significant Impact	V/C	LOS	Significant Impact	V/C	LOS	Significant Impact
1.	Shoup Avenue & Vanowen Street	Sat MD	0.517	A	NO	0.516	A	NO	0.516	A	NO	0.516	A	NO
2.	Topanga Canyon Boulevard & Vanowen Street	Sat MD	0.850	D	NO	0.853	D	NO	0.849	D	NO	0.849	D	NO
3.	Owensmouth Avenue & Vanowen Street	Sat MD	0.463	A	NO	0.464	A	NO	0.461	A	NO	0.461	A	NO
4.	Canoga Avenue & Vanowen Street	Sat MD	0.563	A	NO	0.566	A	NO	0.563	A	NO	0.561	A	NO
5.	De Soto Avenue & Vanowen Street	Sat MD	0.696	B	NO	0.698	B	NO	0.696	B	NO	0.694	B	NO
6.	Shoup Avenue & Victory Boulevard	Sat MD	0.637	B	NO	0.638	B	NO	0.636	B	NO	0.635	B	NO
7.	Topanga Canyon Boulevard & Victory Boulevard	Sat MD	0.797	C	NO	0.799	C	NO	0.796	C	NO	0.795	C	NO
8.	Westfield Way & Victory Boulevard	Sat MD	0.523	A	NO	0.521	A	NO	0.521	A	NO	0.521	A	NO
9.	Owensmouth Avenue & Victory Boulevard	Sat MD	0.562	A	NO	0.573	A	NO	0.561	A	NO	0.554	A	NO
10.	Canoga Avenue & Victory Boulevard	Sat MD	0.749	C	NO	0.752	C	NO	0.749	C	NO	0.746	C	NO
11.	Variel Avenue & Victory Boulevard	Sat MD	0.621	B	NO	0.622	B	NO	0.619	B	NO	0.616	B	NO
12.	De Soto Avenue & Victory Boulevard	Sat MD	0.607	B	NO	0.609	B	NO	0.606	B	NO	0.604	B	NO
13.	Shoup Avenue & Erwin Street	Sat MD	0.396	A	NO	0.395	A	NO	0.395	A	NO	0.395	A	NO
14.	Randi Avenue / Nevada Avenue & Erwin Street	Sat MD	0.163	A	NO	0.163	A	NO	0.163	A	NO	0.163	A	NO
15.	Topanga Canyon Boulevard & Erwin Street	Sat MD	0.583	A	NO	0.602	B	NO	0.577	A	NO	0.573	A	NO
16.	Warner Drive North & Erwin Street	Sat MD	0.442	A	--	0.443	A	--	0.401	A	--	0.398	A	--
17.	Owensmouth Avenue & Erwin Street	Sat MD	0.366	A	NO	0.373	A	NO	0.389	A	NO	0.384	A	NO
18.	Canoga Avenue & Erwin Street	Sat MD	0.408	A	NO	0.411	A	NO	0.406	A	NO	0.403	A	NO
19.	De Soto Avenue & Erwin Street	Sat MD	0.252	A	NO	0.255	A	NO	0.252	A	NO	0.249	A	NO
20.	Topanga Canyon Blvd & Calvert St/Promenade Blvd	Sat MD	0.765	C	NO	0.759	C	NO	0.782	C	NO	0.777	C	NO
21.	Owensmouth Avenue & Promenade Boulevard	Sat MD	0.131	A	NO	0.141	A	NO	0.157	A	NO	0.149	A	NO
22.	Shoup Avenue & Oxnard Street	Sat MD	0.424	A	NO	0.432	A	NO	0.400	A	NO	0.400	A	NO
23.	Farralone Avenue & Oxnard Street	Sat MD	0.237	A	--	0.237	A	--	0.237	A	--	0.237	A	--
24.	Topanga Canyon Boulevard & Oxnard Street	Sat MD	0.736	C	NO	0.770	C	NO	0.753	C	NO	0.737	C	NO
25.	Warner Drive South & Oxnard Street	Sat MD	0.381	A	NO	0.389	A	NO	0.432	A	NO	0.409	A	NO
26.	Owensmouth Avenue & Oxnard Street	Sat MD	0.287	A	NO	0.311	A	NO	0.315	A	NO	0.301	A	NO
27.	Canoga Avenue & Oxnard Street	Sat MD	0.728	C	NO	0.721	C	NO	0.720	C	NO	0.720	C	NO
28.	De Soto Avenue & Oxnard Street	Sat MD	0.293	A	NO	0.293	A	NO	0.293	A	NO	0.294	A	NO
29.	Canoga Avenue & Califa Street	Sat MD	0.335	A	NO	0.345	A	NO	0.334	A	NO	0.329	A	NO
30.	De Soto Avenue & Califa Street	Sat MD	0.205	A	NO	0.204	A	NO	0.204	A	NO	0.204	A	NO
31.	Shoup Avenue & Burbank Boulevard	Sat MD	0.486	A	NO	0.507	A	NO	0.442	A	NO	0.442	A	NO
32.	US-101 WB On-Ramp & Burbank Boulevard	Sat MD	0.345	A	NO	0.346	A	NO	0.344	A	NO	0.344	A	NO
33.	Topanga Canyon Boulevard & Burbank Boulevard	Sat MD	0.516	A	NO	0.531	A	NO	0.565	A	NO	0.552	A	NO
34.	Owensmouth Avenue & Burbank Boulevard	Sat MD	0.183	A	NO	0.183	A	NO	0.183	A	NO	0.183	A	NO
35.	Canoga Avenue & Burbank Boulevard	Sat MD	0.617	B	NO	0.627	B	NO	0.616	B	NO	0.610	B	NO
36.	De Soto Avenue & Burbank Boulevard	Sat MD	0.244	A	NO	0.243	A	NO	0.243	A	NO	0.243	A	NO
37.	Shoup Avenue & Ventura Boulevard	Sat MD	0.787	C	NO	0.787	C	NO	0.787	C	NO	0.787	C	NO
38.	US 101 EB Ramps & Ventura Boulevard	Sat MD	0.723	C	NO	0.723	C	NO	0.723	C	NO	0.723	C	NO
39.	Topanga Canyon Boulevard & US 101 WB Off-Ramp	Sat MD	0.395	A	NO	0.400	A	NO	0.420	A	NO	0.411	A	NO
40.	Topanga Canyon Boulevard & Clarendon Street	Sat MD	0.919	E	NO	0.924	E	NO	0.946	E	NO	0.936	E	NO
41.	Topanga Canyon Boulevard & Ventura Boulevard	Sat MD	0.785	C	NO	0.790	C	NO	0.813	D	NO	0.803	D	NO
42.	Canoga Avenue & US 101 WB Off-Ramp	Sat MD	0.369	A	NO	0.386	A	NO	0.369	A	NO	0.360	A	NO
43.	Canoga Avenue & US 101 EB On-Ramp	Sat MD	0.387	A	NO	0.387	A	NO	0.387	A	NO	0.386	A	NO
44.	Canoga Avenue & Ventura Boulevard	Sat MD	0.639	B	NO	0.638	B	NO	0.638	B	NO	0.638	B	NO
45.	De Soto Avenue & US 101 WB Ramps	Sat MD	0.365	A	NO	0.365	A	NO	0.365	A	NO	0.365	A	NO
46.	De Soto Avenue & US 101 EB Ramps	Sat MD	0.642	B	NO	0.642	B	NO	0.642	B	NO	0.642	B	NO
47.	De Soto Avenue/Serrania Avenue & Ventura Boulevard	Sat MD	0.836	D	NO	0.836	D	NO	0.835	D	NO	0.835	D	NO
48.	Topanga Canyon Boulevard & Martinez Street	Sat MD	0.399	A	NO	0.403	A	NO	0.399	A	NO	0.397	A	NO
49.	Topanga Canyon Boulevard & Mulholland Drive	Sat MD	0.592	A	NO	0.592	A	NO	0.592	A	NO	0.592	A	NO
Number of Significantly Impacted Intersections			0			0			0			0		

Notes

Modified Project with ESC results as identified in Table 4A. SEIR Project and SEIR Alternative 5 LOS results as referenced from the TIA.
The "with ESC" results include implementation of the EMP.
ESC = Entertainment/Sports Center, EMP = Event Management Plan
-- Intersection was not analyzed under the WC2035 Plan.

**TABLE B6-1
FUTURE WITH MODIFIED PROJECT
SATURDAY MIDDAY (1-2 PM) OFF-PEAK INTERSECTION LEVEL OF SERVICE COMPARISON**

No.	Intersection	Peak Hour	WCSP DEIR 2035 No Build		Promenade Analysis: Future w/WCSP & WCSP mitigations w/Promenade Non ESC Uses Only				Promenade Analysis: Future w/WCSP & WCSP mitigations w/ Full Promenade (incl. ESC) + EMP			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact
1.	Shoup Avenue & Vanowen Street	Sat MD	0.562	A	0.455	A	-0.107	NO	0.456	A	-0.106	NO
2.	Topanga Canyon Boulevard & Vanowen Street	Sat MD	0.868	D	0.751	C	-0.117	NO	0.769	C	-0.099	NO
3.	Owensmouth Avenue & Vanowen Street	Sat MD	0.625	B	0.402	A	-0.223	NO	0.417	A	-0.208	NO
4.	Canoga Avenue & Vanowen Street	Sat MD	0.656	B	0.491	A	-0.165	NO	0.514	A	-0.142	NO
5.	De Soto Avenue & Vanowen Street	Sat MD	0.769	C	0.611	B	-0.158	NO	0.628	B	-0.141	NO
6.	Shoup Avenue & Victory Boulevard	Sat MD	0.746	C	0.559	A	-0.187	NO	0.573	A	-0.173	NO
7.	Topanga Canyon Boulevard & Victory Boulevard	Sat MD	0.938	E	0.703	C	-0.235	NO	0.719	C	-0.219	NO
8.	Westfield Way & Victory Boulevard	Sat MD	0.800	C	0.461	A	-0.339	NO	0.461	A	-0.339	NO
9.	Owensmouth Avenue & Victory Boulevard	Sat MD	0.519	A	0.473	A	-0.046	NO	0.556	A	0.037	NO
10.	Canoga Avenue & Victory Boulevard	Sat MD	0.664	B	0.656	B	-0.008	NO	0.685	B	0.021	NO
11.	Variel Avenue & Victory Boulevard	Sat MD	0.476	A	0.542	A	0.066	NO	0.565	A	0.089	NO
12.	De Soto Avenue & Victory Boulevard	Sat MD	0.648	B	0.531	A	-0.117	NO	0.555	A	-0.093	NO
13.	Shoup Avenue & Erwin Street	Sat MD	0.468	A	0.347	A	-0.121	NO	0.347	A	-0.121	NO
14.	Randi Avenue / Nevada Avenue & Erwin Street	Sat MD	0.199	A	0.137	A	-0.062	NO	0.154	A	-0.045	NO
15. [c]	Topanga Canyon Boulevard & Erwin Street	Sat MD	0.631	B	0.493	A	-0.138	NO	0.602	B	-0.029	NO
16. [c]	Warner Drive North & Erwin Street	Sat MD	--	N/A	0.369	A	--	--	0.596	A	--	--
17. [c]	Owensmouth Avenue & Promenade Boulevard	Sat MD	0.433	A	0.323	A	-0.110	NO	0.453	A	0.020	NO
18.	Canoga Avenue & Erwin Street	Sat MD	0.509	A	0.354	A	-0.155	NO	0.485	A	-0.024	NO
19.	De Soto Avenue & Erwin Street	Sat MD	0.356	A	0.209	A	-0.147	NO	0.424	A	0.068	NO
20. [a] [c]	Topanga Canyon Blvd & Calvert St/Promenade Blvd	Sat MD	0.752	C	0.691	B	-0.061	NO	0.713	C	-0.039	NO
21. [c]	Owensmouth Avenue & Promenade Boulevard	Sat MD	0.244	A	0.108	A	-0.136	NO	0.283	A	0.039	NO
22.	Shoup Avenue & Oxnard Street	Sat MD	0.433	A	0.350	A	-0.083	NO	0.429	A	-0.004	NO
23.	Farralone Avenue & Oxnard Street	Sat MD	--	N/A	0.204	A	--	--	0.205	A	--	--
24. [c]	Topanga Canyon Boulevard & Oxnard Street	Sat MD	0.823	D	0.613	B	-0.210	NO	0.713	C	-0.110	NO
25. [c]	Warner Drive South & Oxnard Street	Sat MD	0.502	A	0.314	A	-0.188	NO	0.477	A	-0.025	NO
26. [c]	Owensmouth Avenue & Oxnard Street	Sat MD	0.306	A	0.228	A	-0.078	NO	0.391	A	0.085	NO
27.	Canoga Avenue & Oxnard Street	Sat MD	0.701	C	0.645	B	-0.056	NO	0.646	B	-0.055	NO
28.	De Soto Avenue & Oxnard Street	Sat MD	0.376	A	0.255	A	-0.121	NO	0.317	A	-0.059	NO
29.	Canoga Avenue & Califa Street	Sat MD	0.377	A	0.271	A	-0.106	NO	0.358	A	-0.019	NO
30. [b]	De Soto Avenue & Califa Street	Sat MD	0.311	A	0.174	A	-0.137	NO	0.242	A	-0.069	NO
31.	Shoup Avenue & Burbank Boulevard	Sat MD	0.429	A	0.388	A	-0.041	NO	0.483	A	0.054	NO
32.	US-101 WB On-Ramp & Burbank Boulevard	Sat MD	0.387	A	0.296	A	-0.091	NO	0.308	A	-0.079	NO
33. [c]	Topanga Canyon Boulevard & Burbank Boulevard	Sat MD	0.700	B	0.463	A	-0.237	NO	0.468	A	-0.232	NO
34.	Owensmouth Avenue & Burbank Boulevard	Sat MD	0.298	A	0.155	A	-0.143	NO	0.155	A	-0.143	NO
35.	Canoga Avenue & Burbank Boulevard	Sat MD	0.647	B	0.523	A	-0.124	NO	0.614	B	-0.033	NO
36.	De Soto Avenue & Burbank Boulevard	Sat MD	0.313	A	0.209	A	-0.104	NO	0.278	A	-0.035	NO
37.	Shoup Avenue & Ventura Boulevard	Sat MD	0.900	D	0.697	B	-0.203	NO	0.699	B	-0.201	NO
38.	US 101 EB Ramps & Ventura Boulevard	Sat MD	1.152	F	0.640	B	-0.512	NO	0.643	B	-0.509	NO
39. [b]	Topanga Canyon Boulevard & US 101 WB Off-Ramp	Sat MD	0.664	B	0.337	A	-0.327	NO	0.394	A	-0.270	NO
40.	Topanga Canyon Boulevard & Clarendon Street	Sat MD	0.917	E	0.806	D	-0.111	NO	0.869	D	-0.048	NO
41.	Topanga Canyon Boulevard & Ventura Boulevard	Sat MD	0.907	E	0.686	B	-0.221	NO	0.752	C	-0.155	NO
42.	Canoga Avenue & US 101 WB Off-Ramp	Sat MD	0.409	A	0.291	A	-0.118	NO	0.428	A	0.019	NO
43.	Canoga Avenue & US 101 EB On-Ramp	Sat MD	0.474	A	0.337	A	-0.137	NO	0.342	A	-0.132	NO
44.	Canoga Avenue & Ventura Boulevard	Sat MD	0.631	B	0.565	A	-0.066	NO	0.565	A	-0.066	NO
45.	De Soto Avenue & US 101 WB Ramps	Sat MD	0.458	A	0.318	A	-0.140	NO	0.440	A	-0.018	NO
46.	De Soto Avenue & US 101 EB Ramps	Sat MD	0.681	B	0.567	A	-0.114	NO	0.567	A	-0.114	NO
47.	De Soto Avenue/Serrania Avenue & Ventura Boulevard	Sat MD	0.770	C	0.739	C	-0.031	NO	0.747	C	-0.023	NO
48.	Topanga Canyon Boulevard & Martinez Street	Sat MD	0.432	A	0.343	A	-0.089	NO	0.365	A	-0.067	NO
49.	Topanga Canyon Boulevard & Mulholland Drive	Sat MD	0.719	C	0.523	A	-0.196	NO	0.524	A	-0.195	NO
Number of Intersections at LOS E or F			4		0				0			

Notes

- WCSP DEIR 2035 "No Build" conditions estimated for time period.
ESC = Entertainment/Sports Center, EMP = Event Management Plan
-- Intersection was not analyzed under the WC2035.
[a] Intersection is unsignalized under WC2035 and proposed to be signalized as part of Project Design Feature with the Northwest Phase (Phase 2).
[b] Intersection is uncontrolled under WC2035 improvements, but analyzed using the signalized methodology consistent with WC2035.
[c] A 3% credit applied to intersection operation due to Traffic Control Officer under EMP conditions.

TABLE B6-2
COMPARISON OF FUTURE PROJECT WITHOUT ESC
SATURDAY MIDDAY (1-2 PM) OFF-PEAK INTERSECTION LEVELS OF SERVICE

No.	Intersection	Peak Hour	Modified Project without ESC			SEIR Project without ESC			SEIR Project Alternative 5, Option 1 without ESC			SEIR Project Alternative 5, Option 2 without ESC		
			V/C	LOS	Significant Impact	V/C	LOS	Significant Impact	V/C	LOS	Significant Impact	V/C	LOS	Significant Impact
1.	Shoup Avenue & Vanowen Street	Sat MD	0.455	A	NO	0.454	A	NO	0.454	A	NO	0.454	A	NO
2.	Topanga Canyon Boulevard & Vanowen Street	Sat MD	0.751	C	NO	0.751	C	NO	0.751	C	NO	0.751	C	NO
3.	Owensmouth Avenue & Vanowen Street	Sat MD	0.402	A	NO	0.401	A	NO	0.401	A	NO	0.401	A	NO
4.	Canoga Avenue & Vanowen Street	Sat MD	0.491	A	NO	0.491	A	NO	0.491	A	NO	0.491	A	NO
5.	De Soto Avenue & Vanowen Street	Sat MD	0.611	B	NO	0.611	B	NO	0.611	B	NO	0.611	B	NO
6.	Shoup Avenue & Victory Boulevard	Sat MD	0.559	A	NO	0.558	A	NO	0.558	A	NO	0.558	A	NO
7.	Topanga Canyon Boulevard & Victory Boulevard	Sat MD	0.703	C	NO	0.702	C	NO	0.702	C	NO	0.702	C	NO
8.	Westfield Way & Victory Boulevard	Sat MD	0.461	A	NO	0.459	A	NO	0.459	A	NO	0.459	A	NO
9.	Owensmouth Avenue & Victory Boulevard	Sat MD	0.473	A	NO	0.472	A	NO	0.472	A	NO	0.472	A	NO
10.	Canoga Avenue & Victory Boulevard	Sat MD	0.656	B	NO	0.656	B	NO	0.656	B	NO	0.656	B	NO
11.	Variel Avenue & Victory Boulevard	Sat MD	0.542	A	NO	0.540	A	NO	0.540	A	NO	0.540	A	NO
12.	De Soto Avenue & Victory Boulevard	Sat MD	0.531	A	NO	0.529	A	NO	0.529	A	NO	0.529	A	NO
13.	Shoup Avenue & Erwin Street	Sat MD	0.347	A	NO	0.347	A	NO	0.347	A	NO	0.347	A	NO
14.	Randi Avenue / Nevada Avenue & Erwin Street	Sat MD	0.137	A	NO	0.136	A	NO	0.136	A	NO	0.136	A	NO
15.	Topanga Canyon Boulevard & Erwin Street	Sat MD	0.493	A	NO	0.493	A	NO	0.493	A	NO	0.493	A	NO
16.	Warner Drive North & Erwin Street	Sat MD	0.369	A	--	0.350	A	--	0.350	A	--	0.350	A	--
17.	Owensmouth Avenue & Erwin Street	Sat MD	0.323	A	NO	0.318	A	NO	0.318	A	NO	0.318	A	NO
18.	Canoga Avenue & Erwin Street	Sat MD	0.354	A	NO	0.352	A	NO	0.352	A	NO	0.352	A	NO
19.	De Soto Avenue & Erwin Street	Sat MD	0.209	A	NO	0.209	A	NO	0.209	A	NO	0.209	A	NO
20.	Topanga Canyon Blvd & Calvert St/Promenade Blvd	Sat MD	0.691	B	NO	0.679	B	NO	0.679	B	NO	0.679	B	NO
21.	Owensmouth Avenue & Promenade Boulevard	Sat MD	0.108	A	NO	0.105	A	NO	0.105	A	NO	0.105	A	NO
22.	Shoup Avenue & Oxnard Street	Sat MD	0.350	A	NO	0.312	A	NO	0.349	A	NO	0.349	A	NO
23.	Farralone Avenue & Oxnard Street	Sat MD	0.204	A	--	0.203	A	--	0.203	A	--	0.203	A	--
24.	Topanga Canyon Boulevard & Oxnard Street	Sat MD	0.613	B	NO	0.613	B	NO	0.613	B	NO	0.613	B	NO
25.	Warner Drive South & Oxnard Street	Sat MD	0.314	A	NO	0.299	A	NO	0.299	A	NO	0.299	A	NO
26.	Owensmouth Avenue & Oxnard Street	Sat MD	0.228	A	NO	0.226	A	NO	0.226	A	NO	0.226	A	NO
27.	Canoga Avenue & Oxnard Street	Sat MD	0.645	B	NO	0.638	B	NO	0.638	B	NO	0.638	B	NO
28.	De Soto Avenue & Oxnard Street	Sat MD	0.255	A	NO	0.255	A	NO	0.255	A	NO	0.255	A	NO
29.	Canoga Avenue & Califa Street	Sat MD	0.271	A	NO	0.271	A	NO	0.271	A	NO	0.271	A	NO
30.	De Soto Avenue & Califa Street	Sat MD	0.174	A	NO	0.174	A	NO	0.174	A	NO	0.174	A	NO
31.	Shoup Avenue & Burbank Boulevard	Sat MD	0.388	A	NO	0.387	A	NO	0.387	A	NO	0.387	A	NO
32.	US-101 WB On-Ramp & Burbank Boulevard	Sat MD	0.296	A	NO	0.296	A	NO	0.296	A	NO	0.296	A	NO
33.	Topanga Canyon Boulevard & Burbank Boulevard	Sat MD	0.463	A	NO	0.462	A	NO	0.462	A	NO	0.462	A	NO
34.	Owensmouth Avenue & Burbank Boulevard	Sat MD	0.155	A	NO	0.155	A	NO	0.155	A	NO	0.155	A	NO
35.	Canoga Avenue & Burbank Boulevard	Sat MD	0.523	A	NO	0.522	A	NO	0.522	A	NO	0.522	A	NO
36.	De Soto Avenue & Burbank Boulevard	Sat MD	0.209	A	NO	0.209	A	NO	0.209	A	NO	0.209	A	NO
37.	Shoup Avenue & Ventura Boulevard	Sat MD	0.697	B	NO	0.697	B	NO	0.697	B	NO	0.697	B	NO
38.	US 101 EB Ramps & Ventura Boulevard	Sat MD	0.640	B	NO	0.639	B	NO	0.639	B	NO	0.639	B	NO
39.	Topanga Canyon Boulevard & US 101 WB Off-Ramp	Sat MD	0.337	A	NO	0.337	A	NO	0.337	A	NO	0.337	A	NO
40.	Topanga Canyon Boulevard & Clarendon Street	Sat MD	0.806	D	NO	0.806	D	NO	0.806	D	NO	0.806	D	NO
41.	Topanga Canyon Boulevard & Ventura Boulevard	Sat MD	0.686	B	NO	0.685	B	NO	0.685	B	NO	0.685	B	NO
42.	Canoga Avenue & US 101 WB Off-Ramp	Sat MD	0.291	A	NO	0.291	A	NO	0.291	A	NO	0.291	A	NO
43.	Canoga Avenue & US 101 EB On-Ramp	Sat MD	0.337	A	NO	0.336	A	NO	0.336	A	NO	0.336	A	NO
44.	Canoga Avenue & Ventura Boulevard	Sat MD	0.565	A	NO	0.564	A	NO	0.564	A	NO	0.564	A	NO
45.	De Soto Avenue & US 101 WB Ramps	Sat MD	0.318	A	NO	0.318	A	NO	0.318	A	NO	0.318	A	NO
46.	De Soto Avenue & US 101 EB Ramps	Sat MD	0.567	A	NO	0.568	A	NO	0.568	A	NO	0.568	A	NO
47.	De Soto Avenue/Serrania Avenue & Ventura Boulevard	Sat MD	0.739	C	NO	0.739	C	NO	0.739	C	NO	0.739	C	NO
48.	Topanga Canyon Boulevard & Martinez Street	Sat MD	0.343	A	NO	0.344	A	NO	0.344	A	NO	0.344	A	NO
49.	Topanga Canyon Boulevard & Mulholland Drive	Sat MD	0.523	A	NO	0.523	A	NO	0.523	A	NO	0.523	A	NO
Number of Significantly Impacted Intersections			0			0			0			0		

Notes

Modified Project without ESC results as identified in Table 4A. SEIR Project and SEIR Alternative 5 LOS results as referenced from the TIA.

ESC = Entertainment/Sports Center

-- Intersection was not analyzed under the WC2035 Plan.

**TABLE B6-3
COMPARISON OF FUTURE PROJECT WITH ESC
SATURDAY MIDDAY (1-2 PM) OFF-PEAK INTERSECTION LEVELS OF SERVICE**

No.	Intersection	Peak Hour	Modified Project with ESC			SEIR Project (15,000 seats)			SEIR Alternative 5, Option 1 (10,000 seats)			SEIR Alternative 5, Option 2 (7,500 seats)		
			V/C	LOS	Significant Impact	V/C	LOS	Significant Impact	V/C	LOS	Significant Impact	V/C	LOS	Significant Impact
1.	Shoup Avenue & Vanowen Street	Sat MD	0.456	A	NO	0.455	A	NO	0.455	A	NO	0.455	A	NO
2.	Topanga Canyon Boulevard & Vanowen Street	Sat MD	0.769	C	NO	0.778	C	NO	0.769	C	NO	0.765	C	NO
3.	Owensmouth Avenue & Vanowen Street	Sat MD	0.417	A	NO	0.424	A	NO	0.416	A	NO	0.412	A	NO
4.	Canoga Avenue & Vanowen Street	Sat MD	0.514	A	NO	0.526	A	NO	0.514	A	NO	0.509	A	NO
5.	De Soto Avenue & Vanowen Street	Sat MD	0.628	B	NO	0.635	B	NO	0.627	B	NO	0.623	B	NO
6.	Shoup Avenue & Victory Boulevard	Sat MD	0.573	A	NO	0.579	A	NO	0.573	A	NO	0.569	A	NO
7.	Topanga Canyon Boulevard & Victory Boulevard	Sat MD	0.719	C	NO	0.730	C	NO	0.717	C	NO	0.714	C	NO
8.	Westfield Way & Victory Boulevard	Sat MD	0.461	A	NO	0.459	A	NO	0.459	A	NO	0.459	A	NO
9.	Owensmouth Avenue & Victory Boulevard	Sat MD	0.556	A	NO	0.596	A	NO	0.555	A	NO	0.534	A	NO
10.	Canoga Avenue & Victory Boulevard	Sat MD	0.685	B	NO	0.698	B	NO	0.684	B	NO	0.677	B	NO
11.	Variel Avenue & Victory Boulevard	Sat MD	0.565	A	NO	0.575	A	NO	0.563	A	NO	0.557	A	NO
12.	De Soto Avenue & Victory Boulevard	Sat MD	0.555	A	NO	0.568	A	NO	0.555	A	NO	0.548	A	NO
13.	Shoup Avenue & Erwin Street	Sat MD	0.347	A	NO	0.347	A	NO	0.347	A	NO	0.347	A	NO
14.	Randi Avenue / Nevada Avenue & Erwin Street	Sat MD	0.154	A	NO	0.185	A	NO	0.153	A	NO	0.136	A	NO
15.	Topanga Canyon Boulevard & Erwin Street	Sat MD	0.602	B	NO	0.664	B	NO	0.631	B	NO	0.542	A	NO
16.	Warner Drive North & Erwin Street	Sat MD	0.596	A	--	0.700	B	--	0.592	A	--	0.398	A	--
17.	Owensmouth Avenue & Erwin Street	Sat MD	0.453	A	NO	0.566	A	NO	0.475	A	NO	0.379	A	NO
18.	Canoga Avenue & Erwin Street	Sat MD	0.485	A	NO	0.553	A	NO	0.483	A	NO	0.372	A	NO
19.	De Soto Avenue & Erwin Street	Sat MD	0.424	A	NO	0.532	A	NO	0.424	A	NO	0.228	A	NO
20.	Topanga Canyon Blvd & Calvert St/Promenade Blvd	Sat MD	0.713	C	NO	0.727	C	NO	0.731	C	NO	0.718	C	NO
21.	Owensmouth Avenue & Promenade Boulevard	Sat MD	0.283	A	NO	0.389	A	NO	0.309	A	NO	0.178	A	NO
22.	Shoup Avenue & Oxnard Street	Sat MD	0.429	A	NO	0.431	A	NO	0.428	A	NO	0.349	A	NO
23.	Farralone Avenue & Oxnard Street	Sat MD	0.205	A	--	0.204	A	--	0.204	A	--	0.204	A	--
24.	Topanga Canyon Boulevard & Oxnard Street	Sat MD	0.713	C	NO	0.775	C	NO	0.742	C	NO	0.763	C	NO
25.	Warner Drive South & Oxnard Street	Sat MD	0.477	A	NO	0.650	B	NO	0.493	A	NO	0.512	A	NO
26.	Owensmouth Avenue & Oxnard Street	Sat MD	0.391	A	NO	0.485	A	NO	0.420	A	NO	0.355	A	NO
27.	Canoga Avenue & Oxnard Street	Sat MD	0.646	B	NO	0.654	B	NO	0.640	B	NO	0.640	B	NO
28.	De Soto Avenue & Oxnard Street	Sat MD	0.317	A	NO	0.347	A	NO	0.317	A	NO	0.254	A	NO
29.	Canoga Avenue & Califa Street	Sat MD	0.358	A	NO	0.399	A	NO	0.357	A	NO	0.324	A	NO
30.	De Soto Avenue & Califa Street	Sat MD	0.242	A	NO	0.285	A	NO	0.242	A	NO	0.174	A	NO
31.	Shoup Avenue & Burbank Boulevard	Sat MD	0.483	A	NO	0.529	A	NO	0.482	A	NO	0.388	A	NO
32.	US-101 WB On-Ramp & Burbank Boulevard	Sat MD	0.308	A	NO	0.314	A	NO	0.308	A	NO	0.306	A	NO
33.	Topanga Canyon Boulevard & Burbank Boulevard	Sat MD	0.468	A	NO	0.490	A	NO	0.497	A	NO	0.576	A	NO
34.	Owensmouth Avenue & Burbank Boulevard	Sat MD	0.155	A	NO	0.155	A	NO	0.155	A	NO	0.155	A	NO
35.	Canoga Avenue & Burbank Boulevard	Sat MD	0.614	B	NO	0.659	B	NO	0.614	B	NO	0.579	A	NO
36.	De Soto Avenue & Burbank Boulevard	Sat MD	0.278	A	NO	0.321	A	NO	0.278	A	NO	0.209	A	NO
37.	Shoup Avenue & Ventura Boulevard	Sat MD	0.699	B	NO	0.701	C	NO	0.699	B	NO	0.699	B	NO
38.	US 101 EB Ramps & Ventura Boulevard	Sat MD	0.643	B	NO	0.644	B	NO	0.643	B	NO	0.642	B	NO
39.	Topanga Canyon Boulevard & US 101 WB Off-Ramp	Sat MD	0.394	A	NO	0.423	A	NO	0.394	A	NO	0.423	A	NO
40.	Topanga Canyon Boulevard & Clarendon Street	Sat MD	0.869	D	NO	0.900	D	NO	0.869	D	NO	0.900	D	NO
41.	Topanga Canyon Boulevard & Ventura Boulevard	Sat MD	0.752	C	NO	0.784	C	NO	0.751	C	NO	0.784	C	NO
42.	Canoga Avenue & US 101 WB Off-Ramp	Sat MD	0.428	A	NO	0.496	A	NO	0.428	A	NO	0.376	A	NO
43.	Canoga Avenue & US 101 EB On-Ramp	Sat MD	0.342	A	NO	0.345	A	NO	0.342	A	NO	0.341	A	NO
44.	Canoga Avenue & Ventura Boulevard	Sat MD	0.565	A	NO	0.565	A	NO	0.565	A	NO	0.565	A	NO
45.	De Soto Avenue & US 101 WB Ramps	Sat MD	0.440	A	NO	0.504	A	NO	0.440	A	NO	0.318	A	NO
46.	De Soto Avenue & US 101 EB Ramps	Sat MD	0.567	A	NO	0.568	A	NO	0.568	A	NO	0.568	A	NO
47.	De Soto Avenue/Serrania Avenue & Ventura Boulevard	Sat MD	0.747	C	NO	0.750	C	NO	0.747	C	NO	0.744	C	NO
48.	Topanga Canyon Boulevard & Martinez Street	Sat MD	0.365	A	NO	0.377	A	NO	0.366	A	NO	0.361	A	NO
49.	Topanga Canyon Boulevard & Mulholland Drive	Sat MD	0.524	A	NO	0.525	A	NO	0.525	A	NO	0.525	A	NO
Number of Significantly Impacted Intersections			0			0			0			0		

Notes

Modified Project with ESC results as identified in Table 4A. SEIR Project and SEIR Alternative 5 LOS results as referenced from the TIA.
The "with ESC" results include implementation of the EMP.
ESC = Entertainment/Sports Center, EMP = Event Management Plan
-- Intersection was not analyzed under the WC2035 Plan.

**TABLE B7-1
FUTURE WITH MODIFIED PROJECT
SATURDAY LATE NIGHT (10-11 PM) OFF-PEAK INTERSECTION LEVEL OF SERVICE COMPARISON**

No.	Intersection	Peak Hour	WCSP DEIR 2035 No Build		Promenade Analysis: Future w/WCSP & WCSP mitigations w/Promenade Non ESC Uses Only				Promenade Analysis: Future w/WCSP & WCSP mitigations w/ Full Promenade (incl. ESC) + EMP			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact
1.	Shoup Avenue & Vanowen Street	Sat LN	0.237	A	0.134	A	-0.103	NO	0.156	A	-0.081	NO
2.	Topanga Canyon Boulevard & Vanowen Street	Sat LN	0.366	A	0.259	A	-0.107	NO	0.362	A	-0.004	NO
3.	Owensmouth Avenue & Vanowen Street	Sat LN	0.263	A	0.112	A	-0.151	NO	0.155	A	-0.108	NO
4.	Canoga Avenue & Vanowen Street	Sat LN	0.276	A	0.149	A	-0.127	NO	0.162	A	-0.114	NO
5.	De Soto Avenue & Vanowen Street	Sat LN	0.325	A	0.200	A	-0.125	NO	0.221	A	-0.104	NO
6.	Shoup Avenue & Victory Boulevard	Sat LN	0.315	A	0.178	A	-0.137	NO	0.178	A	-0.137	NO
7.	Topanga Canyon Boulevard & Victory Boulevard	Sat LN	0.396	A	0.238	A	-0.158	NO	0.341	A	-0.055	NO
8.	Westfield Way & Victory Boulevard	Sat LN	0.337	A	0.137	A	-0.200	NO	0.137	A	-0.200	NO
9.	Owensmouth Avenue & Victory Boulevard	Sat LN	0.220	A	0.142	A	-0.078	NO	0.238	A	0.018	NO
10.	Canoga Avenue & Victory Boulevard	Sat LN	0.280	A	0.219	A	-0.061	NO	0.231	A	-0.049	NO
11.	Variel Avenue & Victory Boulevard	Sat LN	0.201	A	0.171	A	-0.030	NO	0.171	A	-0.030	NO
12.	De Soto Avenue & Victory Boulevard	Sat LN	0.273	A	0.166	A	-0.107	NO	0.166	A	-0.107	NO
13.	Shoup Avenue & Erwin Street	Sat LN	0.198	A	0.095	A	-0.103	NO	0.095	A	-0.103	NO
14.	Randi Avenue / Nevada Avenue & Erwin Street	Sat LN	0.083	A	0.049	A	-0.034	NO	0.055	A	-0.028	NO
15. [c]	Topanga Canyon Boulevard & Erwin Street	Sat LN	0.266	A	0.152	A	-0.114	NO	0.432	A	0.166	NO
16. [c]	Warner Drive North & Erwin Street	Sat LN	--	N/A	0.099	A	--	--	0.516	A	--	--
17. [c]	Owensmouth Avenue & Erwin Street	Sat LN	0.183	A	0.090	A	-0.093	NO	0.207	A	0.024	NO
18.	Canoga Avenue & Erwin Street	Sat LN	0.215	A	0.096	A	-0.119	NO	0.225	A	0.010	NO
19. [c]	De Soto Avenue & Erwin Street	Sat LN	0.148	A	0.065	A	-0.083	NO	0.123	A	-0.025	NO
20. [a] [c]	Topanga Canyon Blvd & Calvert St/Promenade Blvd	Sat LN	0.317	A	0.234	A	-0.083	NO	0.591	A	0.274	NO
21.	Owensmouth Avenue & Promenade Boulevard	Sat LN	0.103	A	0.044	A	-0.059	NO	0.044	A	-0.059	NO
22.	Shoup Avenue & Oxnard Street	Sat LN	0.183	A	0.095	A	-0.088	NO	0.114	A	-0.069	NO
23.	Farralone Avenue & Oxnard Street	Sat LN	--	N/A	0.064	A	--	--	0.070	A	--	--
24. [c]	Topanga Canyon Boulevard & Oxnard Street	Sat LN	0.348	A	0.202	A	-0.146	NO	0.453	A	0.105	NO
25. [c]	Warner Drive South & Oxnard Street	Sat LN	0.212	A	0.088	A	-0.124	NO	0.484	A	0.272	NO
26. [c]	Owensmouth Avenue & Oxnard Street	Sat LN	0.129	A	0.069	A	-0.060	NO	0.234	A	0.105	NO
27. [c]	Canoga Avenue & Oxnard Street	Sat LN	0.297	A	0.214	A	-0.083	NO	0.483	A	0.186	NO
28.	De Soto Avenue & Oxnard Street	Sat LN	0.159	A	0.075	A	-0.084	NO	0.104	A	-0.055	NO
29.	Canoga Avenue & Califa Street	Sat LN	0.159	A	0.079	A	-0.080	NO	0.181	A	0.022	NO
30. [b]	De Soto Avenue & Califa Street	Sat LN	0.131	A	0.058	A	-0.073	NO	0.091	A	-0.040	NO
31.	Shoup Avenue & Burbank Boulevard	Sat LN	0.181	A	0.105	A	-0.076	NO	0.129	A	-0.052	NO
32.	US-101 WB On-Ramp & Burbank Boulevard	Sat LN	0.164	A	0.084	A	-0.080	NO	0.258	A	0.094	NO
33. [c]	Topanga Canyon Boulevard & Burbank Boulevard	Sat LN	0.295	A	0.139	A	-0.156	NO	0.469	A	0.174	NO
34.	Owensmouth Avenue & Burbank Boulevard	Sat LN	0.126	A	0.054	A	-0.072	NO	0.054	A	-0.072	NO
35.	Canoga Avenue & Burbank Boulevard	Sat LN	0.273	A	0.164	A	-0.109	NO	0.184	A	-0.089	NO
36.	De Soto Avenue & Burbank Boulevard	Sat LN	0.132	A	0.065	A	-0.067	NO	0.098	A	-0.034	NO
37.	Shoup Avenue & Ventura Boulevard	Sat LN	0.381	A	0.227	A	-0.154	NO	0.264	A	-0.117	NO
38.	US 101 EB Ramps & Ventura Boulevard	Sat LN	0.486	A	0.212	A	-0.274	NO	0.256	A	-0.230	NO
39. [b]	Topanga Canyon Boulevard & US 101 WB Off-Ramp	Sat LN	0.280	A	0.092	A	-0.188	NO	0.168	A	-0.112	NO
40.	Topanga Canyon Boulevard & Clarendon Street	Sat LN	0.387	A	0.283	A	-0.104	NO	0.283	A	-0.104	NO
41.	Topanga Canyon Boulevard & Ventura Boulevard	Sat LN	0.384	A	0.232	A	-0.152	NO	0.238	A	-0.146	NO
42.	Canoga Avenue & US 101 WB Off-Ramp	Sat LN	0.173	A	0.082	A	-0.091	NO	0.163	A	-0.010	NO
43.	Canoga Avenue & US 101 EB On-Ramp	Sat LN	0.200	A	0.092	A	-0.108	NO	0.288	A	0.088	NO
44.	Canoga Avenue & Ventura Boulevard	Sat LN	0.265	A	0.180	A	-0.085	NO	0.204	A	-0.061	NO
45.	De Soto Avenue & US 101 WB Ramps	Sat LN	0.193	A	0.088	A	-0.105	NO	0.129	A	-0.064	NO
46.	De Soto Avenue & US 101 EB Ramps	Sat LN	0.287	A	0.182	A	-0.105	NO	0.283	A	-0.004	NO
47.	De Soto Avenue/Serrania Avenue & Ventura Boulevard	Sat LN	0.324	A	0.255	A	-0.069	NO	0.255	A	-0.069	NO
48.	Topanga Canyon Boulevard & Martinez Street	Sat LN	0.179	A	0.092	A	-0.087	NO	0.113	A	-0.066	NO
49.	Topanga Canyon Boulevard & Mulholland Drive	Sat LN	0.301	A	0.163	A	-0.138	NO	0.192	A	-0.109	NO
Number of Intersections at LOS E or F			0		0				0			

Notes

- WCSP DEIR 2035 "No Build" conditions estimated for time period.
ESC = Entertainment/Sports Center, EMP = Event Management Plan
-- Intersection was not analyzed under the WC2035.
[a] Intersection is unsignalized under WC2035 and proposed to be signalized as part of Project Design Feature with the Northwest Phase (Phase 2).
[b] Intersection is uncontrolled under WC2035 improvements, but analyzed using the signalized methodology consistent with WC2035.
[c] A 3% credit applied to intersection operation due to Traffic Control Officer under EMP conditions.

TABLE B7-2
COMPARISON OF FUTURE PROJECT WITHOUT ESC
SATURDAY LATE NIGHT (10-11 PM) OFF-PEAK INTERSECTION LEVELS OF SERVICE

No.	Intersection	Peak Hour	Modified Project without ESC			SEIR Project without ESC			SEIR Project Alternative 5, Option 1 without ESC			SEIR Project Alternative 5, Option 2 without ESC		
			V/C	LOS	Significant Impact	V/C	LOS	Significant Impact	V/C	LOS	Significant Impact	V/C	LOS	Significant Impact
1.	Shoup Avenue & Vanowen Street	Sat LN	0.134	A	NO	0.133	A	NO	0.133	A	NO	0.133	A	NO
2.	Topanga Canyon Boulevard & Vanowen Street	Sat LN	0.259	A	NO	0.258	A	NO	0.258	A	NO	0.258	A	NO
3.	Owensmouth Avenue & Vanowen Street	Sat LN	0.112	A	NO	0.112	A	NO	0.112	A	NO	0.112	A	NO
4.	Canoga Avenue & Vanowen Street	Sat LN	0.149	A	NO	0.149	A	NO	0.149	A	NO	0.149	A	NO
5.	De Soto Avenue & Vanowen Street	Sat LN	0.200	A	NO	0.200	A	NO	0.200	A	NO	0.200	A	NO
6.	Shoup Avenue & Victory Boulevard	Sat LN	0.178	A	NO	0.177	A	NO	0.177	A	NO	0.177	A	NO
7.	Topanga Canyon Boulevard & Victory Boulevard	Sat LN	0.238	A	NO	0.238	A	NO	0.238	A	NO	0.238	A	NO
8.	Westfield Way & Victory Boulevard	Sat LN	0.137	A	NO	0.136	A	NO	0.136	A	NO	0.136	A	NO
9.	Owensmouth Avenue & Victory Boulevard	Sat LN	0.142	A	NO	0.141	A	NO	0.141	A	NO	0.141	A	NO
10.	Canoga Avenue & Victory Boulevard	Sat LN	0.219	A	NO	0.219	A	NO	0.219	A	NO	0.219	A	NO
11.	Variel Avenue & Victory Boulevard	Sat LN	0.171	A	NO	0.170	A	NO	0.170	A	NO	0.170	A	NO
12.	De Soto Avenue & Victory Boulevard	Sat LN	0.166	A	NO	0.166	A	NO	0.166	A	NO	0.166	A	NO
13.	Shoup Avenue & Erwin Street	Sat LN	0.095	A	NO	0.094	A	NO	0.094	A	NO	0.094	A	NO
14.	Randi Avenue / Nevada Avenue & Erwin Street	Sat LN	0.049	A	NO	0.049	A	NO	0.049	A	NO	0.049	A	NO
15.	Topanga Canyon Boulevard & Erwin Street	Sat LN	0.152	A	NO	0.151	A	NO	0.151	A	NO	0.151	A	NO
16.	Warner Drive North & Erwin Street	Sat LN	0.099	A	--	0.095	A	--	0.095	A	--	0.095	A	--
17.	Owensmouth Avenue & Erwin Street	Sat LN	0.090	A	NO	0.088	A	NO	0.088	A	NO	0.088	A	NO
18.	Canoga Avenue & Erwin Street	Sat LN	0.096	A	NO	0.095	A	NO	0.095	A	NO	0.095	A	NO
19.	De Soto Avenue & Erwin Street	Sat LN	0.065	A	NO	0.065	A	NO	0.065	A	NO	0.065	A	NO
20.	Topanga Canyon Blvd & Calvert St/Promenade Blvd	Sat LN	0.234	A	NO	0.229	A	NO	0.229	A	NO	0.229	A	NO
21.	Owensmouth Avenue & Promenade Boulevard	Sat LN	0.044	A	NO	0.043	A	NO	0.043	A	NO	0.043	A	NO
22.	Shoup Avenue & Oxnard Street	Sat LN	0.095	A	NO	0.095	A	NO	0.095	A	NO	0.095	A	NO
23.	Farralone Avenue & Oxnard Street	Sat LN	0.064	A	--	0.064	A	--	0.064	A	--	0.064	A	--
24.	Topanga Canyon Boulevard & Oxnard Street	Sat LN	0.202	A	NO	0.200	A	NO	0.200	A	NO	0.200	A	NO
25.	Warner Drive South & Oxnard Street	Sat LN	0.088	A	NO	0.084	A	NO	0.084	A	NO	0.084	A	NO
26.	Owensmouth Avenue & Oxnard Street	Sat LN	0.069	A	NO	0.069	A	NO	0.069	A	NO	0.069	A	NO
27.	Canoga Avenue & Oxnard Street	Sat LN	0.214	A	NO	0.212	A	NO	0.212	A	NO	0.212	A	NO
28.	De Soto Avenue & Oxnard Street	Sat LN	0.075	A	NO	0.075	A	NO	0.075	A	NO	0.075	A	NO
29.	Canoga Avenue & Califa Street	Sat LN	0.079	A	NO	0.078	A	NO	0.078	A	NO	0.078	A	NO
30.	De Soto Avenue & Califa Street	Sat LN	0.058	A	NO	0.058	A	NO	0.058	A	NO	0.058	A	NO
31.	Shoup Avenue & Burbank Boulevard	Sat LN	0.105	A	NO	0.105	A	NO	0.105	A	NO	0.105	A	NO
32.	US-101 WB On-Ramp & Burbank Boulevard	Sat LN	0.084	A	NO	0.084	A	NO	0.084	A	NO	0.084	A	NO
33.	Topanga Canyon Boulevard & Burbank Boulevard	Sat LN	0.139	A	NO	0.138	A	NO	0.138	A	NO	0.138	A	NO
34.	Owensmouth Avenue & Burbank Boulevard	Sat LN	0.054	A	NO	0.054	A	NO	0.054	A	NO	0.054	A	NO
35.	Canoga Avenue & Burbank Boulevard	Sat LN	0.164	A	NO	0.163	A	NO	0.163	A	NO	0.163	A	NO
36.	De Soto Avenue & Burbank Boulevard	Sat LN	0.065	A	NO	0.065	A	NO	0.065	A	NO	0.065	A	NO
37.	Shoup Avenue & Ventura Boulevard	Sat LN	0.227	A	NO	0.227	A	NO	0.227	A	NO	0.227	A	NO
38.	US 101 EB Ramps & Ventura Boulevard	Sat LN	0.212	A	NO	0.212	A	NO	0.212	A	NO	0.212	A	NO
39.	Topanga Canyon Boulevard & US 101 WB Off-Ramp	Sat LN	0.092	A	NO	0.092	A	NO	0.092	A	NO	0.092	A	NO
40.	Topanga Canyon Boulevard & Clarendon Street	Sat LN	0.283	A	NO	0.282	A	NO	0.282	A	NO	0.282	A	NO
41.	Topanga Canyon Boulevard & Ventura Boulevard	Sat LN	0.232	A	NO	0.232	A	NO	0.232	A	NO	0.232	A	NO
42.	Canoga Avenue & US 101 WB Off-Ramp	Sat LN	0.082	A	NO	0.082	A	NO	0.082	A	NO	0.082	A	NO
43.	Canoga Avenue & US 101 EB On-Ramp	Sat LN	0.092	A	NO	0.092	A	NO	0.092	A	NO	0.092	A	NO
44.	Canoga Avenue & Ventura Boulevard	Sat LN	0.180	A	NO	0.180	A	NO	0.180	A	NO	0.180	A	NO
45.	De Soto Avenue & US 101 WB Ramps	Sat LN	0.088	A	NO	0.088	A	NO	0.088	A	NO	0.088	A	NO
46.	De Soto Avenue & US 101 EB Ramps	Sat LN	0.182	A	NO	0.182	A	NO	0.182	A	NO	0.182	A	NO
47.	De Soto Avenue/Serrania Avenue & Ventura Boulevard	Sat LN	0.255	A	NO	0.254	A	NO	0.254	A	NO	0.254	A	NO
48.	Topanga Canyon Boulevard & Martinez Street	Sat LN	0.092	A	NO	0.092	A	NO	0.092	A	NO	0.092	A	NO
49.	Topanga Canyon Boulevard & Mulholland Drive	Sat LN	0.163	A	NO	0.163	A	NO	0.163	A	NO	0.163	A	NO
Number of Significantly Impacted Intersections			0			0			0			0		

Notes

Modified Project without ESC results as identified in Table 4A. SEIR Project and SEIR Alternative 5 LOS results as referenced from the TIA.

ESC = Entertainment/Sports Center

-- Intersection was not analyzed under the WC2035 Plan.

**TABLE B7-3
COMPARISON OF FUTURE PROJECT WITH ESC
SATURDAY LATE NIGHT (10-11 PM) OFF-PEAK INTERSECTION LEVELS OF SERVICE**

No.	Intersection	Peak Hour	Modified Project with ESC			SEIR Project (15,000 seats)			SEIR Alternative 5, Option 1 (10,000 seats)			SEIR Alternative 5, Option 2 (7,500 seats)		
			V/C	LOS	Significant Impact	V/C	LOS	Significant Impact	V/C	LOS	Significant Impact	V/C	LOS	Significant Impact
1.	Shoup Avenue & Vanowen Street	Sat LN	0.156	A	NO	0.166	A	NO	0.155	A	NO	0.150	A	NO
2.	Topanga Canyon Boulevard & Vanowen Street	Sat LN	0.362	A	NO	0.412	A	NO	0.362	A	NO	0.335	A	NO
3.	Owensmouth Avenue & Vanowen Street	Sat LN	0.155	A	NO	0.189	A	NO	0.155	A	NO	0.138	A	NO
4.	Canoga Avenue & Vanowen Street	Sat LN	0.162	A	NO	0.173	A	NO	0.162	A	NO	0.156	A	NO
5.	De Soto Avenue & Vanowen Street	Sat LN	0.221	A	NO	0.236	A	NO	0.221	A	NO	0.213	A	NO
6.	Shoup Avenue & Victory Boulevard	Sat LN	0.178	A	NO	0.185	A	NO	0.177	A	NO	0.177	A	NO
7.	Topanga Canyon Boulevard & Victory Boulevard	Sat LN	0.341	A	NO	0.392	A	NO	0.341	A	NO	0.315	A	NO
8.	Westfield Way & Victory Boulevard	Sat LN	0.137	A	NO	0.136	A	NO	0.136	A	NO	0.136	A	NO
9.	Owensmouth Avenue & Victory Boulevard	Sat LN	0.238	A	NO	0.308	A	NO	0.237	A	NO	0.202	A	NO
10.	Canoga Avenue & Victory Boulevard	Sat LN	0.231	A	NO	0.249	A	NO	0.231	A	NO	0.222	A	NO
11.	Variel Avenue & Victory Boulevard	Sat LN	0.171	A	NO	0.170	A	NO	0.170	A	NO	0.170	A	NO
12.	De Soto Avenue & Victory Boulevard	Sat LN	0.166	A	NO	0.169	A	NO	0.166	A	NO	0.166	A	NO
13.	Shoup Avenue & Erwin Street	Sat LN	0.095	A	NO	0.094	A	NO	0.094	A	NO	0.094	A	NO
14.	Randi Avenue / Nevada Avenue & Erwin Street	Sat LN	0.055	A	NO	0.058	A	NO	0.055	A	NO	0.054	A	NO
15.	Topanga Canyon Boulevard & Erwin Street	Sat LN	0.432	A	NO	0.677	B	NO	0.334	A	NO	0.279	A	NO
16.	Warner Drive North & Erwin Street	Sat LN	0.516	A	--	0.725	C	--	0.366	A	--	0.296	A	--
17.	Owensmouth Avenue & Erwin Street	Sat LN	0.207	A	NO	0.281	A	NO	0.213	A	NO	0.175	A	NO
18.	Canoga Avenue & Erwin Street	Sat LN	0.225	A	NO	0.295	A	NO	0.129	A	NO	0.117	A	NO
19.	De Soto Avenue & Erwin Street	Sat LN	0.123	A	NO	0.186	A	NO	0.081	A	NO	0.082	A	NO
20.	Topanga Canyon Blvd & Calvert St/Promenade Blvd	Sat LN	0.591	A	NO	0.691	B	NO	0.595	A	NO	0.502	A	NO
21.	Owensmouth Avenue & Promenade Boulevard	Sat LN	0.044	A	NO	0.043	A	NO	0.098	A	NO	0.084	A	NO
22.	Shoup Avenue & Oxnard Street	Sat LN	0.114	A	NO	0.125	A	NO	0.114	A	NO	0.108	A	NO
23.	Farralone Avenue & Oxnard Street	Sat LN	0.070	A	--	0.072	A	--	0.070	A	--	0.068	A	--
24.	Topanga Canyon Boulevard & Oxnard Street	Sat LN	0.453	A	NO	0.606	B	NO	0.622	B	NO	0.506	A	NO
25.	Warner Drive South & Oxnard Street	Sat LN	0.484	A	NO	0.426	A	NO	0.511	A	NO	0.397	A	NO
26.	Owensmouth Avenue & Oxnard Street	Sat LN	0.234	A	NO	0.347	A	NO	0.231	A	NO	0.181	A	NO
27.	Canoga Avenue & Oxnard Street	Sat LN	0.483	A	NO	0.685	B	NO	0.443	A	NO	0.355	A	NO
28.	De Soto Avenue & Oxnard Street	Sat LN	0.104	A	NO	0.137	A	NO	0.086	A	NO	0.083	A	NO
29.	Canoga Avenue & Califa Street	Sat LN	0.181	A	NO	0.245	A	NO	0.159	A	NO	0.131	A	NO
30.	De Soto Avenue & Califa Street	Sat LN	0.091	A	NO	0.113	A	NO	0.061	A	NO	0.061	A	NO
31.	Shoup Avenue & Burbank Boulevard	Sat LN	0.129	A	NO	0.141	A	NO	0.129	A	NO	0.123	A	NO
32.	US-101 WB On-Ramp & Burbank Boulevard	Sat LN	0.258	A	NO	0.351	A	NO	0.194	A	NO	0.162	A	NO
33.	Topanga Canyon Boulevard & Burbank Boulevard	Sat LN	0.469	A	NO	0.649	B	NO	0.399	A	NO	0.333	A	NO
34.	Owensmouth Avenue & Burbank Boulevard	Sat LN	0.054	A	NO	0.054	A	NO	0.054	A	NO	0.054	A	NO
35.	Canoga Avenue & Burbank Boulevard	Sat LN	0.184	A	NO	0.251	A	NO	0.163	A	NO	0.163	A	NO
36.	De Soto Avenue & Burbank Boulevard	Sat LN	0.098	A	NO	0.128	A	NO	0.069	A	NO	0.068	A	NO
37.	Shoup Avenue & Ventura Boulevard	Sat LN	0.264	A	NO	0.288	A	NO	0.304	A	NO	0.282	A	NO
38.	US 101 EB Ramps & Ventura Boulevard	Sat LN	0.256	A	NO	0.277	A	NO	0.292	A	NO	0.272	A	NO
39.	Topanga Canyon Boulevard & US 101 WB Off-Ramp	Sat LN	0.168	A	NO	0.232	A	NO	0.284	A	NO	0.221	A	NO
40.	Topanga Canyon Boulevard & Clarendon Street	Sat LN	0.283	A	NO	0.282	A	NO	0.282	A	NO	0.282	A	NO
41.	Topanga Canyon Boulevard & Ventura Boulevard	Sat LN	0.238	A	NO	0.265	A	NO	0.268	A	NO	0.247	A	NO
42.	Canoga Avenue & US 101 WB Off-Ramp	Sat LN	0.163	A	NO	0.211	A	NO	0.147	A	NO	0.125	A	NO
43.	Canoga Avenue & US 101 EB On-Ramp	Sat LN	0.288	A	NO	0.389	A	NO	0.252	A	NO	0.209	A	NO
44.	Canoga Avenue & Ventura Boulevard	Sat LN	0.204	A	NO	0.216	A	NO	0.204	A	NO	0.198	A	NO
45.	De Soto Avenue & US 101 WB Ramps	Sat LN	0.129	A	NO	0.154	A	NO	0.091	A	NO	0.091	A	NO
46.	De Soto Avenue & US 101 EB Ramps	Sat LN	0.283	A	NO	0.333	A	NO	0.182	A	NO	0.182	A	NO
47.	De Soto Avenue/Serrania Avenue & Ventura Boulevard	Sat LN	0.255	A	NO	0.254	A	NO	0.254	A	NO	0.254	A	NO
48.	Topanga Canyon Boulevard & Martinez Street	Sat LN	0.113	A	NO	0.129	A	NO	0.112	A	NO	0.104	A	NO
49.	Topanga Canyon Boulevard & Mulholland Drive	Sat LN	0.192	A	NO	0.211	A	NO	0.193	A	NO	0.184	A	NO
Number of Significantly Impacted Intersections			0			0			0			0		

Notes

Modified Project with ESC results as identified in Table 4A. SEIR Project and SEIR Alternative 5 LOS results as referenced from the TIA.

The "with ESC" results include implementation of the EMP.

ESC = Entertainment/Sports Center, EMP = Event Management Plan

-- Intersection was not analyzed under the WC2035 Plan.

LOS Worksheets

Weekday 5 - 6 PM

01 FP WKDY 5-6 PM.xlsm

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon Bl			Year of Count: 2016			Ambient Growth: (%)			Conducted by:		GTC		Date: January 2020						
2		East-West Street: Vanowen St			Projection Year: 2035			Peak Hour: 5 - 6 PM			Reviewed by:				Project: Promenade (10k Seats)						
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				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			
Right Turns: FREE-1, NRTOR-2 or OLA-3?				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			
ATSAC-1 or ATSAC+ATCS-2?				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			
Override Capacity				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				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
				Volume	No. of Lanes	Lane Volume	Project Vols			Delta 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	175	1	175	4		0	19	194	2	107	1	195	2	107	0	195	2	107		
	Left-Through		0							0				0				0			
	Through	1656	2	828	45		0	66	1722	2	861	4	1726	2	863	0	1726	2	863		
	Through-Right		0							0				0				0			
	Right	151	1	99	6		0	57	208	2	50	0	208	2	50	0	208	2	50		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
SOUTHBOUND	Left	171	1	171	2		0	5	176	1	176	0	176	1	176	0	176	1	176		
	Left-Through		0							0				0				0			
	Through	1237	2	457	13		0	-41	1196	2	441	71	1267	2	465	0	1267	2	465		
	Through-Right		1							1				1				1			
	Right	134	0	134	2		0	-6	128	0	128	0	128	0	128	0	128	0	128		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
EASTBOUND	Left	111	1	111	1		0	4	115	2	63	0	115	2	63	0	115	2	63		
	Left-Through		0							0				0				0			
	Through	680	2	340	4		0	40	720	1	396	0	720	1	404	0	720	1	404		
	Through-Right		0							1				1				1			
	Right	66	1	0	0		0	6	72	0	72	16	88	0	88	0	88	0	88		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
WESTBOUND	Left	104	1	104	0		0	25	129	1	129	0	129	1	129	0	129	1	129		
	Left-Through		0							0				0				0			
	Through	734	1	443	1		0	16	750	2	375	0	750	2	375	0	750	2	375		
	Through-Right		1							0				0				0			
	Right	151	0	151	1		0	5	156	1	68	0	156	1	68	0	156	1	68		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
CRITICAL VOLUMES				North-South: 999		0		North-South: 1037		1037		North-South: 1039		1039		North-South: 1039		1039			
				East-West: 554		0		East-West: 525		525		East-West: 533		533		East-West: 533		533			
				SUM: 1553		0		SUM: 1562		1562		SUM: 1572		1572		SUM: 1572		1572			
VOLUME/CAPACITY (V/C) RATIO:						1.090				0.000				1.103				1.103			
V/C LESS ATSAC/ATCS ADJUSTMENT:						1.090				0.000				1.003				1.003			
LEVEL OF SERVICE (LOS):						F				A				F				F			
REMARKS:				Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC			Fut + WCSP + Non-ESC + ESC			with Event Management Plan					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.094
NO

PROJECT IMPACT

-0.087
NO

Δv/c after mitigation: -0.087
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Owensmouth Ave			Year of Count:			2016		Ambient Growth: (%)					Conducted by:		GTC		Date:		January 2020	
3		East-West Street:			Vanowen St			Projection Year:			2035		Peak Hour:			5 - 6 PM		Reviewed by:				Project:		Promenade (10k Seats)	
No. of Phases								2						3						3					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					NB-- 0 SB-- 0			0			0			0			0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?					EB-- 0 WB-- 0			0			0			0			0			0			0		
ATSAC-1 or ATSAC+ATCS-2?					0			0			0			2			0			2			0		
Override Capacity					0			0			0			0			0			0			0		
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP						
					Volume	No. of Lanes	Lane Volume	Project Vols			Delta 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	134	1	134	9		0	-18	116	1	116	0	116	1	116	0	116	1	116						
	Left-Through		0							0				0				0							
	Through	706	2	353	53		0	49	755	2	378	1	756	2	378	0	756	2	378						
	Through-Right		0							0				0				0							
	Right	335	1	245	22		0	-21	314	1	269	1	315	1	264	0	315	1	264						
	Left-Through-Right		0							0				0				0							
	Left-Right		0							0				0				0							
SOUTHBOUND	Left	95	1	95	8		0	31	126	1	126	0	126	1	126	0	126	1	126						
	Left-Through		0							0				0				0							
	Through	430	1	286	27		0	28	458	2	229	16	474	2	237	0	474	2	237						
	Through-Right		1							0				0				0							
	Right	142	0	142	9		0	9	151	1	85	0	151	1	85	0	151	1	85						
	Left-Through-Right		0							0				0				0							
	Left-Right		0							0				0				0							
EASTBOUND	Left	117	1	117	1		0	16	133	1	133	0	133	1	133	0	133	1	133						
	Left-Through		0							0				0				0							
	Through	1155	2	578	4		0	18	1173	3	391	0	1173	3	391	0	1173	3	391						
	Through-Right		0							0				0				0							
	Right	104	1	37	1		0	-6	98	1	40	0	98	1	40	0	98	1	40						
	Left-Through-Right		0							0				0				0							
	Left-Right		0							0				0				0							
WESTBOUND	Left	181	1	181	3		0	-17	164	2	90	23	187	2	103	0	187	2	103						
	Left-Through		0							0				0				0							
	Through	861	1	484	15		0	24	885	2	345	0	885	2	345	0	885	2	345						
	Through-Right		1							1				1				1							
	Right	106	0	106	2		0	45	151	0	151	0	151	0	151	0	151	0	151						
	Left-Through-Right		0							0				0				0							
	Left-Right		0							0				0				0							
CRITICAL VOLUMES					North-South: 448			0			North-South: 504			504			North-South: 504			504					
					East-West: 759			0			East-West: 481			494			East-West: 494			494					
					SUM: 1207			0			SUM: 985			998			SUM: 998			998					
VOLUME/CAPACITY (V/C) RATIO:					0.805			0.000			0.691			0.700			0.700			0.700					
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.805			0.000			0.591			0.600			0.600			0.600					
LEVEL OF SERVICE (LOS):					D			A			A			B			B			B					
REMARKS:					Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC			Fut + WCSP + Non-ESC + ESC			with Event Management Plan								

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.214
NO

PROJECT IMPACT

-0.205
NO

Δv/c after mitigation: -0.205
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Caonga Ave			Year of Count: 2016			Ambient Growth: (%):			Conducted by:		GTC		Date: January 2020						
4		East-West Street: Vanowen St			Projection Year: 2035			Peak Hour: 5 - 6 PM			Reviewed by:				Project: Promenade (10k Seats)						
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						2				2				4				4			
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 0 SB-- 0		0		0		0		NB-- 2 SB-- 0		0		0		0			
ATSAC-1 or ATSAC+ATCS-2?				EB-- 0 WB-- 0		0		0		0		EB-- 0 WB-- 0		0		0		0			
Override Capacity						0		0		2				2		2		0			
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
				Volume	No. of Lanes	Lane Volume	Project Vols			Delta 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	193	1	193	5		0	-3	190	1	190	0	190	1	190	0	190	1	190		
	Left-Through		0							0				0				0			
	Through	1457	3	486	36		0	34	1491	3	497	1	1492	3	497	0	1492	3	497		
	Through-Right		0							0				0				0			
	Right	262	1	177	8		0	35	297	1	297	0	297	1	297	0	297	1	297		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
SOUTHBOUND	Left	159	1	159	1		0	15	174	1	174	0	174	1	174	0	174	1	174		
	Left-Through		0							0				0				0			
	Through	931	2	466	6		0	101	1032	2	516	8	1040	2	520	0	1040	2	520		
	Through-Right		0							0				0				0			
	Right	128	1	35	1		0	-4	124	1	32	0	124	1	32	0	124	1	32		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
EASTBOUND	Left	187	1	187	4		0	-2	185	1	185	0	185	1	185	0	185	1	185		
	Left-Through		0							0				0				0			
	Through	810	2	405	15		0	-17	793	3	264	1	794	3	265	0	794	3	265		
	Through-Right		0							0				0				0			
	Right	70	1	0	2		0	-2	68	1	0	0	68	1	0	0	68	1	0		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
WESTBOUND	Left	171	1	171	3		0	-36	135	1	135	0	135	1	135	0	135	1	135		
	Left-Through		0							0				0				0			
	Through	884	2	442	15		0	-123	761	3	254	23	784	3	261	0	784	3	261		
	Through-Right		0							0				0				0			
	Right	213	1	134	3		0	-64	149	1	62	0	149	1	62	0	149	1	62		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
CRITICAL VOLUMES				North-South: 659 East-West: 629 SUM: 1288		0 0 0		North-South: 706 East-West: 439 SUM: 1145				North-South: 710 East-West: 446 SUM: 1156				North-South: 710 East-West: 446 SUM: 1156					
VOLUME/CAPACITY (V/C) RATIO:				0.859		0.000		0.833				0.841				0.841					
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.859		0.000		0.733				0.741				0.741					
LEVEL OF SERVICE (LOS):				D		A		C				C				C					
REMARKS:				Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				with Event Management Plan			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.126
NO

PROJECT IMPACT

-0.118
NO

Δv/c after mitigation: -0.118
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			De Soto Ave			Year of Count:			2016		Ambient Growth: (%)					Conducted by:		GTC		Date:		January 2020				
5		East-West Street:			Vanowen St			Projection Year:			2035		Peak Hour:			5 - 6 PM		Reviewed by:				Project:		Promenade (10k Seats)				
No. of Phases								3						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			NB-- 0 SB-- 0			0			NB-- 0 SB-- 3			3			NB-- 0 SB-- 3			3		
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			EB-- 3 WB-- 3			3			EB-- 3 WB-- 3			3		
Override Capacity								0						2						2						2		
								0						0						0						0		
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP									
					Volume	No. of Lanes	Lane Volume	Project Vols			Delta 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	54	1	54	2		0	11	65	1	65	0	65	1	65	0	65	1	65									
	Left-Through		0							0				0				0										
	Through	1608	2	578	32		0	28	1636	2	607	1	1637	2	607	0	1637	2	607									
	Through-Right		1							1				1				1										
	Right	125	0	125	3		0	59	184	0	184	0	184	0	184	0	184	0	184									
	Left-Through-Right		0							0				0				0										
Left-Right		0							0				0				0											
SOUTHBOUND	Left	109	1	109	1		0	3	112	1	112	0	112	1	112	0	112	1	112									
	Left-Through		0							0				0				0										
	Through	882	3	294	11		0	233	1115	3	372	8	1123	3	374	0	1123	3	374									
	Through-Right		0							0				0				0										
	Right	202	1	92	2		0	30	232	1	45	0	232	1	45	0	232	1	45									
	Left-Through-Right		0							0				0				0										
Left-Right		0							0				0				0											
EASTBOUND	Left	220	1	220	3		0	-33	187	1	187	0	187	1	187	0	187	1	187									
	Left-Through		0							0				0				0										
	Through	1572	2	786	21		0	-4	1568	3	523	1	1569	3	523	0	1569	3	523									
	Through-Right		0							0				0				0										
	Right	105	1	78	2		0	25	130	1	65	0	130	1	65	0	130	1	65									
	Left-Through-Right		0							0				0				0										
Left-Right		0							0				0				0											
WESTBOUND	Left	101	1	101	2		0	68	169	1	169	0	169	1	169	0	169	1	169									
	Left-Through		0							0				0				0										
	Through	866	1	510	15		0	109	975	2	376	23	998	2	384	0	998	2	384									
	Through-Right		1							1				1				1										
	Right	154	0	154	2		0	0	154	0	154	0	154	0	154	0	154	0	154									
	Left-Through-Right		0							0				0				0										
Left-Right		0							0				0				0											
CRITICAL VOLUMES					North-South: 687 East-West: 887 SUM: 1574						0			North-South: 719 East-West: 692 SUM: 1411						719			692			1411		
VOLUME/CAPACITY (V/C) RATIO:								1.105						0.000						1.026						1.026		
V/C LESS ATSAC/ATCS ADJUSTMENT:								1.105						0.000						0.926						0.926		
LEVEL OF SERVICE (LOS):								F						A						E						E		
REMARKS:					Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC				Fut + WCSP + Non-ESC + ESC				with Event Management Plan									

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.179
NO

PROJECT IMPACT

-0.179
NO

Δv/c after mitigation: -0.179
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Shoup Ave			Year of Count: 2016			Ambient Growth: (%):			Conducted by:		GTC		Date: January 2020						
6		East-West Street: Victory BI			Projection Year: 2035			Peak Hour: 5 - 6 PM			Reviewed by:				Project: Promenade (10k Seats)						
No. of Phases						2								2							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						0								0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 0 SB-- 0		0		NB-- 0 SB-- 0				0		0		NB-- 0 SB-- 0					
ATSAC-1 or ATSAC+ATCS-2?				EB-- 0 WB-- 0		0		EB-- 0 WB-- 0				0		0		EB-- 0 WB-- 0					
Override Capacity						0								0		0					
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
				Volume	No. of Lanes	Lane Volume	Project Vols			Delta 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	197	1	197	9		0	15	212	1	212	0	212	1	212	0	212	1	212		
	Left-Through		0							0				0				0			
	Through	1369	1	746	40		0	23	1392	1	761	0	1392	1	761	0	1392	1	761		
	Through-Right		1							1				1				1			
	Right	123	0	123	4		0	6	129	0	129	0	129	0	129	0	129	0	129		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
SOUTHBOUND	Left	119	1	119	2		0	-7	112	1	112	0	112	1	112	0	112	1	112		
	Left-Through		0							0				0				0			
	Through	725	1	409	13		0	-19	706	1	398	0	706	1	398	0	706	1	398		
	Through-Right		1							1				1				1			
	Right	93	0	93	1		0	-3	90	0	90	0	90	0	90	0	90	0	90		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
EASTBOUND	Left	102	1	102	2		0	-7	95	1	95	0	95	1	95	0	95	1	95		
	Left-Through		0							0				0				0			
	Through	834	1	482	27		0	76	910	2	347	23	933	2	354	0	933	2	354		
	Through-Right		1							1				1				1			
	Right	129	0	129	4		0	1	130	0	130	0	130	0	130	0	130	0	130		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
WESTBOUND	Left	92	1	92	2		0	12	104	1	104	0	104	1	104	0	104	1	104		
	Left-Through		0							0				0				0			
	Through	914	1	536	17		0	109	1023	2	397	1	1024	2	398	0	1024	2	398		
	Through-Right		1							1				1				1			
	Right	157	0	157	2		0	12	169	0	169	0	169	0	169	0	169	0	169		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
CRITICAL VOLUMES				North-South: 865		0		North-South: 873				North-South: 873		North-South: 873							
				East-West: 638		0		East-West: 492				East-West: 493		East-West: 493							
				SUM: 1503		0		SUM: 1365				SUM: 1366		SUM: 1366							
VOLUME/CAPACITY (V/C) RATIO:						1.002						0.910		0.911		0.911					
V/C LESS ATSAC/ATCS ADJUSTMENT:						1.002						0.810		0.811		0.811					
LEVEL OF SERVICE (LOS):						F						D		D		D					
REMARKS:				Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC			Fut + WCSP + Non-ESC + ESC			with Event Management Plan					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.192
NO

PROJECT IMPACT

-0.191
NO

Δv/c after mitigation: -0.191
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon Bl			Year of Count: 2016			Ambient Growth: (%)			Conducted by:		GTC		Date: January 2020						
7		East-West Street: Victory Bl			Projection Year: 2035			Peak Hour: 5 - 6 PM			Reviewed by:				Project: Promenade (10k Seats)						
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				NB-- 0 SB-- 0		EB-- 0 WB-- 3		0 0		3 0		NB-- 3 SB-- 0		EB-- 0 WB-- 3		NB-- 3 SB-- 0		EB-- 0 WB-- 3			
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0 0		0 0		0 0		0 0		0 0		0 0		0 0		0 0			
ATSAC-1 or ATSAC+ATCS-2?				0 0		0 0		2 0		2 0		2 0		2 0		2 0		2 0			
Override Capacity				0 0		0 0		0 0		0 0		0 0		0 0		0 0		0 0			
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
				Volume	No. of Lanes	Lane Volume	Project Vols			Delta 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	179	1	179	3		0	11	190	2	105	1	191	2	105	0	191	2	105		
	Left-Through		0							0				0				0			
	Through	1528	2	630	36		0	197	1725	3	575	5	1730	3	577	0	1730	3	577		
	Through-Right		1							0				0				0			
	Right	361	0	361	9		0	46	407	1	229	0	407	1	229	0	407	1	229		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
SOUTHBOUND	Left	244	1	244	5		0	-13	231	2	127	0	231	2	127	0	231	2	127		
	Left-Through		0							0				0				0			
	Through	1123	2	413	25		0	-99	1024	3	341	103	1127	3	376	0	1127	3	376		
	Through-Right		1							0				0				0			
	Right	116	0	116	2		0	10	126	1	75	0	126	1	75	0	126	1	75		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
EASTBOUND	Left	150	2	83	4		0	37	187	2	103	0	187	2	103	0	187	2	103		
	Left-Through		0							0				0				0			
	Through	837	2	331	24		0	236	1073	3	318	0	1073	3	324	0	1073	3	324		
	Through-Right		1							1				1				1			
	Right	155	0	155	4		0	44	199	0	199	23	222	0	222	0	222	0	222		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
WESTBOUND	Left	322	2	177	-11		0	2	324	2	178	0	324	2	178	0	324	2	178		
	Left-Through		0							0				0				0			
	Through	879	2	374	-30		0	28	907	3	302	0	907	3	302	0	907	3	302		
	Through-Right		1							0				0				0			
	Right	243	0	243	-9		0	2	245	1	118	0	245	1	118	0	245	1	118		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
CRITICAL VOLUMES				North-South: 874		0		North-South: 702				North-South: 704				North-South: 704					
				East-West: 508		0		East-West: 496				East-West: 502				East-West: 502					
				SUM: 1382		0		SUM: 1198				SUM: 1206				SUM: 1206					
VOLUME/CAPACITY (V/C) RATIO:				1.005		0.000		0.871				0.877				0.877					
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.005		0.000		0.771				0.777				0.777					
LEVEL OF SERVICE (LOS):				F		A		C				C				C					
REMARKS:				Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.234
NO

PROJECT IMPACT

-0.228
NO

Δv/c after mitigation: -0.228
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Westfield Wy			Year of Count: 2016			Ambient Growth: (%)			Conducted by:		GTC		Date: January 2020				
8		East-West Street: Victory BI			Projection Year: 2035			Peak Hour: 5 - 6 PM			Reviewed by:				Project: Promenade (10k Seats)				
		No. of Phases			3			3			4			4			4		
		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			1			1			1		
		Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 2		NB-- 0 SB-- 2		NB-- 3 SB-- 3		NB-- 3 SB-- 3		NB-- 3 SB-- 3		NB-- 3 SB-- 3		NB-- 3 SB-- 3			
		ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 3 WB-- 3		EB-- 3 WB-- 3		EB-- 3 WB-- 3		EB-- 3 WB-- 3		EB-- 3 WB-- 3			
		Override Capacity			0		0		2		2		2		2		2		
					0			0			0			0			0		
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Vols			Delta 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	78	0	78	9		0	-4	74	1	41	0	74	1	41	0	74	1	41
	Left-Through		1							1				1				1	
	Through	6	0	84	1		0	1	7	0	41	0	7	0	41	0	7	0	41
	Through-Right		0							0				0				0	
	Right	81	1	61	11		0	12	93	1	45	0	93	1	45	0	93	1	45
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	129	0	129	3		0	35	164	1	164	0	164	1	164	0	164	1	164
	Left-Through		1							0				0				0	
	Through	5	0	134	1		0	1	6	1	6	0	6	1	6	0	6	1	6
	Through-Right		0							0				0				0	
	Right	173	1	173	3		0	2	175	1	53	0	175	1	53	0	175	1	53
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	192	1	192	1		0	29	221	2	122	0	221	2	122	0	221	2	122
	Left-Through		0							0				0				0	
	Through	1264	3	336	4		0	700	1964	4	491	0	1964	4	491	0	1964	4	491
	Through-Right		1							0				0				0	
	Right	78	0	78	1		0	12	90	1	49	0	90	1	49	0	90	1	49
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	40	1	40	2		0	8	48	1	48	0	48	1	48	0	48	1	48
	Left-Through		0							0				0				0	
	Through	1405	3	388	64		0	164	1569	4	392	0	1569	4	392	0	1569	4	392
	Through-Right		1							0				0				0	
	Right	147	0	147	8		0	36	183	1	19	0	183	1	19	0	183	1	19
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 251			0	North-South: 209			209	North-South: 209			209	North-South: 209			209		
		East-West: 580			0	East-West: 539			539	East-West: 539			539	East-West: 539			539		
		SUM: 831			0	SUM: 748			748	SUM: 748			748	SUM: 748			748		
VOLUME/CAPACITY (V/C) RATIO:				0.583		0.000		0.544		0.544			0.544			0.544			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.583		0.000		0.444		0.444			0.444			0.444			
LEVEL OF SERVICE (LOS):				A		A		A		A			A			A			
REMARKS:		Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				with Event Management Plan			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.139
NO

PROJECT IMPACT

-0.139
NO

Δv/c after mitigation: -0.139
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Owensmouth Ave			Year of Count:			2016		Ambient Growth: (%)					Conducted by:		GTC		Date:		January 2020	
9		East-West Street:			Victory BI			Projection Year:			2035		Peak Hour:			5 - 6 PM		Reviewed by:				Project:		Promenade (10k Seats)	
No. of Phases											4					4					4				
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			EB-- 0 WB-- 0			NB-- 0 SB-- 0			EB-- 0 WB-- 0			NB-- 3 SB-- 3			EB-- 3 WB-- 3			NB-- 3 SB-- 3		
ATSAC-1 or ATSAC+ATCS-2?											0					2					0				
Override Capacity											0					0					0				
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP						
					Volume	No. of Lanes	Lane Volume	Project Vols			Delta 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	212	1	212	2		0	8	220	1	220	0	220	1	220	0	220	1	220						
	Left-Through		0							0				0				0							
	Through	1011	2	506	14		0	207	1218	3	406	3	1221	3	407	0	1221	3	407						
	Through-Right		0							0				0				0							
	Right	201	1	172	2		0	13	214	1	158	3	217	1	135	0	217	1	135						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
SOUTHBOUND	Left	222	1	222	23		0	6	228	2	125	0	228	2	125	0	228	2	125						
	Left-Through		0							0				0				0							
	Through	555	2	278	57		0	25	580	3	193	48	628	3	209	0	628	3	209						
	Through-Right		0							0				0				0							
	Right	201	1	172	19		0	-1	200	1	100	0	200	1	100	0	200	1	100						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
EASTBOUND	Left	106	2	58	1		0	75	181	2	100	0	181	2	100	0	181	2	100						
	Left-Through		0							0				0				0							
	Through	1173	3	312	9		0	598	1771	3	472	0	1771	3	472	0	1771	3	472						
	Through-Right		1							1				1				1							
	Right	76	0	76	1		0	41	117	0	117	0	117	0	117	0	117	0	117						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
WESTBOUND	Left	108	2	59	14		0	-7	101	2	56	48	149	2	82	0	149	2	82						
	Left-Through		0							0				0				0							
	Through	1247	3	353	173		0	-3	1244	3	359	0	1244	3	359	0	1244	3	359						
	Through-Right		1							1				1				1							
	Right	165	0	165	26		0	28	193	0	193	0	193	0	193	0	193	0	193						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
CRITICAL VOLUMES					North-South: 728						0		North-South: 531					North-South: 532							
					East-West: 411						0		East-West: 528					East-West: 554							
					SUM: 1139						0		SUM: 1059					SUM: 1086							
VOLUME/CAPACITY (V/C) RATIO:								0.828					0.000					0.770					0.790		
V/C LESS ATSAC/ATCS ADJUSTMENT:								0.828					0.000					0.670					0.690		
LEVEL OF SERVICE (LOS):								D					A					B					B		
REMARKS:					Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC				Fut + WCSP + Non-ESC + ESC				with Event Management Plan						

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.158
NO

PROJECT IMPACT

-0.138
NO

Δv/c after mitigation: -0.138
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Canoga Ave			Year of Count: 2016			Ambient Growth: (%)			Conducted by:		GTC		Date: January 2020		
10		East-West Street: Victory BI			Projection Year: 2035			Peak Hour: 5 - 6 PM			Reviewed by:				Project: Promenade (10k Seats)		
		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															

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.153
NO

PROJECT IMPACT

-0.150
NO

Δv/c after mitigation: -0.150
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Variel Ave			Year of Count:			2016		Ambient Growth: (%)					Conducted by:		GTC		Date:		January 2020			
11		East-West Street:			Victory Bl			Projection Year:			2035		Peak Hour:			5 - 6 PM		Reviewed by:				Project:		Promenade (10k Seats)			
No. of Phases							3						3						4						4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?							1						1						0						0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0		
ATSAC-1 or ATSAC+ATCS-2?				EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0		
Override Capacity							0						0						2						2		
							0						0						0						0		
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP									
				Volume	No. of Lanes	Lane Volume	Project Vols			Delta 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	304	1	304	5		0	-130	174	1	174	0	174	1	174	0	174	1	174								
	Left-Through		0							0				0				0									
	Through	0	0	492	21		0	695	695	2	348	0	695	2	348	0	695	2	348								
	Through-Right		1							0				0				0									
	Right	492	0	0	2		0	-412	80	1	32	0	80	1	32	0	80	1	32								
	Left-Through-Right		0							0				0				0									
Left-Right		0								0				0				0									
SOUTHBOUND	Left	0	0	0	4		0	46	46	1	46	0	46	1	46	0	46	1	46								
	Left-Through		0							0				0				0									
	Through	0	0	0	22		0	210	210	2	105	0	210	2	105	0	210	2	105								
	Through-Right		0							0				0				0									
	Right	0	0	0	11		0	99	99	1	0	0	99	1	0	0	99	1	0								
	Left-Through-Right		0							0				0				0									
Left-Right		0							0				0				0										
EASTBOUND	Left	0	1	0	13		0	358	358	1	358	0	358	1	358	0	358	1	358								
	Left-Through		0							0				0				0									
	Through	1941	3	545	98		0	712	2653	4	663	3	2656	4	664	0	2656	4	664								
	Through-Right		1							0				0				0									
	Right	237	0	237	8		0	-48	189	1	102	0	189	1	102	0	189	1	102								
	Left-Through-Right		0							0				0				0									
Left-Right		0							0				0				0										
WESTBOUND	Left	116	1	116	4		0	61	177	2	97	0	177	2	97	0	177	2	97								
	Left-Through		0							0				0				0									
	Through	1318	3	330	48		0	458	1776	3	472	48	1824	3	484	0	1824	3	484								
	Through-Right		1							1				1				1									
	Right	0	0	0	3		0	110	110	0	110	0	110	0	110	0	110	0	110								
	Left-Through-Right		0							0				0				0									
Left-Right		0							0				0				0										
CRITICAL VOLUMES				North-South: 492			0			North-South: 394				North-South: 394				North-South: 394									
				East-West: 661			0			East-West: 830				East-West: 842				East-West: 842									
				SUM: 1153			0			SUM: 1224				SUM: 1236				SUM: 1236									
VOLUME/CAPACITY (V/C) RATIO:				0.809			0.000			0.890				0.899				0.899									
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.809			0.000			0.790				0.799				0.799									
LEVEL OF SERVICE (LOS):				D			A			C				C				C									
REMARKS:				Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				with Event Management Plan									

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.019
NO

PROJECT IMPACT

-0.010
NO

Δv/c after mitigation: -0.010
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			De Soto Ave			Year of Count:			2016		Ambient Growth: (%)					Conducted by:		GTC		Date:		January 2020	
12		East-West Street:			Victory BI			Projection Year:			2035		Peak Hour:			5 - 6 PM		Reviewed by:				Project:		Promenade (10k Seats)	
No. of Phases											4					4					4				
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-- 3 SB-- 0			NB-- 3 SB-- 0			0		NB-- 3 SB-- 0			0		NB-- 3 SB-- 0			0		NB-- 3 SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 3			EB-- 0 WB-- 3			0		EB-- 0 WB-- 2			0		EB-- 0 WB-- 2			0		EB-- 0 WB-- 2		
Override Capacity					0			0			0		0			0		0			0		0		
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP						
					Volume	No. of Lanes	Lane Volume	Project Vols			Delta 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	68	1	68	1		0	87	155	2	85	0	155	2	85	0	155	2	85						
	Left-Through		0							0				0				0							
	Through	1152	2	535	11		0	-16	1136	3	379	1	1137	3	379	0	1137	3	379						
	Through-Right		1							0				0				0							
	Right	452	0	452	4		0	6	458	1	314	0	458	1	314	0	458	1	314						
	Left-Through-Right		0							0				0				0							
	Left-Right		0							0				0				0							
SOUTHBOUND	Left	129	1	129	2		0	-6	123	2	68	0	123	2	68	0	123	2	68						
	Left-Through		0							0				0				0							
	Through	832	2	347	16		0	121	953	4	238	8	961	4	240	0	961	4	240						
	Through-Right		1							0				0				0							
	Right	208	0	208	4		0	67	275	1	143	0	275	1	143	0	275	1	143						
	Left-Through-Right		0							0				0				0							
	Left-Right		0							0				0				0							
EASTBOUND	Left	436	2	240	15		0	44	480	2	264	0	480	2	264	0	480	2	264						
	Left-Through		0							0				0				0							
	Through	1976	3	526	75		0	252	2228	4	557	3	2231	4	558	0	2231	4	558						
	Through-Right		1							0				0				0							
	Right	129	0	129	6		0	72	201	1	159	0	201	1	159	0	201	1	159						
	Left-Through-Right		0							0				0				0							
	Left-Right		0							0				0				0							
WESTBOUND	Left	237	2	130	10		0	24	261	2	144	0	261	2	144	0	261	2	144						
	Left-Through		0							0				0				0							
	Through	1066	3	355	54		0	410	1476	3	402	48	1524	3	414	0	1524	3	414						
	Through-Right		0							1				1				1							
	Right	113	1	0	5		0	17	130	0	130	0	130	0	130	0	130	0	130						
	Left-Through-Right		0							0				0				0							
	Left-Right		0							0				0				0							
CRITICAL VOLUMES					North-South: 664 East-West: 656 SUM: 1320						0 0 0		North-South: 447 East-West: 701 SUM: 1148						447 702 1149		North-South: 447 East-West: 702 SUM: 1149				
VOLUME/CAPACITY (V/C) RATIO:								0.960					0.000					0.835					0.836		
V/C LESS ATSAC/ATCS ADJUSTMENT:								0.960					0.000					0.735					0.736		
LEVEL OF SERVICE (LOS):								E					A					C					C		
REMARKS:					Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC				Fut + WCSP + Non-ESC + ESC				with Event Management Plan						

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.225
NO

PROJECT IMPACT

-0.224
NO

Δv/c after mitigation: -0.224
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Shoup Ave			Year of Count:			2016		Ambient Growth: (%)					Conducted by:		GTC		Date:		January 2020	
13		East-West Street:			Erwin St			Projection Year:			2035		Peak Hour:			5 - 6 PM		Reviewed by:				Project:		Promenade (10k Seats)	
No. of Phases											3					4					4				
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			0		NB-- 0 SB-- 0			0		NB-- 0 SB-- 0			0		NB-- 0 SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 2			EB-- 0 WB-- 2			0		EB-- 0 WB-- 0			0		EB-- 0 WB-- 0			0		EB-- 0 WB-- 0		
Override Capacity					0			0			0		0			0		0			0		0		
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP						
					Volume	No. of Lanes	Lane Volume	Project Vols			Delta 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	19	1	19	0		0	3	22	1	22	0	22	1	22	0	22	1	22						
	Left-Through		0							0				0				0							
	Through	1393	1	744	-1		0	41	1434	2	717	0	1434	2	717	0	1434	2	717						
	Through-Right		1							0				0				0							
	Right	94	0	94	0		0	57	151	1	92	0	151	1	92	0	151	1	92						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
SOUTHBOUND	Left	125	1	125	11		0	10	135	1	135	0	135	1	135	0	135	1	135						
	Left-Through		0							0				0				0							
	Through	822	1	417	58		0	-44	778	1	395	0	778	1	395	0	778	1	395						
	Through-Right		1							1				1				1							
	Right	11	0	11	0		0	1	12	0	12	0	12	0	12	0	12	0	12						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
EASTBOUND	Left	6	0	6	0		0	1	7	0	7	0	7	0	7	0	7	0	7						
	Left-Through		0							0				0				0							
	Through	5	0	19	0		0	2	7	0	24	0	7	0	24	0	7	0	24						
	Through-Right		0							0				0				0							
	Right	8	0	0	0		0	2	10	0	0	0	10	0	0	0	10	0	0						
	Left-Through-Right		1							1				1				1							
Left-Right		0							0				0				0								
WESTBOUND	Left	161	1	85	14		0	65	226	1	119	0	226	1	119	0	226	1	119						
	Left-Through		1							1				1				1							
	Through	9	0	85	1		0	2	11	0	119	0	11	0	119	0	11	0	119						
	Through-Right		0							0				0				0							
	Right	360	1	360	23		0	15	375	1	308	0	375	1	308	0	375	1	308						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
CRITICAL VOLUMES					North-South: 869						0		North-South: 852					852		North-South: 852					
					East-West: 379						0		East-West: 332					332		East-West: 332					
					SUM: 1248						0		SUM: 1184					1184		SUM: 1184					
VOLUME/CAPACITY (V/C) RATIO:					0.876						0.000		0.861					0.861		0.861					
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.876						0.000		0.761					0.761		0.761					
LEVEL OF SERVICE (LOS):					D						A		C					C		C					
REMARKS:					Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				w/ EMP (does not include 3% TCO credit)						

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.115
NO

PROJECT IMPACT

-0.115
NO

Δv/c after mitigation: -0.115
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Randi Ave / Nevada Ave			Year of Count: 2016			Ambient Growth: (%)			Conducted by:			GTC			Date: January 2020	
14		East-West Street:			Erwin St			Projection Year: 2035			Peak Hour: 5 - 6 PM			Reviewed by:						Project: Promenade (10k Seats)	
No. of Phases						2				2				2				2			
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		NB-- 0 SB-- 0		0		NB-- 0 SB-- 0		0		NB-- 0 SB-- 0		0			
ATSAC-1 or ATSAC+ATCS-2?				EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0			
Override Capacity						0				0				2				2			
						0				0				0				0			
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
				Volume	No. of Lanes	Lane Volume	Project Vols			Delta 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	22	0	22	0		0	-4	18	0	18	0	18	0	18	0	18	0	18		
	Left-Through		0							0				0				0			
	Through	22	0	77	0		0	2	24	0	90	0	24	0	90	0	24	0	90		
	Through-Right		0							0				0				0			
	Right	33	0	0	-1		0	15	48	0	0	0	48	0	0	0	48	0	0		
	Left-Through-Right		1							1				1				1			
	Left-Right		0							0				0				0			
SOUTHBOUND	Left	17	0	17	0		0	5	22	0	22	0	22	0	22	0	22	0	22		
	Left-Through		1							1				1				1			
	Through	24	0	41	0		0	0	24	0	46	0	24	0	46	0	24	0	46		
	Through-Right		0							0				0				0			
	Right	18	1	7	0		0	6	24	1	14	0	24	1	14	0	24	1	14		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
EASTBOUND	Left	22	1	22	3		0	-2	20	1	20	0	20	1	20	0	20	1	20		
	Left-Through		0							0				0				0			
	Through	186	1	108	42		0	43	229	1	126	8	237	1	130	0	237	1	130		
	Through-Right		1							1				1				1			
	Right	29	0	29	3		0	-7	22	0	22	0	22	0	22	0	22	0	22		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
WESTBOUND	Left	44	1	44	4		0	12	56	1	56	0	56	1	56	0	56	1	56		
	Left-Through		0							0				0				0			
	Through	537	1	306	46		0	76	613	1	364	1	614	1	365	0	614	1	365		
	Through-Right		1							1				1				1			
	Right	75	0	75	9		0	40	115	0	115	0	115	0	115	0	115	0	115		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
CRITICAL VOLUMES				North-South: 94				0		North-South: 112				112		North-South: 112				112	
				East-West: 328				0		East-West: 384				385		East-West: 385				385	
				SUM: 422				0		SUM: 496				497		SUM: 497				497	
VOLUME/CAPACITY (V/C) RATIO:						0.281				0.000				0.331				0.331			
V/C LESS ATSAC/ATCS ADJUSTMENT:						0.281				0.000				0.231				0.231			
LEVEL OF SERVICE (LOS):						A				A				A				A			
REMARKS:				Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				with Event Management Plan			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.050
NO

PROJECT IMPACT

-0.050
NO

Δv/c after mitigation: -0.050
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon Bl			Year of Count: 2016			Ambient Growth: (%)			Conducted by:		GTC		Date: January 2020				
15		East-West Street: Erwin St			Projection Year: 2035			Peak Hour: 5 - 6 PM			Reviewed by:				Project: Promenade (10k Seats)				
		No. of Phases			2			2			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-- 0	0	NB-- 0 SB-- 0		0	NB-- 0 SB-- 0		0	NB-- 0 SB-- 0		0	NB-- 0 SB-- 0		0		
		ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0	0	EB-- 0 WB-- 0		0	EB-- 0 WB-- 3		3	EB-- 0 WB-- 3		3	EB-- 0 WB-- 3		3		
		Override Capacity			0			0			2			2			2		
					0			0			0			0			0		
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Vols			Delta 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	185	1	185	26		0	99	284	1	284	0	284	1	284	0	284	1	284
	Left-Through		0							0				0				0	
	Through	1802	2	643	44		0	20	1822	3	483	3	1825	3	484	0	1825	3	484
	Through-Right		1							1				1				1	
	Right	128	0	128	10		0	-17	111	0	111	0	111	0	111	0	111	0	111
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	121	1	121	90		0	-89	32	1	32	40	72	1	72	0	72	1	72
	Left-Through		0							0				0				0	
	Through	1378	2	475	-18		0	-11	1367	2	473	86	1453	2	502	0	1453	2	502
	Through-Right		1							1				1				1	
	Right	47	0	47	-1		0	5	52	0	52	0	52	0	52	0	52	0	52
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	124	1	124	18		0	37	161	1	161	0	161	1	161	0	161	1	161
	Left-Through		0							0				0				0	
	Through	167	1	120	25		0	52	219	1	183	0	219	1	187	0	219	1	187
	Through-Right		1							1				1				1	
	Right	72	0	72	16		0	74	146	0	146	8	154	0	154	0	154	0	154
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	197	1	197	-1		0	-3	194	2	107	0	194	2	107	0	194	2	107
	Left-Through		0							0				0				0	
	Through	428	1	295	-2		0	37	465	2	233	1	466	2	233	0	466	2	233
	Through-Right		1							0				0				0	
	Right	162	0	162	-1		0	-2	160	1	128	4	164	1	92	0	164	1	92
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 764		764			0	North-South: 757		757	North-South: 786		786	North-South: 786		786	North-South: 394		394
		East-West: 419		419			0	East-West: 394		394	East-West: 394		394	East-West: 394		394	East-West: 394		394
		SUM: 1183		1183			0	SUM: 1151		1151	SUM: 1180		1180	SUM: 1180		1180	SUM: 1180		1180
VOLUME/CAPACITY (V/C) RATIO:				0.789			0.000			0.837			0.858			0.858			0.858
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.789			0.000			0.737			0.758			0.758			0.758
LEVEL OF SERVICE (LOS):				C			A			C			C			C			C
REMARKS:		Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC				Fut + WCSP + Non-ESC + ESC				w/ EMP (does not include 3% TCO credit)			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.052
NO

PROJECT IMPACT

-0.031
NO

Δv/c after mitigation: -0.031
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Warner Drive North	Year of Count:	2016	Ambient Growth: (%):		Conducted by:	GTC	Date:	January 2020									
16	East-West Street:	Erwin St	Projection Year:	2035	Peak Hour:	5 - 6 PM	Reviewed by:		Project:	Promenade (10k Seats)									
No. of Phases		0	0		3		3		3										
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-- 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										
Override Capacity		1200	1200		2		2		2										
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ			FUTURE W/ WCSP W/ FULL PROJ			FUT W/ WCSP W/ FULL PROJ W/ EMP					
		Volume	No. of Lanes	Lane Volume	Project Vols			Delta 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	0	1	0	121		0	121	121	2	67	4	125	2	69	0	125	2	69
	Left-Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	1	0	478		0	478	478	1	402	5	483	1	391	0	483	1	391
SOUTHBOUND	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
	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Through-Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	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
	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left-Through	0	1	0	73		0	371	371	2	186	0	371	2	186	0	371	2	186
	Through	0	1	0	184		0	184	184	1	151	40	224	1	190	0	224	1	190
	Through-Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES	North-South:	0		0			0	North-South:	402		391	North-South:	391		391	North-South:	391		391
	East-West:	0		0			0	East-West:	341		374	East-West:	374		374	East-West:	374		374
	SUM:	0		0			0	SUM:	743		765	SUM:	765		765	SUM:	765		765
VOLUME/CAPACITY (V/C) RATIO:		0.000		0.000		0.521		0.537		0.537		0.537		0.537		0.537		0.537	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.000		0.000		0.421		0.437		0.437		0.437		0.437		0.437		0.437	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	
REMARKS:	Not analyzed in WCSP		Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC			Fut + WCSP + Non-ESC + ESC			w/ EMP (does not include 3% TCO credit)							

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

0.421
NO

PROJECT IMPACT

0.437
NO

Δv/c after mitigation: 0.437
Fully mitigated? N/A

01 FP WKDY 5-6 PM.xlsm

01 FP WKDY 5-6 PM.xlsm

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	De Soto Ave	Year of Count:	2016	Ambient Growth: (%)		Conducted by:	GTC	Date:	January 2020							
19	East-West Street:	Erwin St	Projection Year:	2035	Peak Hour:	5 - 6 PM	Reviewed by:		Project:	Promenade (10k Seats)							
No. of Phases		3	3		3		3		3								
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		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								
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		0	0		0		0		0								
MOVEMENT		2035 NO BUILD		NON-ESC PROJECT VOLS		FUTURE W/ WCSP W/ NON-ESC PROJ		FUTURE W/ WCSP W/ FULL PROJ		FUT W/ WCSP W/ FULL PROJ W/ EMP							
		Volume	No. of Lanes	Lane Volume	Project Vols	Delta 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	142	1	142	-2	15	157	1	157	0	157	1	157	0	157	1	157
	Left-Through		0					0				0				0	
	Through	1765	2	599	-29	124	1889	2	640	0	1889	2	640	0	1889	2	640
	Through-Right		1					1				1				1	
	Right	31	0	31	0	1	32	0	32	0	32	0	32	0	32	0	32
	Left-Through-Right		0					0				0				0	
	Left-Right		0					0				0				0	
SOUTHBOUND	Left	20	1	20	0	2	22	1	22	0	22	1	22	0	22	1	22
	Left-Through		0					0				0				0	
	Through	1159	2	455	24	48	1207	4	302	0	1207	4	302	0	1207	4	302
	Through-Right		1					0				0				0	
	Right	207	0	207	5	68	275	1	167	8	283	1	175	0	283	1	175
	Left-Through-Right		0					0				0				0	
	Left-Right		0					0				0				0	
EASTBOUND	Left	251	1	216	6	42	293	1	216	1	294	1	217	0	294	1	217
	Left-Through		0					0				0				0	
	Through	14	0	216	0	2	16	0	216	1	17	0	217	0	17	0	217
	Through-Right		0					0				0				0	
	Right	382	1	0	8	-42	340	1	0	0	340	1	0	0	340	1	0
	Left-Through-Right		1					1				1				1	
	Left-Right		0					0				0				0	
WESTBOUND	Left	10	1	10	0	1	11	1	11	0	11	1	11	0	11	1	11
	Left-Through		0					0				0				0	
	Through	11	1	11	0	3	14	1	13	23	37	1	24	0	37	1	24
	Through-Right		1					1				1				1	
	Right	11	0	1	0	0	11	0	11	0	11	0	11	0	11	0	11
	Left-Through-Right		0					0				0				0	
	Left-Right		0					0				0				0	
CRITICAL VOLUMES		North-South: 619 East-West: 227 SUM: 846		0 0 0	North-South: 662 East-West: 229 SUM: 891		662 229 891	North-South: 662 East-West: 241 SUM: 903		662 241 903	North-South: 662 East-West: 241 SUM: 903		662 241 903				
VOLUME/CAPACITY (V/C) RATIO:		0.594		0.000	0.625		0.634	0.534		0.634	0.534		0.634				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.594		0.000	0.525		0.534	0.534		0.534	0.534		0.534				
LEVEL OF SERVICE (LOS):		A		A	A		A	A		A	A		A				
REMARKS:		Refer to Traffic Analysis	Non-ESC Project Volumes Only		Delta Vol = WCSP Background + Non-ESC		Fut + WCSP + Non-ESC + ESC		w/ EMP (does not include 3% TCO credit)								

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.069
NO

PROJECT IMPACT

-0.060
NO

Δv/c after mitigation: -0.060
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon Bl			Year of Count: 2016			Ambient Growth: (%)			Conducted by:		GTC		Date: January 2020						
20		East-West Street: Calvert St/Promenade Blvd			Projection Year: 2035			Peak Hour: 5 - 6 PM			Reviewed by:				Project: Promenade (10k Seats)						
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3		3		4		4		4		4							
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0		0		0		0		0		0							
ATSAC-1 or ATSAC+ATCS-2?				0		0		2		2		2		2							
Override Capacity				0		0		0		0		0		0							
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
				Volume	No. of Lanes	Lane Volume	Project Vols			Delta 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	178	1	178	-6	0	9	187	1	187	0	187	1	187	0	187	1	187	1	187	
	Left-Through		0						0			0				0		0			
	Through	2020	2	708	-79	0	157	2177	3	587	0	2177	3	607	0	2177	3	642	3	642	
	Through-Right		1						1			1				1		1			
	Right	105	0	105	171	0	66	171	0	171	79	250	0	250	142	392	0	392	0	392	
	Left-Through-Right		0						0			0				0		0			
Left-Right		0						0			0				0		0				
SOUTHBOUND	Left	53	1	53	44	0	-9	44	1	44	55	99	1	99	0	99	1	99	1	99	
	Left-Through		0						0			0				0		0			
	Through	1641	2	570	79	0	-200	1441	2	516	40	1481	2	529	0	1481	2	529	2	529	
	Through-Right		1						1			1				1		1			
	Right	69	0	69	5	0	38	107	0	107	0	107	0	107	0	107	0	107	0	107	
	Left-Through-Right		0						0			0				0		0			
Left-Right		0						0			0				0		0				
EASTBOUND	Left	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	
	Left-Through		0						0			0				0		0			
	Through	0	0	0	0	0	0	0	0	62	0	0	0	62	0	0	0	62	0	62	
	Through-Right		0						1			1				1		1			
	Right	75	1	0	22	0	-13	62	0	0	0	62	0	0	0	62	0	0	0	0	
	Left-Through-Right		0						0			0				0		0			
Left-Right		0						0			0				0		0				
WESTBOUND	Left	0	0	0	324	0	324	324	2	178	11	335	2	184	0	335	2	184	2	184	
	Left-Through		0						0			0				0		0			
	Through	0	0	0	0	0	0	0	0	168	0	0	0	169	0	0	0	169	0	169	
	Through-Right		0						1			1				1		1			
	Right	167	2	92	335	0	168	335	1	0	3	338	1	0	0	338	1	0	1	0	
	Left-Through-Right		0						0			0				0		0			
Left-Right		0						0			0				0		0				
CRITICAL VOLUMES				North-South: 761		0	North-South: 703			North-South: 716		741									
				East-West: 92		0	East-West: 240			East-West: 246		246									
				SUM: 853		0	SUM: 943			SUM: 962		987									
VOLUME/CAPACITY (V/C) RATIO:				0.599	0.000	0.686	0.700	0.718													
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.599	0.000	0.586	0.600	0.618													
LEVEL OF SERVICE (LOS):				A	A	A	A	B													
REMARKS:				Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC			Fut + WCSP + Non-ESC + ESC			w/ EMP (does not include 3% TCO credit)					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.013
NO

PROJECT IMPACT

0.001
NO

Δv/c after mitigation: 0.019
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Owensmouth Ave			Year of Count:			2016		Ambient Growth: (%)					Conducted by:		GTC		Date:		January 2020	
21		East-West Street:			Promenade Blvd			Projection Year:			2035		Peak Hour:			5 - 6 PM		Reviewed by:				Project:		Promenade (10k Seats)	
No. of Phases							2				2				2				2				2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					NB-- 0 SB-- 0		0				0				0				0				0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?					EB-- 2 WB-- 0		0				0				0				0				0		
ATSAC-1 or ATSAC+ATCS-2?							0				0				2				2				2		
Override Capacity							0				0				0				0				0		
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP						
					Volume	No. of Lanes	Lane Volume	Project Vols			Delta 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	56	1	56	45		0	-11	45	1	45	0	45	1	45	0	45	1	45						
	Left-Through		0							0				0				0							
	Through	778	1	395	-93		0	-3	775	1	399	0	775	1	399	0	775	1	399						
	Through-Right		1							1				1				1							
	Right	11	0	11	-3		0	11	22	0	22	0	22	0	22	0	22	0	22						
	Left-Through-Right		0							0				0				0							
	Left-Right		0							0				0				0							
SOUTHBOUND	Left	7	1	7	12		0	9	16	1	16	0	16	1	16	0	16	1	16						
	Left-Through		0							0				0				0							
	Through	573	1	325	-73		0	19	592	1	332	31	623	1	383	0	623	1	383						
	Through-Right		1							1				1				1							
	Right	76	0	76	71		0	-5	71	0	71	71	142	0	142	0	142	0	142						
	Left-Through-Right		0							0				0				0							
	Left-Right		0							0				0				0							
EASTBOUND	Left	48	0	48	10		0	-38	10	0	10	2	12	0	12	0	12	0	12						
	Left-Through		1							1				1				1							
	Through	11	0	59	4		0	-7	4	0	12	0	4	0	13	0	4	0	13						
	Through-Right		1							1				1				1							
	Right	66	0	66	9		0	-57	9	0	12	0	9	0	13	0	9	0	13						
	Left-Through-Right		0							0				0				0							
	Left-Right		0							0				0				0							
WESTBOUND	Left	57	0	57	0		0	-3	54	0	54	0	54	0	54	0	54	0	54						
	Left-Through		1							1				1				1							
	Through	7	0	31	0		0	-7	0	0	26	0	0	0	26	0	0	0	26						
	Through-Right		1							1				1				1							
	Right	24	0	0	0		0	2	26	0	0	0	26	0	0	0	26	0	0						
	Left-Through-Right		0							0				0				0							
	Left-Right		0							0				0				0							
CRITICAL VOLUMES					North-South: 402		402				0		North-South: 415		415		North-South: 428		428		North-South: 428		428		
					East-West: 123		123				0		East-West: 66		66		East-West: 67		67		East-West: 67		67		
					SUM: 525		525				0		SUM: 481		481		SUM: 495		495		SUM: 495		495		
VOLUME/CAPACITY (V/C) RATIO:							0.350				0.000				0.321				0.330				0.330		
V/C LESS ATSAC/ATCS ADJUSTMENT:							0.350				0.000				0.221				0.230				0.230		
LEVEL OF SERVICE (LOS):							A				A				A				A				A		
REMARKS:					Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				w/ EMP (does not include 3% TCO credit)						

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.129
NO

-0.120
NO

Δv/c after mitigation: -0.120
Fully mitigated? N/A

PROJECT IMPACT

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Shoup Ave			Year of Count: 2016			Ambient Growth: (%):			Conducted by:		GTC		Date: January 2020						
22		East-West Street: Oxnard St			Projection Year: 2035			Peak Hour: 5 - 6 PM			Reviewed by:				Project: Promenade (10k Seats)						
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2		2		4		4		4		4							
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0		0		0		0		0		0							
ATSAC-1 or ATSAC+ATCS-2?				0		0		2		2		2		2							
Override Capacity				0		0		0		0		0		0							
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
				Volume	No. of Lanes	Lane Volume	Project Vols			Delta 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	111	1	111	1		0	2	113	1	113	0	113	1	113	0	113	1	113		
	Left-Through		0							0			0				0				
	Through	1142	1	642	11		0	41	1183	2	592	0	1183	2	592	0	1183	2	592		
	Through-Right		1							0			0				0				
	Right	141	0	141	2		0	24	165	1	128	0	165	1	128	0	165	1	128		
	Left-Through-Right		0							0				0			0				
	Left-Right		0							0			0				0				
SOUTHBOUND	Left	134	1	134	1		0	23	157	1	157	0	157	1	157	0	157	1	157		
	Left-Through		0							0			0				0				
	Through	697	1	378	8		0	103	800	1	426	0	800	1	426	0	800	1	426		
	Through-Right		1							1			1				1				
	Right	58	0	58	1		0	-7	51	0	51	0	51	0	51	0	51	0	51		
	Left-Through-Right		0							0			0				0				
	Left-Right		0							0			0				0				
EASTBOUND	Left	113	1	113	0		0	-11	102	1	102	0	102	1	102	0	102	1	102		
	Left-Through		0							0			0				0				
	Through	1306	2	653	-1		0	5	1311	2	656	8	1319	2	660	0	1319	2	660		
	Through-Right		0							0			0				0				
	Right	78	1	23	0		0	0	78	1	22	0	78	1	22	0	78	1	22		
	Left-Through-Right		0							0			0				0				
	Left-Right		0							0			0				0				
WESTBOUND	Left	56	1	56	8		0	19	75	1	75	0	75	1	75	0	75	1	75		
	Left-Through		0							0			0				0				
	Through	751	1	751	68		0	-35	716	1	716	1	717	1	717	0	717	1	717		
	Through-Right		0							0			0				0				
	Right	163	1	96	18		0	38	201	1	123	0	201	1	123	0	201	1	123		
	Left-Through-Right		0							0			0				0				
	Left-Right		0							0			0				0				
CRITICAL VOLUMES				North-South: 776 East-West: 864 SUM: 1640		0 0 0		North-South: 749 East-West: 818 SUM: 1567				North-South: 749 East-West: 819 SUM: 1568				North-South: 749 East-West: 819 SUM: 1568					
VOLUME/CAPACITY (V/C) RATIO:				1.093		0.000		1.140				1.140				1.140					
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.093		0.000		1.040				1.040				1.040					
LEVEL OF SERVICE (LOS):				F		A		F				F				F					
REMARKS:		Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				w/ EMP (does not include 3% TCO credit)					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.053
NO

PROJECT IMPACT

-0.053
NO

Δv/c after mitigation: -0.053
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Farralone Ave	Year of Count:	2016	Ambient Growth: (%):		Conducted by:	GTC	Date:	January 2020									
23	East-West Street:	Oxnard St	Projection Year:	2035	Peak Hour:	5 - 6 PM	Reviewed by:		Project:	Promenade (10k Seats)									
No. of Phases		2	2		2		2		2										
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-- 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										
Override Capacity		0	0		0		0		0										
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ			FUTURE W/ WCSP W/ FULL PROJ			FUT W/ WCSP W/ FULL PROJ W/ EMP					
		Volume	No. of Lanes	Lane Volume	Project Vols			Delta 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	0	0	0	0		0	2	2	0	2	0	2	0	2	0	2	0	2
	Left-Through	0	0	0	0		0	1	1	0	25	0	1	0	25	0	1	0	25
	Through	0	0	0	0		0	22	22	0	0	0	22	0	0	0	22	0	0
	Through-Right	0	0	0	0		0			1		1		1		1		1	
	Left-Through-Right	0	1	0			0			0		0		0		0		0	
SOUTHBOUND	Left	0	0	0	0		0	44	44	0	44	0	44	0	44	0	44	0	44
	Left-Through	0	0	0	0		0	2	2	0	74	0	2	0	74	0	2	0	74
	Through	0	0	0	0		0	28	28	0	0	0	28	0	0	0	28	0	0
	Through-Right	0	0	0	0		0			1		1		1		1		1	
	Left-Through-Right	0	1	0			0			0		0		0		0		0	
EASTBOUND	Left	0	1	0	0		0	34	34	1	34	0	34	1	34	0	34	1	34
	Left-Through	0	0	0	12		0	375	375	1	192	8	383	1	196	0	383	1	196
	Through	0	1	0	0		0	9	9	0	9	0	9	0	9	0	9	0	9
	Through-Right	0	0	0			0			0		0		0		0		0	
	Left-Through-Right	0	0	0			0			0		0		0		0		0	
WESTBOUND	Left	0	1	0	0		0	37	37	1	37	0	37	1	37	0	37	1	37
	Left-Through	0	0	0	23		0	695	695	1	396	1	696	1	396	0	696	1	396
	Through	0	1	0	0		0	96	96	0	96	0	96	0	96	0	96	0	96
	Through-Right	0	0	0			0			0		0		0		0		0	
	Left-Through-Right	0	0	0			0			0		0		0		0		0	
CRITICAL VOLUMES		North-South: 0	0	0	0		0	North-South: 76	76	North-South: 76	76	North-South: 76	76	North-South: 76	76	North-South: 76	76	North-South: 76	76
		East-West: 0	0	0	0		0	East-West: 430	430	East-West: 430	430	East-West: 430	430	East-West: 430	430	East-West: 430	430	East-West: 430	430
		SUM: 0	0	0	0		0	SUM: 506	506	SUM: 506	506	SUM: 506	506	SUM: 506	506	SUM: 506	506	SUM: 506	506
VOLUME/CAPACITY (V/C) RATIO:		0.000	0.000	0.000	0.000		0.000	0.337	0.337	0.337	0.337	0.337	0.337	0.337	0.337	0.337	0.337	0.337	0.337
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.000	0.000	0.000	0.000		0.000	0.237	0.237	0.237	0.237	0.237	0.237	0.237	0.237	0.237	0.237	0.237	0.237
LEVEL OF SERVICE (LOS):		A	A	A	A		A	A	A	A	A	A	A	A	A	A	A	A	A
REMARKS:		Not analyzed in WCSP			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

0.237
NO

PROJECT IMPACT

0.237
NO

Δv/c after mitigation: 0.237
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Topanga Canyon Bl	Year of Count:	2016	Ambient Growth: (%)		Conducted by:	GTC	Date:	January 2020											
24	East-West Street:	Oxnard St	Projection Year:	2035	Peak Hour:	5 - 6 PM	Reviewed by:		Project:	Promenade (10k Seats)											
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			NB-- 0 SB-- 0 EB-- 0 WB-- 3		NB-- 0 SB-- 0 EB-- 0 WB-- 3		NB-- 0 SB-- 0 EB-- 3 WB-- 3		NB-- 0 SB-- 0 EB-- 3 WB-- 3												
			3		4		4		4												
			0		0		0		0												
			0		0		0		0												
			3		3		3		3												
			0		2		2		2												
			0		0		0		0												
MOVEMENT			2035 NO BUILD			NON-ESC PROJECT VOLS				FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
			Volume	No. of Lanes	Lane Volume	Project Vols			Delta 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	187	1	187	14	0	21	208	1	208	0	208	0	208	1	208	0	208	1	208	
	Left-Through		0						0					0				0			
	Through	1815	2	672	121	0	-111	1704	3	568	213	1917	3	639	142	2059	3	686	0		
	Through-Right		1						0					0				0			
	Right	200	0	200	22	0	111	311	1	197	142	453	1	337	-142	311	1	195	0		
	Left-Through-Right		0						0					0				0			
	Left-Right		0						0					0				0			
SOUTHBOUND	Left	99	1	99	-5	0	-3	96	2	53	40	136	2	75	0	136	2	75	0		
	Left-Through		0						0					0				0			
	Through	1361	2	488	243	0	-268	1093	2	397	11	1104	2	401	0	1104	2	401	0		
	Through-Right		1						1				1				1				
	Right	104	0	104	-5	0	-6	98	0	98	1	99	0	99	0	99	0	99	0		
	Left-Through-Right		0						0				0				0				
	Left-Right		0						0				0				0				
EASTBOUND	Left	145	1	145	4	0	8	153	1	153	8	161	1	161	0	161	1	161	0		
	Left-Through		0						0				0				0				
	Through	489	2	245	16	0	42	531	2	266	8	539	2	270	0	539	2	270	0		
	Through-Right		0						0				0				0				
	Right	147	1	54	5	0	29	176	1	0	0	176	1	0	0	176	1	0	0		
	Left-Through-Right		0						0				0				0				
	Left-Right		0						0				0				0				
WESTBOUND	Left	255	1	255	-50	0	162	417	2	229	7	424	2	233	0	424	2	233	0		
	Left-Through		0						0				0				0				
	Through	674	2	337	0	0	96	770	2	385	1	771	2	386	0	771	2	386	0		
	Through-Right		0						0				0				0				
	Right	144	1	45	23	0	-12	132	1	79	71	203	1	128	0	203	1	128	0		
	Left-Through-Right		0						0				0				0				
	Left-Right		0						0				0				0				
CRITICAL VOLUMES			North-South: 771		0	North-South: 621		714	North-South: 761												
			East-West: 500		0	East-West: 538		547	East-West: 547												
			SUM: 1271		0	SUM: 1159		1261	SUM: 1308												
VOLUME/CAPACITY (V/C) RATIO:			0.892		0.000	0.843		0.917	0.951												
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.892		0.000	0.743		0.817	0.851												
LEVEL OF SERVICE (LOS):			D		A	C		D	D												
REMARKS:			Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			w/ EMP (does not include 3% TCO credit)						

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.149
NO

PROJECT IMPACT

-0.075
NO

Δv/c after mitigation: -0.041
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Warner Drive South			Year of Count: 2016			Ambient Growth: (%)			Conducted by:			GTC			Date: January 2020	
25		East-West Street:			Oxnard St			Projection Year: 2035			Peak Hour: 5 - 6 PM			Reviewed by:						Project: Promenade (10k Seats)	
No. of Phases					3			3			4			4			4				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					1			1			0			0			0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?					2			2			0			0			0				
ATSAC-1 or ATSAC+ATCS-2?					0			0			0			0			0				
Override Capacity					0			0			2			2			2				
					0			0			0			0			0				
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ			FUTURE W/ WCSP W/ FULL PROJ			FUT W/ WCSP W/ FULL PROJ W/ EMP				
					Volume	No. of Lanes	Lane Volume	Project Vols			Delta Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes
NORTHBOUND	Left	100	0	100	1		0	-20	80	1	80	0	80	1	80	0	80	1	80		
	Left-Through		0							0			0				0				
	Through	5	0	183	0		0	-5	0	0	41	0	0	0	41	0	0	0	41		
	Through-Right		0							1			1				1				
	Right	78	0	0	2		0	3	81	1	0	0	81	1	0	0	81	1	0		
	Left-Through-Right		1							0				0			0				
Left-Right		0							0				0			0					
SOUTHBOUND	Left	81	0	81	162		0	81	162	1	162	8	170	1	170	0	170	1	170		
	Left-Through		1							0			0				0				
	Through	1	0	82	10		0	9	10	0	122	0	10	0	126	0	10	0	126		
	Through-Right		0							1			1				1				
	Right	100	1	100	233		0	133	233	1	0	8	241	1	0	0	241	1	0		
	Left-Through-Right		0							0			0				0				
Left-Right		0							0			0				0					
EASTBOUND	Left	238	1	238	134		0	-104	134	2	74	189	323	2	178	-141	182	2	100		
	Left-Through		0							0			0				0				
	Through	539	2	270	155		0	257	796	1	420	0	796	1	420	0	796	1	420		
	Through-Right		0							1			1				1				
	Right	66	1	16	8		0	-23	43	0	43	0	43	0	43	0	43	0	43		
	Left-Through-Right		0							0			0				0				
Left-Right		0							0			0				0					
WESTBOUND	Left	46	1	46	4		0	-1	45	1	45	0	45	1	45	0	45	1	45		
	Left-Through		0							0			0				0				
	Through	838	2	419	103		0	397	1235	2	618	71	1306	2	653	0	1306	2	653		
	Through-Right		0							0			0				0				
	Right	131	1	91	90		0	-41	90	1	9	111	201	1	116	0	201	1	116		
	Left-Through-Right		0							0			0				0				
Left-Right		0							0			0				0					
CRITICAL VOLUMES					North-South: 283 East-West: 657 SUM: 940			0 0 0			North-South: 203 East-West: 692 SUM: 895			North-South: 211 East-West: 831 SUM: 1042			North-South: 211 East-West: 753 SUM: 964				
VOLUME/CAPACITY (V/C) RATIO:					0.660			0.000			0.651			0.758			0.701				
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.660			0.000			0.551			0.658			0.601				
LEVEL OF SERVICE (LOS):					B			A			A			B			B				
REMARKS:					Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			w/ EMP (does not include 3% TCO credit)				

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.109
NO

PROJECT IMPACT

-0.002
NO

Δv/c after mitigation: -0.059
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Owensmouth Ave			Year of Count:			2016		Ambient Growth: (%)					Conducted by:		GTC		Date:		January 2020				
26		East-West Street:			Oxnard St			Projection Year:			2035		Peak Hour:			5 - 6 PM		Reviewed by:				Project:		Promenade (10k Seats)				
No. of Phases								2						2						2						2		
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			NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0		
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0		
Override Capacity								0						2						2						2		
								0						0						0						0		
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP									
					Volume	No. of Lanes	Lane Volume	Project Vols			Delta 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	165	1	165	-40		0	47	212	1	212	8	220	1	220	0	220	1	220									
	Left-Through		0							0				0				0										
	Through	460	1	286	-84		0	-15	445	1	294	0	445	1	294	0	445	1	294									
	Through-Right		1							1				1				1										
	Right	111	0	111	-27		0	32	143	0	143	0	143	0	143	0	143	0	143									
	Left-Through-Right		0							0				0				0										
Left-Right		0							0				0				0											
SOUTHBOUND	Left	99	1	99	1		0	16	115	1	115	0	115	1	115	0	115	1	115									
	Left-Through		0							0				0				0										
	Through	380	1	244	3		0	1	381	1	244	0	381	1	260	0	381	1	260									
	Through-Right		1							1				1				1										
	Right	107	0	107	1		0	0	107	0	107	31	138	0	138	0	138	0	138									
	Left-Through-Right		0							0				0				0										
Left-Right		0							0				0				0											
EASTBOUND	Left	74	1	74	42		0	21	95	1	95	0	95	1	95	0	95	1	95									
	Left-Through		0							0				0				0										
	Through	502	2	251	217		0	-17	485	2	243	7	492	2	246	0	492	2	246									
	Through-Right		0							0				0				0										
	Right	54	1	0	42		0	37	91	1	0	1	92	1	0	0	92	1	0									
	Left-Through-Right		0							0				0				0										
Left-Right		0							0				0				0											
WESTBOUND	Left	62	1	62	2		0	9	71	1	71	0	71	1	71	0	71	1	71									
	Left-Through		0							0				0				0										
	Through	510	2	255	16		0	80	590	2	295	142	732	2	366	0	732	2	366									
	Through-Right		0							0				0				0										
	Right	136	1	87	4		0	19	155	1	98	0	155	1	98	0	155	1	98									
	Left-Through-Right		0							0				0				0										
Left-Right		0							0				0				0											
CRITICAL VOLUMES					North-South: 409						0			North-South: 456			456			North-South: 480			480					
					East-West: 329						0			East-West: 390			390			East-West: 461			461					
					SUM: 738						0			SUM: 846			846			SUM: 941			941					
VOLUME/CAPACITY (V/C) RATIO:								0.492						0.564						0.627						0.627		
V/C LESS ATSAC/ATCS ADJUSTMENT:								0.492						0.464						0.527						0.527		
LEVEL OF SERVICE (LOS):								A						A						A						A		
REMARKS:					Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC				Fut + WCSP + Non-ESC + ESC				w/ EMP (does not include 3% TCO credit)									

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.028
NO

PROJECT IMPACT

0.035
NO

Δv/c after mitigation: 0.035
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Canoga Ave			Year of Count:			2016		Ambient Growth: (%):					Conducted by:		GTC		Date:		January 2020	
27		East-West Street:			Oxnard St			Projection Year:			2035		Peak Hour:			5 - 6 PM		Reviewed by:				Project:		Promenade (10k Seats)	
				No. of Phases						2					3					3					
				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 EB-- 0 WB-- 0			0		NB-- 0 SB-- 0 EB-- 0 WB-- 0			0		NB-- 0 SB-- 0 EB-- 0 WB-- 0			0		NB-- 0 SB-- 0 EB-- 0 WB-- 0			
				ATSAC-1 or ATSAC+ATCS-2?						0					2					2					
				Override Capacity						0					0					0					
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP							
				Volume	No. of Lanes	Lane Volume	Project Vols			Delta 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	177	1	177	5		0	27	204	2	112	119	323	2	178	0	323	2	178						
	Left-Through		0							0				0				0							
	Through	1787	2	641	48		0	-150	1637	3	546	0	1637	3	546	0	1637	3	546						
	Through-Right		1							0				0				0							
	Right	135	0	135	5		0	15	150	1	83	0	150	1	83	0	150	1	83						
	Left-Through-Right		0							0				0				0							
Left-Right		0								0				0				0							
SOUTHBOUND	Left	98	1	98	-2		0	5	103	1	103	0	103	1	103	0	103	1	103						
	Left-Through		0							0				0				0							
	Through	1251	2	450	-27		0	14	1265	3	422	0	1265	3	422	0	1265	3	422						
	Through-Right		1							0				0				0							
	Right	100	0	100	-2		0	-3	97	1	17	0	97	1	17	0	97	1	17						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
EASTBOUND	Left	179	1	179	29		0	-18	161	1	161	0	161	1	161	0	161	1	161						
	Left-Through		0							0				0				0							
	Through	559	2	280	117		0	55	614	2	307	1	615	2	308	0	615	2	308						
	Through-Right		0							0				0				0							
	Right	139	1	51	28		0	8	147	1	91	6	153	1	64	0	153	1	64						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
WESTBOUND	Left	113	1	113	10		0	21	134	1	134	0	134	1	134	0	134	1	134						
	Left-Through		0							0				0				0							
	Through	353	1	217	32		0	88	441	2	221	23	464	2	232	0	464	2	232						
	Through-Right		1							0				0				0							
	Right	80	0	80	6		0	-1	79	1	28	0	79	1	28	0	79	1	28						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
CRITICAL VOLUMES				North-South: 739 East-West: 396 SUM: 1135						0 0 0		North-South: 649 East-West: 441 SUM: 1090								649 442 1091		North-South: 649 East-West: 442 SUM: 1091			
VOLUME/CAPACITY (V/C) RATIO:							0.757			0.000						0.765						0.766			
V/C LESS ATSAC/ATCS ADJUSTMENT:							0.757			0.000						0.665						0.666			
LEVEL OF SERVICE (LOS):							C			A						B						B			
REMARKS:				Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC				Fut + WCSP + Non-ESC + ESC				w/ EMP (does not include 3% TCO credit)							

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.092
NO

PROJECT IMPACT

-0.091
NO

Δv/c after mitigation: -0.091
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			De Soto Ave			Year of Count:			2016			Ambient Growth: (%)						Conducted by:			GTC			Date:			January 2020		
28		East-West Street:			Oxnard St			Projection Year:			2035			Peak Hour:			5 - 6 PM			Reviewed by:						Project:			Promenade (10k Seats)		
No. of Phases								2						2						2						2					
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			0			0			0					
					EB-- 0 WB-- 0			0			0			0			0			0			0			0					
ATSAC-1 or ATSAC+ATCS-2?								0						2						2						2					
Override Capacity								0						0						0						0					
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP												
					Volume	No. of Lanes	Lane Volume	Project Vols			Delta 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	132	1	132	-1		0	-9	123	1	123	8	131	1	131	0	131	1	131												
	Left-Through		0							0				0				0													
	Through	1754	2	642	-15		0	92	1846	3	615	0	1846	3	615	0	1846	3	615												
	Through-Right		1							0				0				0													
	Right	171	0	171	-2		0	31	202	1	181	0	202	1	181	0	202	1	181												
	Left-Through-Right		0							0				0				0													
	Left-Right		0							0				0				0													
SOUTHBOUND	Left	46	1	46	-1		0	2	48	1	48	0	48	1	48	0	48	1	48												
	Left-Through		0							0				0				0													
	Through	1253	2	477	-12		0	104	1357	4	339	0	1357	4	339	0	1357	4	339												
	Through-Right		1							0				0				0													
	Right	179	0	179	-1		0	15	194	1	87	0	194	1	87	0	194	1	87												
	Left-Through-Right		0							0				0				0													
	Left-Right		0							0				0				0													
EASTBOUND	Left	235	1	235	22		0	-21	214	1	214	0	214	1	214	0	214	1	214												
	Left-Through		0							0				0				0													
	Through	440	1	440	39		0	-55	385	1	385	0	385	1	385	0	385	1	385												
	Through-Right		0							0				0				0													
	Right	274	1	208	31		0	28	302	1	241	1	303	1	238	0	303	1	238												
	Left-Through-Right		0							0				0				0													
	Left-Right		0							0				0				0													
WESTBOUND	Left	29	1	29	2		0	14	43	1	43	0	43	1	43	0	43	1	43												
	Left-Through		0							0				0				0													
	Through	208	1	114	10		0	-11	197	1	110	0	197	1	110	0	197	1	110												
	Through-Right		1							1				1				1													
	Right	20	0	20	1		0	2	22	0	22	0	22	0	22	0	22	0	22												
	Left-Through-Right		0							0				0				0													
	Left-Right		0							0				0				0													
CRITICAL VOLUMES					North-South: 688			0			North-South: 663			663			North-South: 663			663											
					East-West: 469			0			East-West: 428			428			East-West: 428			428											
					SUM: 1157			0			SUM: 1091			1091			SUM: 1091			1091											
VOLUME/CAPACITY (V/C) RATIO:					0.771			0.000			0.727			0.727			0.727			0.727											
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.771			0.000			0.627			0.627			0.627			0.627											
LEVEL OF SERVICE (LOS):					C			A			B			B			B			B											
REMARKS:					Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan														

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.144
NO

PROJECT IMPACT

-0.144
NO

Δv/c after mitigation: -0.144
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Canoga Ave			Year of Count: 2016			Ambient Growth: (%):			Conducted by:		GTC		Date: January 2020							
29		East-West Street: Califa St			Projection Year: 2035			Peak Hour: 5 - 6 PM			Reviewed by:		Project: Promenade (10k Seats)									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					2		2		2		2		2		2							
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0 EB-- 2 WB-- 0		NB-- 0 SB-- 0 EB-- 2 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		NB-- 0 SB-- 0 EB-- 0 WB-- 0							
ATSAC-1 or ATSAC+ATCS-2?					0		0		2		2		2		2							
Override Capacity					0		0		0		0		0		0							
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
					Volume	No. of Lanes	Lane Volume	Project Vols			Delta 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	154	1	154	2		0	25	179	1	179	0	179	1	179	0	179	1	179			
	Left-Through		0							0				0				0				
	Through	1804	2	640	21		0	-25	1779	2	647	119	1898	2	687	0	1898	2	687			
	Through-Right		1							1				1				1				
	Right	117	0	117	2		0	45	162	0	162	0	162	0	162	0	162	0	162			
	Left-Through-Right		0							0				0				0				
Left-Right		0							0				0				0					
SOUTHBOUND	Left	59	1	59	3		0	21	80	1	80	0	80	1	80	0	80	1	80			
	Left-Through		0							0				0				0				
	Through	1605	2	553	44		0	-25	1580	2	547	6	1586	2	549	0	1586	2	549			
	Through-Right		1							1				1				1				
	Right	55	0	55	2		0	7	62	0	62	0	62	0	62	0	62	0	62			
	Left-Through-Right		0							0				0				0				
Left-Right		0							0				0				0					
EASTBOUND	Left	240	1	240	30		0	-59	181	1	181	0	181	1	181	0	181	1	181			
	Left-Through		0							0				0				0				
	Through	117	1	117	27		0	43	160	1	160	0	160	1	160	0	160	1	160			
	Through-Right		0							0				0				0				
	Right	289	1	289	40		0	-54	235	1	146	0	235	1	146	0	235	1	146			
	Left-Through-Right		0							0				0				0				
Left-Right		0							0				0				0					
WESTBOUND	Left	123	1	123	2		0	-2	121	1	121	0	121	1	121	0	121	1	121			
	Left-Through		0							0				0				0				
	Through	115	1	111	2		0	47	162	1	162	0	162	1	162	0	162	1	162			
	Through-Right		1							0				0				0				
	Right	106	0	106	2		0	-8	98	1	58	0	98	1	58	0	98	1	58			
	Left-Through-Right		0							0				0				0				
Left-Right		0							0				0				0					
CRITICAL VOLUMES					North-South: 707 East-West: 412 SUM: 1119		0 0 0		North-South: 727 East-West: 343 SUM: 1070		North-South: 767 East-West: 343 SUM: 1110		North-South: 767 East-West: 343 SUM: 1110		North-South: 767 East-West: 343 SUM: 1110							
VOLUME/CAPACITY (V/C) RATIO:					0.746		0.000		0.713		0.740		0.740		0.740							
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.746		0.000		0.613		0.640		0.640		0.640							
LEVEL OF SERVICE (LOS):					C		A		B		B		B		B							
REMARKS:					Future 2035 No Build		Non_ESC Project Volumes Only		Delta Vol = WCSP Background + Non_ESC		Fut + WCSP + Non_ESC + ESC		with Event Management Plan									

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.133
NO

PROJECT IMPACT

-0.106
NO

Δv/c after mitigation: -0.106
Fully mitigated? N/A



Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:
Significant impacted?

-0.086
NO

-0.081
NO

$\Delta v/c$ after mitigation:	-0.081
Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Topanga Canyon BI			Year of Count:			2016		Ambient Growth: (%)					Conducted by:		GTC		Date:		January 2020	
33		East-West Street:			Burbank BI			Projection Year:			2035		Peak Hour:			5 - 6 PM		Reviewed by:				Project:		Promenade (10k Seats)	
No. of Phases											3					3					3				
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			EB-- 0 WB-- 0			NB-- 0 SB-- 0			EB-- 0 WB-- 0			NB-- 0 SB-- 0			EB-- 0 WB-- 0			NB-- 0 SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?											0					0					0				
Override Capacity											0					2					0				
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP						
					Volume	No. of Lanes	Lane Volume	Project Vols			Delta 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	335	1	335	8		0	111	446	2	245	0	446	2	245	0	446	2	245						
	Left-Through		0							0				0				0							
	Through	2164	3	721	32		0	-114	2050	3	600	347	2397	3	686	0	2397	3	686						
	Through-Right		0							1				1				1							
	Right	305	1	136	5		0	43	348	0	348	0	348	0	348	0	348	0	348						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
SOUTHBOUND	Left	61	1	61	1		0	-12	49	1	49	0	49	1	49	0	49	1	49						
	Left-Through		0							0				0				0							
	Through	1202	3	401	28		0	-8	1194	3	398	14	1208	3	403	0	1208	3	403						
	Through-Right		0							0				0				0							
	Right	385	1	356	9		0	-9	376	1	348	5	381	1	349	0	381	1	349						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
EASTBOUND	Left	59	1	59	1		0	-3	56	1	56	8	64	1	64	0	64	1	64						
	Left-Through		0							0				0				0							
	Through	175	1	164	5		0	-7	168	1	168	0	168	1	168	0	168	1	168						
	Through-Right		1							1				1				1							
	Right	153	0	153	6		0	26	179	0	57	0	179	0	57	0	179	0	57						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
WESTBOUND	Left	338	1	338	2		0	53	391	2	215	0	391	2	215	0	391	2	215						
	Left-Through		0							0				0				0							
	Through	998	1	544	5		0	-35	963	2	343	0	963	2	343	0	963	2	343						
	Through-Right		1							1				1				1							
	Right	90	0	90	1		0	-23	67	0	67	0	67	0	67	0	67	0	67						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
CRITICAL VOLUMES				North-South: 782		782				0		North-South: 649		649		North-South: 735		735		North-South: 735		735			
				East-West: 603		603				0		East-West: 399		399		East-West: 407		407		East-West: 407		407			
				SUM: 1385		1385				0		SUM: 1048		1048		SUM: 1142		1142		SUM: 1142		1142			
VOLUME/CAPACITY (V/C) RATIO:						0.972				0.000				0.735				0.801				0.801			
V/C LESS ATSAC/ATCS ADJUSTMENT:						0.972				0.000				0.635				0.701				0.701			
LEVEL OF SERVICE (LOS):						E				A				B				C				C			
REMARKS:				Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				w/ EMP (does not include 3% TCO credit)							

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.337
NO

PROJECT IMPACT

-0.271
NO

Δv/c after mitigation: -0.271
Fully mitigated? N/A



$\Delta v/c$ after mitigation:	-0.198
Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Canoga Ave			Year of Count: 2016			Ambient Growth: (%)			Conducted by:		GTC		Date: January 2020							
35		East-West Street: Burbank Bl			Projection Year: 2035			Peak Hour: 5 - 6 PM			Reviewed by:				Project: Promenade (10k Seats)							
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					3			3			3		3		3							
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 3			NB-- 0 SB-- 0 EB-- 0 WB-- 3		NB-- 0 SB-- 0 EB-- 0 WB-- 3		NB-- 0 SB-- 0 EB-- 0 WB-- 3							
ATSAC-1 or ATSAC+ATCS-2?					0			0			2		2		2							
Override Capacity					0			0			0		0		0							
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
					Volume	No. of Lanes	Lane Volume	Project Vols			Delta 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	173	1	173	0		0	66	239	2	131	0	239	2	131	0	239	2	131			
	Left-Through		0							0				0				0				
	Through	1508	2	529	6		0	153	1661	3	554	119	1780	3	593	0	1780	3	593			
	Through-Right		1							0				0				0				
	Right	80	0	80	0		0	2	82	2	0	0	82	2	0	0	82	2	0			
	Left-Through-Right		0							0				0				0				
Left-Right		0							0				0				0					
SOUTHBOUND	Left	88	1	88	3		0	3	91	1	91	0	91	1	91	0	91	1	91			
	Left-Through		0							0				0				0				
	Through	1310	2	494	51		0	87	1397	2	534	6	1403	2	536	0	1403	2	536			
	Through-Right		1							1				1				1				
	Right	173	0	173	8		0	32	205	0	205	0	205	0	205	0	205	0	205			
	Left-Through-Right		0							0				0				0				
Left-Right		0							0				0				0					
EASTBOUND	Left	126	1	126	2		0	4	130	1	130	0	130	1	130	0	130	1	130			
	Left-Through		0							0				0				0				
	Through	288	2	144	8		0	-15	273	2	137	0	273	2	137	0	273	2	137			
	Through-Right		1							1				1				1				
	Right	257	0	171	8		0	41	298	0	233	0	298	0	233	0	298	0	233			
	Left-Through-Right		0							0				0				0				
Left-Right		0							0				0				0					
WESTBOUND	Left	180	1	180	1		0	-22	158	1	158	0	158	1	158	0	158	1	158			
	Left-Through		0							0				0				0				
	Through	664	2	332	6		0	-21	643	2	322	0	643	2	322	0	643	2	322			
	Through-Right		0							0				0				0				
	Right	147	1	103	2		0	14	161	1	70	0	161	1	70	0	161	1	70			
	Left-Through-Right		0							0				0				0				
Left-Right		0							0				0				0					
CRITICAL VOLUMES					North-South: 667 East-West: 458 SUM: 1125			0 0 0			North-South: 665 East-West: 452 SUM: 1117				North-South: 684 East-West: 452 SUM: 1136				North-South: 684 East-West: 452 SUM: 1136			
VOLUME/CAPACITY (V/C) RATIO:					0.789			0.000			0.784				0.797				0.797			
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.789			0.000			0.684				0.697				0.697			
LEVEL OF SERVICE (LOS):					C			A			B				B				B			
REMARKS:					Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC				Fut + WCSP + Non-ESC + ESC				with Event Management Plan			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.105
NO

PROJECT IMPACT

-0.092
NO

Δv/c after mitigation: -0.092
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	De Soto Ave	Year of Count:	2016	Ambient Growth: (%)		Conducted by:	GTC	Date:	January 2020									
36	East-West Street:	Burbank Bl	Projection Year:	2035	Peak Hour:	5 - 6 PM	Reviewed by:		Project:	Promenade (10k Seats)									
No. of Phases				3		2		2		2									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2		0		0		0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0		0	NB-- 0 SB-- 0	0	NB-- 0 SB-- 0	0	NB-- 0 SB-- 0	0									
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0		0	EB-- 0 WB-- 0	0	EB-- 0 WB-- 0	0	EB-- 0 WB-- 0	0									
Override Capacity				0		2		2		2									
				0		0		0		0									
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ			FUTURE W/ WCSP W/ FULL PROJ			FUT W/ WCSP W/ FULL PROJ W/ EMP					
		Volume	No. of Lanes	Lane Volume	Project Vols			Delta 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	72	1	72	0		0	37	109	1	109	0	109	1	109	0	109	1	109
	Left-Through																		
	Through	1324	3	441	-3		0	65	1389	3	463	8	1397	3	466	0	1397	3	466
	Through-Right																		
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left-Through-Right																		
	Left-Right																		
	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through																		
	Through	1715	2	633	51		0	-2	1713	2	634	1	1714	2	634	0	1714	2	634
EASTBOUND	Through-Right																		
	Right	183	0	183	6		0	5	188	0	188	0	188	0	188	0	188	0	188
	Left-Through-Right																		
	Left-Right																		
	Left	684	2	376	-5		0	-33	651	2	358	0	651	2	358	0	651	2	358
WESTBOUND	Left-Through																		
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right																		
	Right	496	2	237	-4		0	55	551	2	249	0	551	2	249	0	551	2	249
	Left-Through-Right																		
CRITICAL VOLUMES	Left-Right																		
	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUME/CAPACITY (V/C) RATIO:	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
V/C LESS ATSAC/ATCS ADJUSTMENT:	Left-Through-Right																		
	Left-Right																		
	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
LEVEL OF SERVICE (LOS):	Left-Through																		
	Through																		
	Through-Right																		
REMARKS:	Right																		
	Left-Through-Right																		
	Left-Right																		
CRITICAL VOLUMES		North-South: 705		0	North-South: 743		0	North-South: 743		0	North-South: 743		0	North-South: 743		0	North-South: 743		0
		East-West: 376		0	East-West: 358		0	East-West: 358		0	East-West: 358		0	East-West: 358		0	East-West: 358		0
		SUM: 1081		0	SUM: 1101		0	SUM: 1101		0	SUM: 1101		0	SUM: 1101		0	SUM: 1101		0
VOLUME/CAPACITY (V/C) RATIO:			0.759	0.000		0.734		0.734		0.734		0.734		0.734		0.734		0.734	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.759	0.000		0.634		0.634		0.634		0.634		0.634		0.634		0.634	
LEVEL OF SERVICE (LOS):			C	A		B		B		B		B		B		B		B	
REMARKS:		Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC			Fut + WCSP + Non-ESC + ESC			with Event Management Plan					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.125
NO

PROJECT IMPACT

-0.125
NO

Δv/c after mitigation: -0.125
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Shoup Ave			Year of Count: 2016			Ambient Growth: (%)			Conducted by:		GTC		Date: January 2020		
37		East-West Street: Ventura BI			Projection Year: 2035			Peak Hour: 5 - 6 PM			Reviewed by:				Project: Promenade (10k Seats)		
		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															

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.236
NO

PROJECT IMPACT

-0.235
NO

Δv/c after mitigation: -0.235
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Ventura BI	Year of Count:	2016	Ambient Growth: (%)		Conducted by:	GTC	Date:	January 2020									
38	East-West Street:	US 101 EB Ramps	Projection Year:	2035	Peak Hour:	5 - 6 PM	Reviewed by:		Project:	Promenade (10k Seats)									
No. of Phases		3	3		2		2		2										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 0 EB-- 0 WB-- 0	NB-- 1 SB-- 0 EB-- 0 WB-- 0		NB-- 1 SB-- 0 EB-- 0 WB-- 0		NB-- 1 SB-- 0 EB-- 0 WB-- 0		NB-- 1 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		0	0		0		0		0										
Override Capacity		0	0		0		0		0										
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ			FUTURE W/ WCSP W/ FULL PROJ			FUT W/ WCSP W/ FULL PROJ W/ EMP					
		Volume	No. of Lanes	Lane Volume	Project Vols			Delta 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	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	1526	0	0	14		0	194	1720	0	0	134	1854	0	0	0	1854	0	0
SOUTHBOUND	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
	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Through-Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	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
	Left	931	1	931	12		0	69	1000	2	550	0	1000	2	550	0	1000	2	550
WESTBOUND	Left-Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1063	2	532	14		0	20	1083	2	542	31	1114	2	557	0	1114	2	557
	Through-Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES	Left-Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	1438	2	507	9		0	40	1478	2	522	5	1483	2	524	0	1483	2	524
	Through	83	0	83	0		0	5	88	0	88	0	88	0	88	0	88	0	88
	Through-Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUME/CAPACITY (V/C) RATIO:	North-South:	0		0			0	North-South:	0		0	North-South:	0		0	North-South:	0		0
	East-West:	1438		0			0	East-West:	1072		1074	East-West:	1074		1074	East-West:	1074		1074
	SUM:	1438		0			0	SUM:	1072		1074	SUM:	1074		1074	SUM:	1074		1074
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.009		0.000		0.715		0.716		0.716		0.616		0.616		0.616		0.616	
LEVEL OF SERVICE (LOS):		F		A		B		B		B		B		B		B		B	
REMARKS:	Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC			Fut + WCSP + Non-ESC + ESC			with Event Management Plan						

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.394
NO

PROJECT IMPACT

-0.393
NO

Δv/c after mitigation: -0.393
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Topanga Canyon BI	Year of Count:	2016	Ambient Growth: (%)		Conducted by:	GTC	Date:	January 2020									
39	East-West Street:	US 101 WB Off-Ramp	Projection Year:	2035	Peak Hour:	5 - 6 PM	Reviewed by:		Project:	Promenade (10k Seats)									
No. of Phases		3	3		0		0		0										
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-- 1	NB-- 0 SB-- 1		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		EB-- 1 WB-- 0	EB-- 1 WB-- 0		EB-- 1 WB-- 1		EB-- 1 WB-- 1		EB-- 1 WB-- 1										
Override Capacity		0	0		2		2		2										
		0	0		1500		1500		1500										
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ			FUTURE W/ WCSP W/ FULL PROJ			FUT W/ WCSP W/ FULL PROJ W/ EMP					
		Volume	No. of Lanes	Lane Volume	Project Vols			Delta 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	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through																		
	Through	2169	3	723	2		0	231	2400	3	800	189	2589	3	863	0	2589	3	863
	Through-Right																		
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left-Through-Right																		
	Left-Right																		
	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through																		
	Through	1810	3	603	24		0	-120	1690	3	563	14	1704	3	568	0	1704	3	568
EASTBOUND	Through-Right																		
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right																		
	Left-Right																		
	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left-Through																		
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right																		
	Right	655	2	360	39		0	42	697	0	0	157	854	0	0	0	854	0	0
	Left-Through-Right																		
CRITICAL VOLUMES	Left-Right																		
	North-South:	723		0			800		863		863								
	East-West:	360		0		0	0		0		0		0		0		0		0
VOLUME/CAPACITY (V/C) RATIO:	SUM:	1083		0		800		863		863									
	V/C LESS ATSAC/ATCS ADJUSTMENT:	0.760		0.000		0.533		0.575		0.575									
	LEVEL OF SERVICE (LOS):	C		A		A		A		A		A		A		A		A	
REMARKS:		Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.327
NO

PROJECT IMPACT

-0.285
NO

Δv/c after mitigation: -0.285
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Topanga Canyon Bl			Year of Count:			2016		Ambient Growth: (%)					Conducted by:		GTC		Date:		January 2020	
40		East-West Street:			Clarendon St			Projection Year:			2035		Peak Hour:			5 - 6 PM		Reviewed by:				Project:		Promenade (10k Seats)	
				No. of Phases						3						4						4			
				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			EB-- 2 WB-- 2			NB-- 0 SB-- 0			EB-- 0 WB-- 3			NB-- 0 SB-- 0			EB-- 0 WB-- 3			
				ATSAC-1 or ATSAC+ATCS-2?			0			0			0			2			0			2			
				Override Capacity			0			0			0			0			0			0			
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP							
				Volume	No. of Lanes	Lane Volume	Project Vols			Delta 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	43	1	43	0	0	5	48	1	48	0	48	1	48	0	48	1	48							
	Left-Through		0						0				0				0								
	Through	2260	2	769	33	0	214	2474	2	842	189	2663	2	905	0	2663	2	905							
	Through-Right		1						1				1				1								
	Right	46	0	46	0	0	5	51	0	51	0	51	0	51	0	51	0	51							
	Left-Through-Right		0							0				0				0							
SOUTHBOUND	Left	260	1	260	5	0	23	283	1	283	0	283	1	283	0	283	1	283							
	Left-Through		0						0				0				0								
	Through	1137	2	436	24	0	101	1238	2	475	6	1244	2	477	0	1244	2	477							
	Through-Right		1						1				1				1								
	Right	172	0	172	3	0	16	188	0	188	0	188	0	188	0	188	0	188							
	Left-Through-Right		0							0				0				0							
EASTBOUND	Left	360	1	236	0	0	41	401	2	221	0	401	2	221	0	401	2	221							
	Left-Through		0						0				0				0								
	Through	55	0	236	0	0	6	61	0	124	0	61	0	124	0	61	0	124							
	Through-Right		0						1				1				1								
	Right	57	0	0	0	0	6	63	0	0	0	63	0	0	0	63	0	0							
	Left-Through-Right		1						0				0				0								
WESTBOUND	Left	44	0	44	0	0	5	49	0	49	0	49	0	49	0	49	0	49							
	Left-Through		1						1				1				1								
	Through	21	0	65	0	0	3	24	0	73	0	24	0	73	0	24	0	73							
	Through-Right		0						0				0				0								
	Right	277	1	277	0	0	31	308	2	0	0	308	2	0	0	308	2	0							
	Left-Through-Right		0						0				0				0								
CRITICAL VOLUMES		North-South: 1029		0		North-South: 1125		1125		North-South: 1188		1188		North-South: 1188		1188									
		East-West: 513		0		East-West: 294		294		East-West: 294		294		East-West: 294		294									
		SUM: 1542		0		SUM: 1419		1419		SUM: 1482		1482		SUM: 1482		1482									
VOLUME/CAPACITY (V/C) RATIO:				1.082		0.000		1.032		1.078		1.078				1.078									
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.082		0.000		0.932		0.978		0.978				0.978									
LEVEL OF SERVICE (LOS):				F		A		E		E		E				E									
REMARKS:		Refer to Traffix Analysis			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				with Event Management Plan									

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.150
NO

PROJECT IMPACT

-0.104
NO

Δv/c after mitigation: -0.104
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon BI			Year of Count: 2016			Ambient Growth: (%)			Conducted by:		GTC		Date: January 2020				
41		East-West Street: Ventura BI			Projection Year: 2035			Peak Hour: 5 - 6 PM			Reviewed by:				Project: Promenade (10k Seats)				
		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-- 0		0	NB-- 0 SB-- 0		0	NB-- 3 SB-- 0		0	NB-- 3 SB-- 0		0	NB-- 3 SB-- 0		0	
		ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 2		2	EB-- 0 WB-- 2		2	EB-- 0 WB-- 3		3	EB-- 0 WB-- 3		3	EB-- 0 WB-- 3		3	
		Override Capacity			0		0		0		2		2		2		2		0
					0		0		0		0		0		0		0		0
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Vols			Delta 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	227	1	227	-2		0	14	241	1	241	0	241	1	241	0	241	1	241
	Left-Through		0							0				0				0	
	Through	1414	3	471	-13		0	142	1556	3	519	23	1579	3	526	0	1579	3	526
	Through-Right		0							0				0				0	
	Right	379	1	315	-3		0	4	383	1	253	0	383	1	253	0	383	1	253
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	299	1	299	10		0	14	313	2	172	0	313	2	172	0	313	2	172
	Left-Through		0							0				0				0	
	Through	1035	2	376	31		0	9	1044	2	348	1	1045	2	348	0	1045	2	348
	Through-Right		1							1				1				1	
	Right	93	0	93	3		0	0	93	1	0	5	98	1	0	0	98	1	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	652	2	359	13		0	65	717	3	251	165	882	3	309	0	882	3	309
	Left-Through		0							0				0				0	
	Through	970	2	366	18		0	9	979	2	368	0	979	2	368	0	979	2	368
	Through-Right		1							1				1				1	
	Right	128	0	128	2		0	-4	124	0	124	0	124	0	124	0	124	0	124
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	234	2	129	3		0	2	236	2	130	0	236	2	130	0	236	2	130
	Left-Through		0							0				0				0	
	Through	691	2	346	10		0	9	700	2	350	0	700	2	350	0	700	2	350
	Through-Right		0							0				0				0	
	Right	382	1	382	5		0	55	437	2	68	0	437	2	68	0	437	2	68
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 770		770			0	North-South: 691		691	North-South: 698		698	North-South: 698		698	North-South: 659		659
		East-West: 741		741			0	East-West: 601		601	East-West: 659		659	East-West: 659		659	East-West: 1357		1357
		SUM: 1511		1511			0	SUM: 1292		1292	SUM: 1357		1357	SUM: 1357		1357	SUM: 1357		1357
VOLUME/CAPACITY (V/C) RATIO:				1.099			0.000			0.940			0.987			0.987			0.987
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.099			0.000			0.840			0.887			0.887			0.887
LEVEL OF SERVICE (LOS):				F			A			D			D			D			D
REMARKS:		Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC				Fut + WCSP + Non-ESC + ESC				with Event Management Plan			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.259
NO

PROJECT IMPACT

-0.212
NO

Δv/c after mitigation: -0.212
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Canoga Ave			Year of Count: 2016			Ambient Growth: (%)			Conducted by:		GTC		Date: January 2020						
42		East-West Street: US 101 WB Off-Ramp			Projection Year: 2035			Peak Hour: 5 - 6 PM			Reviewed by:				Project: Promenade (10k Seats)						
No. of Phases				3		3		2		2		2		2							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2		2		0		0		0		0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0		0		0		0		0		0							
ATSAC-1 or ATSAC+ATCS-2?				0		0		0		0		0		0							
Override Capacity				0		0		2		0		2		0							
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
				Volume	No. of Lanes	Lane Volume	Project Vols			Delta 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through		0						0				0				0				
	Through	872	3	291	5	0	-30	842	3	281	8	850	3	283	0	850	3	283			
	Through-Right		0						0				0				0				
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-Right		0						0				0				0				
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through		0						0				0				0				
	Through	1721	4	430	51	0	62	1783	4	446	6	1789	4	447	0	1789	4	447			
	Through-Right		0						0				0				0				
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-Right		0						0				0				0				
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through		0						0				0				0				
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through-Right		0						0				0				0				
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-Right		0						0				0				0				
WESTBOUND	Left	242	1	242	0	0	-12	230	1	230	0	230	1	230	0	230	1	230			
	Left-Through		0						0				0				0				
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through-Right		0						0				0				0				
	Right	749	2	412	-3	0	-14	735	2	404	111	846	2	465	0	846	2	465			
	Left-Through-Right		0						0				0				0				
CRITICAL VOLUMES		North-South: 430		0		North-South: 446		447		North-South: 447		447		North-South: 447		447					
		East-West: 412		0		East-West: 404		465		East-West: 465		465		East-West: 465		465					
		SUM: 842		0		SUM: 850		912		SUM: 912		912		SUM: 912		912					
VOLUME/CAPACITY (V/C) RATIO:		0.591		0.000		0.567		0.608		0.608		0.608		0.608		0.608					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.591		0.000		0.467		0.508		0.508		0.508		0.508		0.508					
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A					
REMARKS:		Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				with Event Management Plan					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.124
NO

PROJECT IMPACT

-0.083
NO

Δv/c after mitigation: -0.083
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Canoga Ave			Year of Count:			2016		Ambient Growth: (%)					Conducted by:		GTC		Date:		January 2020	
43		East-West Street:			US 101 EB On-Ramp			Projection Year:			2035		Peak Hour:			5 - 6 PM		Reviewed by:				Project:		Promenade (10k Seats)	
				No. of Phases						3						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			0			NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0			
				ATSAC-1 or ATSAC+ATCS-2?			EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			NB-- 0 SB-- 0			0			
				Override Capacity						0						2						2			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			
							0			0						0						0			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.144
NO

PROJECT IMPACT

-0.142
NO

Δv/c after mitigation: -0.142
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Canoga Ave			Year of Count:			2016		Ambient Growth: (%):					Conducted by:		GTC		Date:		January 2020	
44		East-West Street:			Ventura BI			Projection Year:			2035		Peak Hour:			5 - 6 PM		Reviewed by:				Project:		Promenade (10k Seats)	
No. of Phases											3					4					4				
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-- 3			EB-- 0 WB-- 3			NB-- 0 SB-- 3			EB-- 0 WB-- 3			NB-- 0 SB-- 3			EB-- 0 WB-- 3			NB-- 0 SB-- 3		
ATSAC-1 or ATSAC+ATCS-2?											0					2					2				
Override Capacity											0					0					0				
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP						
					Volume	No. of Lanes	Lane Volume	Project Vols			Delta 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	186	1	186	0		0	-2	184	1	184	0	184	1	184	0	184	1	184						
	Left-Through		0							0				0				0							
	Through	349	1	202	0		0	-22	327	1	190	8	335	1	194	0	335	1	194						
	Through-Right		1							1				1				1							
	Right	55	0	55	0		0	-2	53	0	53	0	53	0	53	0	53	0	53						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
SOUTHBOUND	Left	282	1	282	8		0	2	284	1	284	0	284	1	284	0	284	1	284						
	Left-Through		0							0				0				0							
	Through	403	1	403	13		0	13	416	1	416	1	417	1	417	0	417	1	417						
	Through-Right		0							0				0				0							
	Right	367	1	52	11		0	10	377	1	66	0	377	1	66	0	377	1	66						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
EASTBOUND	Left	572	2	315	0		0	-7	565	2	311	0	565	2	311	0	565	2	311						
	Left-Through		0							0				0				0							
	Through	1122	2	561	1		0	18	1140	2	570	0	1140	2	570	0	1140	2	570						
	Through-Right		0							0				0				0							
	Right	162	1	69	1		0	8	170	1	78	0	170	1	78	0	170	1	78						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
WESTBOUND	Left	92	1	92	1		0	1	93	1	93	0	93	1	93	0	93	1	93						
	Left-Through		0							0				0				0							
	Through	1059	3	353	2		0	5	1064	3	355	0	1064	3	355	0	1064	3	355						
	Through-Right		0							0				0				0							
	Right	257	1	0	1		0	-12	245	1	0	0	245	1	0	0	245	1	0						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
CRITICAL VOLUMES				North-South: 589		0		North-South: 600				601		North-South: 601											
				East-West: 668		0		East-West: 666				666		East-West: 666											
				SUM: 1257		0		SUM: 1266				1267		SUM: 1267											
VOLUME/CAPACITY (V/C) RATIO:						0.882						0.921													
V/C LESS ATSAC/ATCS ADJUSTMENT:						0.882						0.821													
LEVEL OF SERVICE (LOS):						D						D													
REMARKS:				Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan									

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.061
NO

PROJECT IMPACT

-0.061
NO

Δv/c after mitigation: -0.061
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			De Soto Ave			Year of Count:			2016		Ambient Growth: (%)					Conducted by:		GTC		Date:		January 2020			
45		East-West Street:			US 101 WB Ramps			Projection Year:			2035		Peak Hour:			5 - 6 PM		Reviewed by:				Project:		Promenade (10k Seats)			
No. of Phases							3						3						3						3		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?							2						2						0						0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 0 SB-- 0			EB-- 0 WB-- 2			NB-- 0 SB-- 0			EB-- 0 WB-- 2			NB-- 0 SB-- 0			EB-- 0 WB-- 0			NB-- 0 SB-- 0			EB-- 0 WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?							0						0						2						2		
Override Capacity							0						0						0						0		
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP									
				Volume	No. of Lanes	Lane Volume	Project Vols			Delta 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	250	1	250	-1		0	2	252	1	252	0	252	1	252	0	252	1	252								
	Left-Through		0							0				0				0									
	Through	1081	2	541	0		0	-36	1045	3	348	8	1053	3	351	0	1053	3	351								
	Through-Right		0							0				0				0									
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0								
	Left-Through-Right		0							0				0				0									
SOUTHBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0								
	Left-Through		0							0				0				0									
	Through	1471	4	368	40		0	192	1663	4	416	1	1664	4	416	0	1664	4	416								
	Through-Right		0							0				0				0									
	Right	616	1	616	15		0	10	626	2	344	0	626	2	344	0	626	2	344								
	Left-Through-Right		0							0				0				0									
EASTBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0								
	Left-Through		0							0				0				0									
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0								
	Through-Right		0							0				0				0									
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0								
	Left-Through-Right		0							0				0				0									
WESTBOUND	Left	269	1	250	-2		0	22	291	1	266	0	291	1	266	0	291	1	266								
	Left-Through		0							0				0				0									
	Through	0	0	250	0		0	0	0	0	266	0	0	0	266	0	0	0	266								
	Through-Right		0							0				0				0									
	Right	481	1	0	-2		0	26	507	1	0	0	507	1	0	0	507	1	0								
	Left-Through-Right		1							1				1				1									
CRITICAL VOLUMES		North-South: 866			0			North-South: 668			668			North-South: 668			668										
		East-West: 250			0			East-West: 266			266			East-West: 266			266										
		SUM: 1116			0			SUM: 934			934			SUM: 934			934										
VOLUME/CAPACITY (V/C) RATIO:					0.783						0.655						0.655										
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.783						0.555						0.555										
LEVEL OF SERVICE (LOS):					C						A						A										
REMARKS:		Refer to Traffix Analysis			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC				Fut + WCSP + Non-ESC + ESC				with Event Management Plan											

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.228
NO

PROJECT IMPACT

-0.228
NO

Δv/c after mitigation: -0.228
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			De Soto Ave			Year of Count:			2016		Ambient Growth: (%)					Conducted by:		GTC		Date:		January 2020			
46		East-West Street:			US 101 EB Ramps			Projection Year:			2035		Peak Hour:			5 - 6 PM		Reviewed by:				Project:		Promenade (10k Seats)			
No. of Phases							3						3						3						3		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?							2						2						0						0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0		
ATSAC-1 or ATSAC+ATCS-2?				EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0		
Override Capacity							0						2						2						2		
							0						0						0						0		
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP									
				Volume	No. of Lanes	Lane Volume	Project Vols			Delta 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	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0								
	Left-Through		0						0				0		0		0		0								
	Through	768	3	256	-27		0	-23	745	4	186	8	753	4	188	0	753	4	188								
	Through-Right		0						0				0		0		0		0								
	Right	252	1	252	-9		0	4	256	1	256	0	256	1	256	0	256	1	256								
	Left-Through-Right		0						0				0		0		0		0								
Left-Right		0						0				0		0		0		0									
SOUTHBOUND	Left	905	2	498	9		0	-74	831	2	457	0	831	2	457	0	831	2	457								
	Left-Through		0						0				0		0		0		0								
	Through	849	2	425	9		0	-26	823	2	412	1	824	2	412	0	824	2	412								
	Through-Right		0						0				0		0		0		0								
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0								
	Left-Through-Right		0						0				0		0		0		0								
Left-Right		0						0				0		0		0		0									
EASTBOUND	Left	554	1	278	0		0	-24	530	1	266	0	530	1	266	0	530	1	266								
	Left-Through		1						1				1		1		1		1								
	Through	2	0	278	0		0	0	2	0	266	0	2	0	266	0	2	0	266								
	Through-Right		0						0				0		0		0		0								
	Right	247	1	247	1		0	-1	246	1	246	0	246	1	246	0	246	1	246								
	Left-Through-Right		0						0				0		0		0		0								
Left-Right		0						0				0		0		0		0									
WESTBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0								
	Left-Through		0						0				0		0		0		0								
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0								
	Through-Right		0						0				0		0		0		0								
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0								
	Left-Through-Right		0						0				0		0		0		0								
Left-Right		0						0				0		0		0		0									
CRITICAL VOLUMES				North-South: 754			754			0			North-South: 713			713			North-South: 713			713					
				East-West: 278			278			0			East-West: 266			266			East-West: 266			266					
				SUM: 1032			1032			0			SUM: 979			979			SUM: 979			979					
VOLUME/CAPACITY (V/C) RATIO:							0.724			0.000			0.687			0.687						0.687					
V/C LESS ATSAC/ATCS ADJUSTMENT:							0.724			0.000			0.587			0.587						0.587					
LEVEL OF SERVICE (LOS):							C			A			A			A						A					
REMARKS:				Refer to Traffix Analysis			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan											

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.137
NO

PROJECT IMPACT

-0.137
NO

Δv/c after mitigation: -0.137
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			De Soto Ave / Serrania Ave			Year of Count:			2016		Ambient Growth: (%)					Conducted by:		GTC		Date:		January 2020	
47		East-West Street:			Ventura BI			Projection Year:			2035		Peak Hour:			5 - 6 PM		Reviewed by:				Project:		Promenade (10k Seats)	
No. of Phases											3					4							4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?											1					0							0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 2			NB-- 0 SB-- 2			1		NB-- 0 SB-- 3			0		NB-- 0 SB-- 3			NB-- 0 SB-- 3		0		
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 2			EB-- 0 WB-- 2			2		EB-- 0 WB-- 3			3		EB-- 0 WB-- 3			EB-- 0 WB-- 3		3		
Override Capacity					0			0			0		2			0		2			0		2		
					0			0			0		0			0		0			0		0		
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP						
					Volume	No. of Lanes	Lane Volume	Project Vols			Delta 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	61	1	61	0		0	5	66	1	66	0	66	1	66	0	66	1	66						
	Left-Through		0							0				0				0							
	Through	206	1	151	1		0	10	216	2	108	8	224	2	112	0	224	2	112						
	Through-Right		1							0				0				0							
	Right	95	0	95	1		0	17	112	1	73	0	112	1	73	0	112	1	73						
	Left-Through-Right		0							0				0				0							
	Left-Right		0							0				0				0							
SOUTHBOUND	Left	524	2	288	-12		0	108	632	2	348	0	632	2	348	0	632	2	348						
	Left-Through		0							0				0				0							
	Through	263	1	263	-4		0	-11	252	1	252	1	253	1	253	0	253	1	253						
	Through-Right		0							0				0				0							
	Right	360	1	360	-8		0	25	385	1	33	0	385	1	33	0	385	1	33						
	Left-Through-Right		0							0				0				0							
	Left-Right		0							0				0				0							
EASTBOUND	Left	336	1	336	8		0	16	352	1	352	0	352	1	352	0	352	1	352						
	Left-Through		0							0				0				0							
	Through	1136	2	404	26		0	59	1195	2	424	0	1195	2	424	0	1195	2	424						
	Through-Right		1							1				1				1							
	Right	75	0	75	1		0	1	76	0	76	0	76	0	76	0	76	0	76						
	Left-Through-Right		0							0				0				0							
	Left-Right		0							0				0				0							
WESTBOUND	Left	66	1	66	1		0	13	79	1	79	0	79	1	79	0	79	1	79						
	Left-Through		0							0				0				0							
	Through	1091	3	364	12		0	24	1115	3	372	0	1115	3	372	0	1115	3	372						
	Through-Right		0							0				0				0							
	Right	442	1	442	6		0	147	589	1	241	0	589	1	241	0	589	1	241						
	Left-Through-Right		0							0				0				0							
	Left-Right		0							0				0				0							
CRITICAL VOLUMES					North-South: 511						0		North-South: 456			456		North-South: 460			460				
					East-West: 778						0		East-West: 724			724		East-West: 724			724				
					SUM: 1289						0		SUM: 1180			1180		SUM: 1184			1184				
VOLUME/CAPACITY (V/C) RATIO:								0.905			0.000					0.858					0.861				
V/C LESS ATSAC/ATCS ADJUSTMENT:								0.905			0.000					0.758					0.761				
LEVEL OF SERVICE (LOS):								E			A					C					C				
REMARKS:					Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC				Fut + WCSP + Non-ESC + ESC				with Event Management Plan						

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.147
NO

PROJECT IMPACT

-0.144
NO

Δv/c after mitigation: -0.144
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon Bl			Year of Count: 2016			Ambient Growth: (%):			Conducted by:		GTC		Date: January 2020						
48		East-West Street: Martinez St			Projection Year: 2035			Peak Hour: 5 - 6 PM			Reviewed by:				Project: Promenade (10k Seats)						
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						2				2				2				2			
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 0 SB-- 0 EB-- 0 WB-- 0		0 0 0 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		0 0 0 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		0 0 0 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		0 0 0 0			
ATSAC-1 or ATSAC+ATCS-2?						0 0 0 0				2 0 0 0				2 0 0 0				2 0 0 0			
Override Capacity						0 0				0 0				0 0				0 0			
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
				Volume	No. of Lanes	Lane Volume	Project Vols			Delta 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	8	0	8	0		0	-2	6	0	6	0	6	0	6	0	6	0	6		
	Left-Through		1							1			1				1				
	Through	1575	0	812	-24		0	161	1736	0	887	23	1759	0	898	0	1759	0	898		
	Through-Right		1							1			1				1				
	Right	1	0	812	0		0	0	1	0	887	0	1	0	898	0	1	0	898		
	Left-Through-Right		0							0			0				0				
Left-Right		0							0			0				0					
SOUTHBOUND	Left	10	0	10	1		0	-1	9	0	9	0	9	0	9	0	9	0	9		
	Left-Through		1							1			1				1				
	Through	1377	0	725	13		0	-7	1370	0	719	1	1371	0	719	0	1371	0	719		
	Through-Right		1							1			1				1				
	Right	13	0	725	1		0	0	13	0	719	0	13	0	719	0	13	0	719		
	Left-Through-Right		0							0			0				0				
Left-Right		0							0			0				0					
EASTBOUND	Left	42	0	42	0		0	9	51	0	51	0	51	0	51	0	51	0	51		
	Left-Through		0							0			0				0				
	Through	7	0	61	0		0	0	7	0	66	0	7	0	66	0	7	0	66		
	Through-Right		0							0			0				0				
	Right	12	0	0	0		0	-4	8	0	0	0	8	0	0	0	8	0	0		
	Left-Through-Right		1							1			1				1				
Left-Right		0							0			0				0					
WESTBOUND	Left	17	0	17	0		0	-1	16	0	16	0	16	0	16	0	16	0	16		
	Left-Through		0							0			0				0				
	Through	12	0	32	-1		0	3	15	0	35	0	15	0	35	0	15	0	35		
	Through-Right		0							0			0				0				
	Right	3	0	0	0		0	1	4	0	0	0	4	0	0	0	4	0	0		
	Left-Through-Right		1							1			1				1				
Left-Right		0							0			0				0					
CRITICAL VOLUMES				North-South: 822 East-West: 78 SUM: 900		0 0 0		North-South: 896 East-West: 86 SUM: 982				North-South: 907 East-West: 86 SUM: 993				North-South: 907 East-West: 86 SUM: 993					
VOLUME/CAPACITY (V/C) RATIO:				0.600		0.000		0.655				0.662				0.662					
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.600		0.000		0.555				0.562				0.562					
LEVEL OF SERVICE (LOS):				A		A		A				A				A					
REMARKS:				Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				with Event Management Plan			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.045
NO

PROJECT IMPACT

-0.038
NO

Δv/c after mitigation: -0.038
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon Bl			Year of Count: 2016			Ambient Growth: (%)			Conducted by:		GTC		Date: January 2020				
49		East-West Street: Mulholland Dr			Projection Year: 2035			Peak Hour: 5 - 6 PM			Reviewed by:				Project: Promenade (10k Seats)				
		No. of Phases		3			3			4			4			4			
		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		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		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		EB-- 0 WB-- 0			
		Override Capacity		0			0			2			2			2			
				0			0			0			0			0			
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Vols			Delta 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	190	1	190	-1		0	53	243	1	243	0	243	1	243	0	243	1	243
	Left-Through		0							0				0				0	
	Through	875	1	442	-2		0	-11	864	1	438	23	887	1	449	0	887	1	449
	Through-Right		1							1				1				1	
	Right	8	0	8	0		0	3	11	0	11	0	11	0	11	0	11	0	11
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	22	0	22	0		0	-1	21	0	21	0	21	0	21	0	21	0	21
	Left-Through		1							1				1				1	
	Through	593	0	673	1		0	9	602	1	343	1	603	1	344	0	603	1	344
	Through-Right		1							0				0				0	
	Right	664	0	673	1		0	37	701	1	524	0	701	1	524	0	701	1	524
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	610	1	345	-13		0	10	620	1	355	0	620	1	355	0	620	1	355
	Left-Through		1							1				1				1	
	Through	79	0	345	-2		0	10	89	0	355	0	89	0	355	0	89	0	355
	Through-Right		0							0				0				0	
	Right	152	1	57	-3		0	29	181	1	60	0	181	1	60	0	181	1	60
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	17	0	17	0		0	2	19	0	19	0	19	0	19	0	19	0	19
	Left-Through		0							0				0				0	
	Through	51	0	121	-1		0	2	53	0	113	0	53	0	113	0	53	0	113
	Through-Right		0							0				0				0	
	Right	53	0	0	-1		0	-12	41	0	0	0	41	0	0	0	41	0	0
	Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 863		863			0	North-South: 767		767	North-South: 767		767	North-South: 767		767			
		East-West: 466		466			0	East-West: 468		468	East-West: 468		468	East-West: 468		468			
		SUM: 1329		1329			0	SUM: 1235		1235	SUM: 1235		1235	SUM: 1235		1235			
VOLUME/CAPACITY (V/C) RATIO:				0.933			0.000			0.898			0.898			0.898			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.933			0.000			0.798			0.798			0.798			
LEVEL OF SERVICE (LOS):				E			A			C			C			C			
REMARKS:		Refer to Traffix Analysis			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				with Event Management Plan			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.135
NO

PROJECT IMPACT

-0.135
NO

Δv/c after mitigation: -0.135
Fully mitigated? N/A

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19 Erwin/De Soto

Cycle (sec): 100 Critical Vol./Cap.(X): 0.608
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	0	1	2	0	1	1	0	1	0	1	1	0	1	1	0

Volume Module:

Base Vol:	142	1765	31	20	1159	207	251	14	382	10	11	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	1765	31	20	1159	207	251	14	382	10	11	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	1765	31	20	1159	207	251	14	382	10	11	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	1765	31	20	1159	207	251	14	382	10	11	11
PCE Adj:	1.00	1.00	1.00	6.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Volume:	142	1765	31	120	1159	207	276	14	420	10	11	11

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.95	0.05	0.37	2.63	1.00	1.17	0.06	1.77	1.00	1.00	1.00
Final Sat.:	1425	4201	74	524	3751	1425	1662	84	2529	1425	1425	1425

Capacity Analysis Module:

Vol/Sat:	0.10	0.42	0.42	0.04	0.31	0.15	0.17	0.17	0.17	0.01	0.01	0.01
Crit Volume:	599			20			237			11		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #37 Shoup/Ventura Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.170
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	F

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Protected	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	0 1 0 1 0	1 1 0 0 1	1 0 2 1 0	1 0 3 0 1

Volume Module:

Base Vol:	66 541 158	374 162 267	159 1025 66	123 1345 635
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	66 541 158	374 162 267	159 1025 66	123 1345 635
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	66 541 158	374 162 267	159 1025 66	123 1345 635
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	66 541 158	374 162 267	159 1025 66	123 1345 635
PCE Adj:	1.00 1.00 1.00	4.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.10 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	66 541 158	411 162 267	159 1025 66	123 1345 635

Saturation Flow Module:

Sat/Lane:	1425 1425 1425	1425 1425 1425	1425 1425 1425	1425 1425 1425
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	0.17 1.42 0.41	1.43 0.57 1.00	1.00 2.82 0.18	1.00 3.00 1.00
Final Sat.:	246 2015 589	2045 805 1425	1425 4016 259	1425 4275 1425

Capacity Analysis Module:

Vol/Sat:	0.27 0.27 0.27	0.20 0.20 0.19	0.11 0.26 0.26	0.09 0.31 0.45
Crit Volume:	383	287	364	635
Crit Moves:	****	****	****	****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 Topanga Canyon Blvd/Clarendon

Cycle (sec):	100	Critical Vol./Cap.(X):	1.095
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	F

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Protected	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 2 1 0	1 0 2 1 0	1 0 1! 0 0	0 1 0 0 1

Volume Module:

Base Vol:	43	2260	46	260	1137	172	360	55	57	44	21	277
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	2260	46	260	1137	172	360	55	57	44	21	277
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	2260	46	260	1137	172	360	55	57	44	21	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	2260	46	260	1137	172	360	55	57	44	21	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Volume:	43	2260	46	260	1137	172	396	55	57	44	21	277

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.94	0.06	1.00	2.61	0.39	1.56	0.22	0.22	0.68	0.32	1.00
Final Sat.:	1425	4190	85	1425	3713	562	2222	309	320	965	460	1425

Capacity Analysis Module:

Vol/Sat:	0.03	0.54	0.54	0.18	0.31	0.31	0.18	0.18	0.18	0.05	0.05	0.19
Crit Volume:		769		260					254			277
Crit Moves:		****		****					****			****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 US 101 WB Ramps/De Soto

Cycle (sec):	100	Critical Vol./Cap.(X):	0.801
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	93	Level Of Service:	D

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 2 0 0	0 0 4 0 1	0 0 0 0 0	1 0 1! 0 1

Volume Module:

Base Vol:	250 1081	0	0 1471	616	0 0 0	269	0	481
Growth Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
Initial Bse:	250 1081	0	0 1471	616	0 0 0	269	0	481
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
PHF Volume:	250 1081	0	0 1471	616	0 0 0	269	0	481
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0
Reduced Vol:	250 1081	0	0 1471	616	0 0 0	269	0	481
PCE Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
MLF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.10 1.00	1.10
Final Volume:	250 1081	0	0 1471	616	0 0 0	296	0	529

Saturation Flow Module:

Sat/Lane:	1425 1425	1425	1425 1425	1425	1425 1425	1425	1425 1425	1425
Adjustment:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
Lanes:	1.00 2.00	0.00	0.00 4.00	1.00	0.00 0.00	0.00	1.08 0.00	1.92
Final Sat.:	1425 2850	0	0 5700	1425	0 0 0	1533	0	2742

Capacity Analysis Module:

Vol/Sat:	0.18 0.38	0.00	0.00 0.26	0.43	0.00 0.00	0.00	0.19 0.00	0.19
Crit Volume:	250			616		0		275
Crit Moves:	****			****				****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #46 US 101 EB/De Soto

Cycle (sec):	100	Critical Vol./Cap.(X):	0.743
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	C

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Protected	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	0 0 3 0 1	2 0 2 0 0	1 1 0 0 1	0 0 0 0 0

Volume Module:

Base Vol:	0 768 252	905 849 0	554 2 247	0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 768 252	905 849 0	554 2 247	0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 768 252	905 849 0	554 2 247	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 768 252	905 849 0	554 2 247	0 0 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.10 1.00 1.00	1.10 1.00 1.00	1.00 1.00 1.00
Final Volume:	0 768 252	996 849 0	609 2 247	0 0 0

Saturation Flow Module:

Sat/Lane:	1425 1425 1425	1425 1425 1425	1425 1425 1425	1425 1425 1425
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	0.00 3.00 1.00	2.00 2.00 0.00	1.99 0.01 1.00	0.00 0.00 0.00
Final Sat.:	0 4275 1425	2850 2850 0	2841 9 1425	0 0 0

Capacity Analysis Module:

Vol/Sat:	0.00 0.18 0.18	0.35 0.30 0.00	0.21 0.21 0.17	0.00 0.00 0.00
Crit Volume:	256	498	306	0
Crit Moves:	****	****	****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #49 Topanga Canyon Blvd/Mulholland

Cycle (sec): 100 Critical Vol./Cap.(X): 0.953
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	1	1	0	0	1	0

Volume Module:

Base Vol:	190	875	8	22	593	664	610	79	152	17	51	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	875	8	22	593	664	610	79	152	17	51	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	875	8	22	593	664	610	79	152	17	51	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	875	8	22	593	664	610	79	152	17	51	53
PCE Adj:	1.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	875	8	88	593	664	671	79	152	17	51	53

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	0.03	0.98	0.99	1.79	0.21	1.00	0.14	0.42	0.44
Final Sat.:	1425	2824	26	52	1391	1407	2550	300	1425	200	601	624

Capacity Analysis Module:

Vol/Sat:	0.13	0.31	0.31	0.43	0.43	0.47	0.26	0.26	0.11	0.08	0.08	0.08
Crit Volume:	190					672	375			121		
Crit Moves:	****					****	****			****		

LOS Worksheets

Weekday 6 - 7 PM

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Shoup Ave			Year of Count: 2016			Ambient Growth: (%):			Conducted by:		GTC		Date: January 2020						
1		East-West Street: Vanowen St			Projection Year: 2035			Peak Hour: 6 - 7 PM			Reviewed by:				Project: Promenade (10k Seats)						
No. of Phases						2				2				2				2			
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		NB-- 0 SB-- 0		0		NB-- 0 SB-- 0		0		NB-- 0 SB-- 0		0			
ATSAC-1 or ATSAC+ATCS-2?				EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0			
Override Capacity						0				2				2				2			
						0				0				0				0			
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
				Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Delta 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	100	1	100	2		0	-9	91	1	91	0	91	1	91	0	91	1	91		
	Left-Through		0							0			0				0				
	Through	1013	2	507	23		0	11	1024	2	512	0	1024	2	512	0	1024	2	512		
	Through-Right		0							0			0				0				
	Right	71	1	33	1		0	-6	65	1	34	0	65	1	34	0	65	1	34		
	Left-Through-Right		0							0				0			0				
Left-Right		0								0			0				0				
SOUTHBOUND	Left	38	1	38	1		0	5	43	1	43	0	43	1	43	0	43	1	43		
	Left-Through		0							0			0				0				
	Through	479	2	240	6		0	-17	462	2	231	0	462	2	231	0	462	2	231		
	Through-Right		0							0			0				0				
	Right	80	1	25	1		0	5	85	1	30	0	85	1	30	0	85	1	30		
	Left-Through-Right		0							0			0				0				
Left-Right		0								0			0				0				
EASTBOUND	Left	110	1	110	1		0	0	110	1	110	0	110	1	110	0	110	1	110		
	Left-Through		0							0			0				0				
	Through	542	1	306	4		0	10	552	2	276	52	604	2	302	0	604	2	302		
	Through-Right		1							0			0				0				
	Right	70	0	70	0		0	-1	69	1	24	0	69	1	24	0	69	1	24		
	Left-Through-Right		0							0			0				0				
Left-Right		0								0			0				0				
WESTBOUND	Left	77	1	77	1		0	-14	63	1	63	0	63	1	63	0	63	1	63		
	Left-Through		0							0			0				0				
	Through	509	2	255	10		0	-6	503	2	252	3	506	2	253	0	506	2	253		
	Through-Right		0							0			0				0				
	Right	80	1	61	2		0	7	87	1	66	0	87	1	66	0	87	1	66		
	Left-Through-Right		0							0			0				0				
Left-Right		0								0			0				0				
CRITICAL VOLUMES				North-South: 545		0		North-South: 555		555		North-South: 555		555		North-South: 555		555			
				East-West: 383		0		East-West: 362		362		East-West: 365		365		East-West: 365		365			
				SUM: 928		0		SUM: 917		917		SUM: 920		920		SUM: 920		920			
VOLUME/CAPACITY (V/C) RATIO:						0.619				0.611				0.613				0.613			
V/C LESS ATSAC/ATCS ADJUSTMENT:						0.619				0.511				0.513				0.513			
LEVEL OF SERVICE (LOS):						B				A				A				A			
REMARKS:				Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC			Fut + WCSP + Non-ESC + ESC			with Event Management Plan					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.108
NO

PROJECT IMPACT

-0.106
NO

Δv/c after mitigation: -0.106
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon Bl			Year of Count: 2016			Ambient Growth: (%)			Conducted by:		GTC		Date: January 2020						
2		East-West Street: Vanowen St			Projection Year: 2035			Peak Hour: 6 - 7 PM			Reviewed by:				Project: Promenade (10k Seats)						
No. of Phases						3				3				3							
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		0		0		0		NB-- 0 SB-- 0		0		0					
				EB-- 0 WB-- 0		0		0		0		EB-- 0 WB-- 0		0		0					
ATSAC-1 or ATSAC+ATCS-2?						0				2				2							
Override Capacity						0				0				0							
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
				Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Delta 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	124	1	124	3		0	14	138	2	76	3	141	2	78	0	141	2	78		
	Left-Through		0							0			0				0				
	Through	1176	2	588	32		0	46	1222	2	611	12	1234	2	617	0	1234	2	617		
	Through-Right		0							0			0				0				
	Right	107	1	70	4		0	41	148	2	35	0	148	2	35	0	148	2	35		
	Left-Through-Right		0							0				0			0				
Left-Right		0								0			0			0					
SOUTHBOUND	Left	121	1	121	1		0	4	125	1	125	0	125	1	125	0	125	1	125		
	Left-Through		0							0			0				0				
	Through	878	2	324	9		0	-30	848	2	313	230	1078	2	390	0	1078	2	390		
	Through-Right		1							1			1				1				
	Right	95	0	95	1		0	-4	91	0	91	0	91	0	91	0	91	0	91		
	Left-Through-Right		0							0			0				0				
Left-Right		0							0			0				0					
EASTBOUND	Left	79	1	79	1		0	3	82	2	45	0	82	2	45	0	82	2	45		
	Left-Through		0							0			0				0				
	Through	483	2	242	3		0	28	511	1	281	0	511	1	307	0	511	1	307		
	Through-Right		0							1			1				1				
	Right	47	1	0	0		0	4	51	0	51	52	103	0	103	0	103	0	103		
	Left-Through-Right		0							0			0				0				
Left-Right		0							0			0				0					
WESTBOUND	Left	74	1	74	0		0	18	92	1	92	0	92	1	92	0	92	1	92		
	Left-Through		0							0			0				0				
	Through	521	1	314	1		0	12	533	2	267	0	533	2	267	0	533	2	267		
	Through-Right		1							0			0				0				
	Right	107	0	107	1		0	4	111	1	49	0	111	1	49	0	111	1	49		
	Left-Through-Right		0							0			0				0				
Left-Right		0							0			0				0					
CRITICAL VOLUMES				North-South: 709		0		North-South: 736		736		North-South: 742		742		North-South: 742		742			
				East-West: 393		0		East-West: 373		373		East-West: 399		399		East-West: 399		399			
				SUM: 1102		0		SUM: 1109		1109		SUM: 1141		1141		SUM: 1141		1141			
VOLUME/CAPACITY (V/C) RATIO:				0.773		0.000		0.778		0.778		0.801		0.801		0.801		0.801			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.773		0.000		0.678		0.678		0.701		0.701		0.701		0.701			
LEVEL OF SERVICE (LOS):				C		A		B		B		C		C		C		C			
REMARKS:				Future 2035 No Build		Non_ESC Project Volumes Only		Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				with Event Management Plan					

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Owensmouth Ave			Year of Count:			2016		Ambient Growth: (%)					Conducted by:		GTC		Date:		January 2020	
3		East-West Street:			Vanowen St			Projection Year:			2035		Peak Hour:			6 - 7 PM		Reviewed by:				Project:		Promenade (10k Seats)	
No. of Phases								2						3									3		
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			0			NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0			0		
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			0		
Override Capacity								0						2						2			2		
								0						0						0			0		
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP						
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Delta 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	95	1	95	6		0	-13	82	1	82	0	82	1	82	0	82	1	82						
	Left-Through		0							0				0				0							
	Through	501	2	251	38		0	35	536	2	268	3	539	2	270	0	539	2	270						
	Through-Right		0							0				0				0							
	Right	238	1	174	16		0	-14	224	1	192	4	228	1	175	0	228	1	175						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
SOUTHBOUND	Left	67	1	67	6		0	23	90	1	90	0	90	1	90	0	90	1	90						
	Left-Through		0							0				0				0							
	Through	305	1	203	19		0	20	325	2	163	52	377	2	189	0	377	2	189						
	Through-Right		1							0				0				0							
	Right	101	0	101	6		0	6	107	1	60	0	107	1	60	0	107	1	60						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
EASTBOUND	Left	83	1	83	1		0	11	94	1	94	0	94	1	94	0	94	1	94						
	Left-Through		0							0				0				0							
	Through	820	2	410	3		0	13	833	3	278	0	833	3	278	0	833	3	278						
	Through-Right		0							0				0				0							
	Right	74	1	27	1		0	-4	70	1	29	0	70	1	29	0	70	1	29						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
WESTBOUND	Left	129	1	129	2		0	-13	116	2	64	77	193	2	106	0	193	2	106						
	Left-Through		0							0				0				0							
	Through	611	1	343	11		0	18	629	2	245	0	629	2	245	0	629	2	245						
	Through-Right		1							1				1				1							
	Right	75	0	75	1		0	32	107	0	107	0	107	0	107	0	107	0	107						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
CRITICAL VOLUMES					North-South: 318			North-South: 0			North-South: 358			North-South: 360			North-South: 360								
					East-West: 539			East-West: 0			East-West: 342			East-West: 384			East-West: 384								
					SUM: 857			SUM: 0			SUM: 700			SUM: 744			SUM: 744								
VOLUME/CAPACITY (V/C) RATIO:					0.571			0.000			0.491			0.522			0.522								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.571			0.000			0.391			0.422			0.422								
LEVEL OF SERVICE (LOS):					A			A			A			A			A								
REMARKS:					Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan								

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.180
NO

PROJECT IMPACT

-0.149
NO

Δv/c after mitigation: -0.149
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Caonga Ave			Year of Count: 2016			Ambient Growth: (%):			Conducted by:		GTC		Date: January 2020						
4		East-West Street: Vanowen St			Projection Year: 2035			Peak Hour: 6 - 7 PM			Reviewed by:				Project: Promenade (10k Seats)						
No. of Phases						2				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		NB-- 2 SB-- 0		0		NB-- 2 SB-- 0		0			
ATSAC-1 or ATSAC+ATCS-2?				EB-- 0 WB-- 0		0		0		0		EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0			
Override Capacity						0				2				2				2			
						0				0				0				0			
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
				Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Delta 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	137	1	137	4		0	-2	135	1	135	0	135	1	135	0	135	1	135		
	Left-Through		0							0			0				0				
	Through	1034	3	345	26		0	25	1059	3	353	1	1060	3	353	0	1060	3	353		
	Through-Right		0							0			0				0				
	Right	186	1	126	6		0	25	211	1	211	0	211	1	211	0	211	1	211		
	Left-Through-Right		0							0				0			0				
Left-Right		0							0				0			0					
SOUTHBOUND	Left	113	1	113	1		0	11	124	1	124	0	124	1	124	0	124	1	124		
	Left-Through		0							0			0				0				
	Through	661	2	331	4		0	72	733	2	367	25	758	2	379	0	758	2	379		
	Through-Right		0							0			0				0				
	Right	91	1	25	1		0	-3	88	1	23	0	88	1	23	0	88	1	23		
	Left-Through-Right		0							0			0				0				
Left-Right		0							0				0			0					
EASTBOUND	Left	133	1	133	3		0	-2	131	1	131	0	131	1	131	0	131	1	131		
	Left-Through		0							0			0				0				
	Through	575	2	288	11		0	-12	563	3	188	4	567	3	189	0	567	3	189		
	Through-Right		0							0			0				0				
	Right	50	1	0	1		0	-2	48	1	0	0	48	1	0	0	48	1	0		
	Left-Through-Right		0							0			0				0				
Left-Right		0							0				0			0					
WESTBOUND	Left	121	1	121	2		0	-25	96	1	96	0	96	1	96	0	96	1	96		
	Left-Through		0							0			0				0				
	Through	628	2	314	11		0	-87	541	3	180	77	618	3	206	0	618	3	206		
	Through-Right		0							0			0				0				
	Right	151	1	95	2		0	-45	106	1	44	0	106	1	44	0	106	1	44		
	Left-Through-Right		0							0			0				0				
Left-Right		0							0				0			0					
CRITICAL VOLUMES				North-South: 468		0		North-South: 502		502		North-South: 514		514		North-South: 514		514			
				East-West: 447		0		East-West: 311		311		East-West: 337		337		East-West: 337		337			
				SUM: 915		0		SUM: 813		813		SUM: 851		851		SUM: 851		851			
VOLUME/CAPACITY (V/C) RATIO:				0.610		0.000		0.591		0.591		0.619		0.619		0.619		0.619			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.610		0.000		0.491		0.491		0.519		0.519		0.519		0.519			
LEVEL OF SERVICE (LOS):				B		A		A		A		A		A		A		A			
REMARKS:				Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.119
NO

PROJECT IMPACT

-0.091
NO

Δv/c after mitigation: -0.091
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			De Soto Ave			Year of Count:			2016		Ambient Growth: (%)					Conducted by:		GTC		Date:		January 2020				
5		East-West Street:			Vanowen St			Projection Year:			2035		Peak Hour:			6 - 7 PM		Reviewed by:				Project:		Promenade (10k Seats)				
No. of Phases								3						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			0			0			0		
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			0			0			0			0			0			0			0		
Override Capacity								0			0			2			0			2			0			2		
								0			0			0			0			0			0			0		
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP									
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Delta 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	38	1	38	1		0	8	46	1	46	0	46	1	46	0	46	1	46									
	Left-Through		0							0			0				0											
	Through	1142	2	410	23		0	20	1162	2	431	1	1163	2	431	0	1163	2	431									
	Through-Right		1							1			1				1											
	Right	89	0	89	2		0	42	131	0	131	0	131	0	131	0	131	0	131									
	Left-Through-Right		0							0				0				0										
Left-Right		0							0				0				0											
SOUTHBOUND	Left	77	1	77	1		0	3	80	1	80	0	80	1	80	0	80	1	80									
	Left-Through		0							0			0				0											
	Through	626	3	209	8		0	166	792	3	264	25	817	3	272	0	817	3	272									
	Through-Right		0							0			0				0											
	Right	143	1	65	1		0	22	165	1	32	0	165	1	32	0	165	1	32									
	Left-Through-Right		0							0				0				0										
Left-Right		0							0				0				0											
EASTBOUND	Left	156	1	156	2		0	-23	133	1	133	0	133	1	133	0	133	1	133									
	Left-Through		0							0			0				0											
	Through	1116	2	558	15		0	-2	1114	3	371	4	1118	3	373	0	1118	3	373									
	Through-Right		0							0			0				0											
	Right	75	1	56	1		0	17	92	1	46	0	92	1	46	0	92	1	46									
	Left-Through-Right		0							0				0				0										
Left-Right		0							0				0				0											
WESTBOUND	Left	72	1	72	1		0	48	120	1	120	0	120	1	120	0	120	1	120									
	Left-Through		0							0			0				0											
	Through	615	1	362	11		0	78	693	2	267	77	770	2	293	0	770	2	293									
	Through-Right		1							1			1				1											
	Right	109	0	109	1		0	0	109	0	109	0	109	0	109	0	109	0	109									
	Left-Through-Right		0							0				0				0										
Left-Right		0							0				0				0											
CRITICAL VOLUMES					North-South: 487			0			North-South: 511			511			North-South: 511			511								
					East-West: 630			0			East-West: 491			491			East-West: 493			493								
					SUM: 1117			0			SUM: 1002			1004			SUM: 1004			1004								
VOLUME/CAPACITY (V/C) RATIO:					0.784			0.000			0.729			0.730			0.730			0.730								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.784			0.000			0.629			0.630			0.630			0.630								
LEVEL OF SERVICE (LOS):					C			A			B			B			B			B								
REMARKS:					Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan											

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.155
NO

PROJECT IMPACT

-0.154
NO

Δv/c after mitigation: -0.154
Fully mitigated? N/A



$\Delta v/c$ after mitigation:	-0.162
Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon Bl			Year of Count: 2016			Ambient Growth: (%)			Conducted by:		GTC		Date: January 2020							
7		East-West Street: Victory Bl			Projection Year: 2035			Peak Hour: 6 - 7 PM			Reviewed by:				Project: Promenade (10k Seats)							
		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-- 0		0	NB-- 0 SB-- 0		0	NB-- 3 SB-- 0		0	NB-- 3 SB-- 0		0	NB-- 3 SB-- 0		0				
		ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 3		3	EB-- 0 WB-- 3		3	EB-- 0 WB-- 3		3	EB-- 0 WB-- 3		3	EB-- 0 WB-- 3		3				
		Override Capacity			0		0		0		2		2		2		2		0			
					0		0		0		0		0		0		0		0			
		MOVEMENT			2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ			FUTURE W/ WCSP W/ FULL PROJ			FUT W/ WCSP W/ FULL PROJ W/ EMP					
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Delta 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	127	1	127	2		0	8	135	2	74	4	139	2	76	0	139	2	76			76
	Left-Through		0							0			0				0				0	
	Through	1085	2	447	26		0	141	1226	3	409	17	1243	3	414	0	1243	3	414			414
	Through-Right		1							0			0				0				0	
	Right	256	0	256	6		0	32	288	1	161	0	288	1	161	0	288	1	161			161
	Left-Through-Right		0							0				0				0				0
Left-Right		0								0			0				0				0	
SOUTHBOUND	Left	173	1	173	4		0	-9	164	2	90	0	164	2	90	0	164	2	90			90
	Left-Through		0							0			0				0				0	
	Through	797	2	293	18		0	-69	728	3	243	333	1061	3	354	0	1061	3	354			354
	Through-Right		1							0			0				0				0	
	Right	82	0	82	1		0	7	89	1	53	0	89	1	53	0	89	1	53			53
	Left-Through-Right		0							0				0				0				0
Left-Right		0								0			0				0				0	
EASTBOUND	Left	107	2	59	3		0	26	133	2	73	0	133	2	73	0	133	2	73			73
	Left-Through		0							0			0				0				0	
	Through	594	2	235	17		0	167	761	3	226	0	761	3	245	0	761	3	245			245
	Through-Right		1							1			1				1				1	
	Right	110	0	110	3		0	31	141	0	141	77	218	0	218	0	218	0	218			218
	Left-Through-Right		0							0				0				0				0
Left-Right		0								0			0				0				0	
WESTBOUND	Left	229	2	126	-8		0	1	230	2	127	0	230	2	127	0	230	2	127			127
	Left-Through		0							0			0				0				0	
	Through	624	2	266	-21		0	20	644	3	215	0	644	3	215	0	644	3	215			215
	Through-Right		1							0			0				0				0	
	Right	173	0	173	-6		0	2	175	1	85	0	175	1	85	0	175	1	85			85
	Left-Through-Right		0							0				0				0				0
Left-Right		0								0			0				0				0	
CRITICAL VOLUMES		North-South: 620			North-South: 0			North-South: 499			North-South: 504			North-South: 504								
		East-West: 361			East-West: 0			East-West: 353			East-West: 372			East-West: 372								
		SUM: 981			SUM: 0			SUM: 852			SUM: 876			SUM: 876								
VOLUME/CAPACITY (V/C) RATIO:		0.713			0.000			0.620			0.637			0.637								
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.713			0.000			0.520			0.537			0.537								
LEVEL OF SERVICE (LOS):		C			A			A			A			A								
REMARKS:		Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan								

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.193
NO

PROJECT IMPACT

-0.176
NO

Δv/c after mitigation: -0.176
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Westfield Wy			Year of Count: 2016			Ambient Growth: (%)			Conducted by:		GTC		Date: January 2020				
8		East-West Street: Victory BI			Projection Year: 2035			Peak Hour: 6 - 7 PM			Reviewed by:				Project: Promenade (10k Seats)				
<div>No. of Phases</div> <div>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?</div> <div>Right Turns: FREE-1, NRTOR-2 or OLA-3?</div> <div>ATSAC-1 or ATSAC+ATCS-2?</div> <div>Override Capacity</div>																			
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Delta 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	55	0	55	6		0	-3	52	1	29	0	52	1	29	0	52	1	29
	Left-Through		1							1				1				1	
	Through	4	0	59	1		0	1	5	0	29	0	5	0	29	0	5	0	29
	Through-Right		0							0				0				0	
	Right	58	1	44	8		0	8	66	1	32	0	66	1	32	0	66	1	32
	Left-Through-Right		0							0				0				0	
SOUTHBOUND	Left	92	0	92	2		0	24	116	1	116	0	116	1	116	0	116	1	116
	Left-Through		1							0				0				0	
	Through	4	0	96	1		0	0	4	1	4	0	4	1	4	0	4	1	4
	Through-Right		0							0				0				0	
	Right	123	1	123	2		0	1	124	1	38	0	124	1	38	0	124	1	38
	Left-Through-Right		0							0				0				0	
EASTBOUND	Left	136	1	136	1		0	21	157	2	86	0	157	2	86	0	157	2	86
	Left-Through		0							0				0				0	
	Through	897	3	238	3		0	497	1394	4	349	0	1394	4	349	0	1394	4	349
	Through-Right		1							0				0				0	
	Right	55	0	55	1		0	9	64	1	35	0	64	1	35	0	64	1	35
	Left-Through-Right		0							0				0				0	
WESTBOUND	Left	28	1	28	1		0	6	34	1	34	0	34	1	34	0	34	1	34
	Left-Through		0							0				0				0	
	Through	998	3	276	45		0	115	1113	4	278	0	1113	4	278	0	1113	4	278
	Through-Right		1							0				0				0	
	Right	104	0	104	6		0	26	130	1	14	0	130	1	14	0	130	1	14
	Left-Through-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 178 East-West: 412 SUM: 590			North-South: 0 East-West: 0 SUM: 0			North-South: 148 East-West: 383 SUM: 531			North-South: 148 East-West: 383 SUM: 531			North-South: 148 East-West: 383 SUM: 531					
VOLUME/CAPACITY (V/C) RATIO:		0.414			0.000			0.386			0.386			0.386					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.414			0.000			0.286			0.286			0.286					
LEVEL OF SERVICE (LOS):		A			A			A			A			A					
REMARKS:		Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.128
NO

PROJECT IMPACT

-0.128
NO

Δv/c after mitigation: -0.128
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Owensmouth Ave			Year of Count:			2016		Ambient Growth: (%)					Conducted by:		GTC		Date:		January 2020	
9		East-West Street:			Victory BI			Projection Year:			2035		Peak Hour:			6 - 7 PM		Reviewed by:				Project:		Promenade (10k Seats)	
No. of Phases											4					4					4				
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			0			0		NB-- 3 SB-- 3			3		NB-- 3 SB-- 3			3		0		
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			0			0		EB-- 3 WB-- 3			3		EB-- 3 WB-- 3			3		3		
Override Capacity											0					2					2		0		
											0					0					0				
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP						
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Delta 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	151	1	151	1		0	5	156	1	156	0	156	1	156	0	156	1	156						
	Left-Through		0							0				0				0							
	Through	718	2	359	10		0	147	865	3	288	8	873	3	291	0	873	3	291						
	Through-Right		0							0				0				0							
	Right	143	1	122	1		0	9	152	1	112	8	160	1	36	0	160	1	36						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
SOUTHBOUND	Left	158	1	158	16		0	3	161	2	89	0	161	2	89	0	161	2	89						
	Left-Through		0							0				0				0							
	Through	394	2	197	40		0	17	411	3	137	154	565	3	188	0	565	3	188						
	Through-Right		0							0				0				0							
	Right	143	1	123	13		0	-2	141	1	70	0	141	1	70	0	141	1	70						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
EASTBOUND	Left	75	2	41	1		0	54	129	2	71	0	129	2	71	0	129	2	71						
	Left-Through		0							0				0				0							
	Through	833	3	222	6		0	424	1257	3	335	0	1257	3	335	0	1257	3	335						
	Through-Right		1							1				1				1							
	Right	54	0	54	1		0	29	83	0	83	0	83	0	83	0	83	0	83						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
WESTBOUND	Left	77	2	42	10		0	-5	72	2	40	154	226	2	124	0	226	2	124						
	Left-Through		0							0				0				0							
	Through	885	3	251	123		0	-2	883	3	255	0	883	3	255	0	883	3	255						
	Through-Right		1							1				1				1							
	Right	117	0	117	18		0	20	137	0	137	0	137	0	137	0	137	0	137						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
CRITICAL VOLUMES					North-South: 517			North-South: 0			North-South: 377			North-South: 380			North-South: 380								
					East-West: 292			East-West: 0			East-West: 375			East-West: 459			East-West: 459								
					SUM: 809			SUM: 0			SUM: 752			SUM: 839			SUM: 839								
VOLUME/CAPACITY (V/C) RATIO:					0.588			0.000			0.547			0.610			0.610								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.588			0.000			0.447			0.510			0.510								
LEVEL OF SERVICE (LOS):					A			A			A			A			A								
REMARKS:					Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan								

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.141
NO

PROJECT IMPACT

-0.078
NO

Δv/c after mitigation: -0.078
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Canoga Ave			Year of Count: 2016			Ambient Growth: (%)			Conducted by:		GTC		Date: January 2020				
10		East-West Street: Victory BI			Projection Year: 2035			Peak Hour: 6 - 7 PM			Reviewed by:				Project: Promenade (10k Seats)				
<div>No. of Phases</div> <div>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?</div> <div>Right Turns: FREE-1, NRTOR-2 or OLA-3?</div> <div>ATSAC-1 or ATSAC+ATCS-2?</div> <div>Override Capacity</div>																			
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Delta 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	121	1	121	7		0	22	143	1	143	0	143	1	143	0	143	1	143
	Left-Through		0							0				0				0	
	Through	1020	2	425	41		0	-61	959	3	320	1	960	3	320	0	960	3	320
	Through-Right		1							0				0				0	
	Right	256	0	256	15		0	97	353	1	309	0	353	1	309	0	353	1	309
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	104	1	104	-1		0	20	124	2	68	0	124	2	68	0	124	2	68
	Left-Through		0							0				0				0	
	Through	624	2	244	-6		0	16	640	2	251	25	665	2	260	0	665	2	260
	Through-Right		1							1				1				1	
	Right	108	0	108	-1		0	6	114	0	114	0	114	0	114	0	114	0	114
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	101	1	101	4		0	-2	99	1	99	0	99	1	99	0	99	1	99
	Left-Through		0							0				0				0	
	Through	949	3	268	59		0	542	1491	4	373	8	1499	4	375	0	1499	4	375
	Through-Right		1							0				0				0	
	Right	121	0	121	6		0	23	144	1	73	0	144	1	73	0	144	1	73
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	143	1	143	9		0	17	160	2	88	0	160	2	88	0	160	2	88
	Left-Through		0							0				0				0	
	Through	838	3	252	55		0	219	1057	3	302	154	1211	3	340	0	1211	3	340
	Through-Right		1							1				1				1	
	Right	169	0	169	8		0	-20	149	0	149	0	149	0	149	0	149	0	149
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 529 East-West: 411 SUM: 940			North-South: 0 East-West: 0 SUM: 0			North-South: 394 East-West: 461 SUM: 855				North-South: 403 East-West: 463 SUM: 866				North-South: 403 East-West: 463 SUM: 866			
VOLUME/CAPACITY (V/C) RATIO:		0.660			0.000			0.622				0.630				0.630			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.660			0.000			0.522				0.530				0.530			
LEVEL OF SERVICE (LOS):		B			A			A				A				A			
REMARKS:		Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				with Event Management Plan			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.138
NO

PROJECT IMPACT

-0.130
NO

Δv/c after mitigation: -0.130
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Varlet Ave			Year of Count:			2016		Ambient Growth: (%):					Conducted by:		GTC		Date:		January 2020	
11		East-West Street:			Victory Bl			Projection Year:			2035		Peak Hour:			6 - 7 PM		Reviewed by:				Project:		Promenade (10k Seats)	
No. of Phases								3						4						4					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?								1						0						0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0			NB-- 0 SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			EB-- 0 WB-- 0		
Override Capacity								0						2						2					
								0						0						0					
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP						
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Delta 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	216	1	216	4		0	-92	124	1	124	0	124	1	124	0	124	1	124						
	Left-Through		0							0				0				0							
	Through	0	0	349	15		0	494	494	2	247	0	494	2	247	0	494	2	247						
	Through-Right		1							0				0				0							
	Right	349	0	0	1		0	-292	57	1	23	0	57	1	23	0	57	1	23						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
SOUTHBOUND	Left	0	0	0	3		0	33	33	1	33	0	33	1	33	0	33	1	33						
	Left-Through		0							0				0				0							
	Through	0	0	0	16		0	150	150	2	75	0	150	2	75	0	150	2	75						
	Through-Right		0							0				0				0							
	Right	0	0	0	8		0	71	71	1	0	0	71	1	0	0	71	1	0						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
EASTBOUND	Left	0	1	0	9		0	253	253	1	253	0	253	1	253	0	253	1	253						
	Left-Through		0							0				0				0							
	Through	1378	3	387	70		0	506	1884	4	471	8	1892	4	473	0	1892	4	473						
	Through-Right		1							0				0				0							
	Right	168	0	168	6		0	-34	134	1	72	0	134	1	72	0	134	1	72						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
WESTBOUND	Left	82	1	82	3		0	44	126	2	69	0	126	2	69	0	126	2	69						
	Left-Through		0							0				0				0							
	Through	936	3	234	34		0	325	1261	3	335	154	1415	3	373	0	1415	3	373						
	Through-Right		1							1				1				1							
	Right	0	0	0	2		0	78	78	0	78	0	78	0	78	0	78	0	78						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
CRITICAL VOLUMES					North-South: 349			North-South: 0			North-South: 280			North-South: 280			North-South: 280								
					East-West: 469			East-West: 0			East-West: 588			East-West: 626			East-West: 626								
					SUM: 818			SUM: 0			SUM: 868			SUM: 906			SUM: 906								
VOLUME/CAPACITY (V/C) RATIO:					0.574			0.000			0.631			0.659			0.659								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.574			0.000			0.531			0.559			0.559								
LEVEL OF SERVICE (LOS):					A			A			A			A			A								
REMARKS:					Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan								

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.043
NO

PROJECT IMPACT

-0.015
NO

Δv/c after mitigation: -0.015
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			De Soto Ave			Year of Count:			2016		Ambient Growth: (%)					Conducted by:		GTC		Date:		January 2020	
12		East-West Street:			Victory BI			Projection Year:			2035		Peak Hour:			6 - 7 PM		Reviewed by:				Project:		Promenade (10k Seats)	
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-- 3 SB-- 0			0		NB-- 3 SB-- 0			0		NB-- 3 SB-- 0			0		NB-- 3 SB-- 0			0		
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 3			3		EB-- 0 WB-- 3			2		EB-- 0 WB-- 2			2		EB-- 0 WB-- 2			2		
Override Capacity								0					0					0					0		
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP						
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Delta 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	48	1	48	1		0	62	110	2	61	0	110	2	61	0	110	2	61						
	Left-Through		0							0				0				0							
	Through	818	2	380	8		0	-11	807	3	269	1	808	3	269	0	808	3	269						
	Through-Right		1							0				0				0							
	Right	321	0	321	3		0	4	325	1	223	0	325	1	223	0	325	1	223						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
SOUTHBOUND	Left	92	1	92	1		0	-5	87	2	48	0	87	2	48	0	87	2	48						
	Left-Through		0							0				0				0							
	Through	591	2	246	11		0	85	676	4	169	25	701	4	175	0	701	4	175						
	Through-Right		1							0				0				0							
	Right	148	0	148	3		0	47	195	1	101	0	195	1	101	0	195	1	101						
	Left-Through-Right		0							0				0				0							
Left-Right		0						0					0				0								
EASTBOUND	Left	310	2	171	11		0	31	341	2	188	0	341	2	188	0	341	2	188						
	Left-Through		0							0				0				0							
	Through	1403	3	374	53		0	179	1582	4	396	8	1590	4	398	0	1590	4	398						
	Through-Right		1							0				0				0							
	Right	92	0	92	4		0	51	143	1	113	0	143	1	113	0	143	1	113						
	Left-Through-Right		0							0				0				0							
Left-Right		0						0					0				0								
WESTBOUND	Left	168	2	92	7		0	18	186	2	102	0	186	2	102	0	186	2	102						
	Left-Through		0							0				0				0							
	Through	757	3	252	38		0	290	1047	3	285	154	1201	3	323	0	1201	3	323						
	Through-Right		0							1				1				1							
	Right	80	1	0	4		0	12	92	0	92	0	92	0	92	0	92	0	92						
	Left-Through-Right		0							0				0				0							
Left-Right		0						0					0				0								
CRITICAL VOLUMES					North-South: 472			North-South: 0			North-South: 317			North-South: 317			North-South: 317								
					East-West: 466			East-West: 0			East-West: 498			East-West: 511			East-West: 511								
					SUM: 938			SUM: 0			SUM: 815			SUM: 828			SUM: 828								
VOLUME/CAPACITY (V/C) RATIO:					0.682			0.000			0.593			0.602			0.602								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.682			0.000			0.493			0.502			0.502								
LEVEL OF SERVICE (LOS):					B			A			A			A			A								
REMARKS:					Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan								

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.189
NO

PROJECT IMPACT

-0.180
NO

Δv/c after mitigation: -0.180
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Shoup Ave			Year of Count: 2016			Ambient Growth: (%)			Conducted by:		GTC		Date: January 2020		
13		East-West Street: Erwin St			Projection Year: 2035			Peak Hour: 6 - 7 PM			Reviewed by:				Project: Promenade (10k Seats)		
<div>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</div>																	
		3			3			4			4		4				
		2			2			2			2		2				
		0			0			0			0		0				
		2			2			0			0		0				
		0			0			2			2		2				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0						

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.111
NO

PROJECT IMPACT

-0.111
NO

Δv/c after mitigation: -0.111
Fully mitigated? N/A

$\Delta v/c$ after mitigation:	-0.065
Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon Bl			Year of Count: 2016			Ambient Growth: (%)			Conducted by:		GTC		Date: January 2020				
15		East-West Street: Erwin St			Projection Year: 2035			Peak Hour: 6 - 7 PM			Reviewed by:				Project: Promenade (10k Seats)				
<div>No. of Phases</div> <div>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?</div> <div>Right Turns: FREE-1, NRTOR-2 or OLA-3?</div> <div>ATSAC-1 or ATSAC+ATCS-2?</div> <div>Override Capacity</div>		<div>NB-- 0 SB-- 0</div> <div>EB-- 0 WB-- 0</div>		2		<div>NB-- 0 SB-- 0</div> <div>EB-- 0 WB-- 0</div>		<div>NB-- 0 SB-- 0</div> <div>EB-- 0 WB-- 3</div>		4		<div>NB-- 0 SB-- 0</div> <div>EB-- 0 WB-- 3</div>		4		<div>NB-- 0 SB-- 0</div> <div>EB-- 0 WB-- 3</div>		4	
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Delta 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	131	1	131	18		0	70	201	1	201	0	201	1	201	0	201	1	201
	Left-Through		0							0				0				0	
	Through	1279	2	457	31		0	14	1293	3	343	9	1302	3	345	0	1302	3	345
	Through-Right		1							1				1				1	
	Right	91	0	91	7		0	-12	79	0	79	0	79	0	79	0	79	0	79
	Left-Through-Right		0							0				0				0	
Left-Right		0								0				0				0	
SOUTHBOUND	Left	86	1	86	64		0	-63	23	1	23	128	151	1	151	0	151	1	151
	Left-Through		0							0				0				0	
	Through	978	2	337	-13		0	-8	970	2	336	282	1252	2	430	0	1252	2	430
	Through-Right		1							1				1				1	
	Right	33	0	33	-1		0	4	37	0	37	0	37	0	37	0	37	0	37
	Left-Through-Right		0							0				0				0	
Left-Right		0								0				0				0	
EASTBOUND	Left	88	1	88	13		0	27	115	1	115	0	115	1	115	0	115	1	115
	Left-Through		0							0				0				0	
	Through	119	1	85	18		0	37	156	1	130	0	156	1	142	205	361	1	245
	Through-Right		1							1				1				1	
	Right	51	0	51	11		0	52	103	0	103	25	128	0	128	0	128	0	128
	Left-Through-Right		0							0				0				0	
Left-Right		0								0				0				0	
WESTBOUND	Left	140	1	140	-1		0	-2	138	2	76	0	138	2	76	0	138	2	76
	Left-Through		0							0				0				0	
	Through	304	1	210	-1		0	26	330	2	165	1	331	2	166	0	331	2	166
	Through-Right		1							0				0				0	
	Right	115	0	115	-1		0	-1	114	1	91	12	126	1	0	0	126	1	0
	Left-Through-Right		0							0				0				0	
Left-Right		0								0				0				0	
CRITICAL VOLUMES		North-South: 543		East-West: 298		SUM: 841		North-South: 0		East-West: 0		SUM: 0		North-South: 631		East-West: 281		SUM: 912	
VOLUME/CAPACITY (V/C) RATIO:				0.561				0.000				0.594				0.663			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.561				0.000				0.494				0.563			
LEVEL OF SERVICE (LOS):				A				A				A				A			
REMARKS:		Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC				Fut + WCSP + Non-ESC + ESC				w/ EMP (does not include 3% TCO credit)			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.067
NO

PROJECT IMPACT

0.002
NO

Δv/c after mitigation: 0.031
Fully mitigated? N/A

$\Delta v/c$ after mitigation:	0.584
Fully mitigated?	N/A

02 FP WKDY 6-7 PM.xlsm

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Canoga Ave			Year of Count: 2016			Ambient Growth: (%):				Conducted by:		GTC		Date: January 2020			
18		East-West Street: Erwin St			Projection Year: 2035			Peak Hour: 6 - 7 PM				Reviewed by:				Project: Promenade (10k Seats)			
		No. of Phases			3			3				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?			0			0				0				0			
		ATSAC-1 or ATSAC+ATCS-2?			0			0				0				0			
		Override Capacity			0			0				0				0			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.064
NO

PROJECT IMPACT

-0.063
NO

Δv/c after mitigation: 0.057
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			De Soto Ave			Year of Count:			2016		Ambient Growth: (%)					Conducted by:		GTC		Date:		January 2020	
19		East-West Street:			Erwin St			Projection Year:			2035		Peak Hour:			6 - 7 PM		Reviewed by:				Project:		Promenade (10k Seats)	
No. of Phases											3					3							3		
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			EB-- 0 WB-- 0			NB-- 0 SB-- 0			EB-- 0 WB-- 0			NB-- 0 SB-- 0			EB-- 0 WB-- 0			NB-- 0 SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?											0					0							0		
Override Capacity											0					0							0		
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP						
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Delta 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	101	1	101	-1		0	10	111	1	111	0	111	1	111	333	444	1	444						
	Left-Through		0							0				0				0							
	Through	1253	2	425	-21		0	88	1341	2	455	0	1341	2	455	0	1341	2	455						
	Through-Right		1							1				1				1							
	Right	22	0	22	0		0	1	23	0	23	0	23	0	23	0	23	0	23						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
SOUTHBOUND	Left	14	1	14	0		0	2	16	1	16	0	16	1	16	0	16	1	16						
	Left-Through		0							0				0				0							
	Through	823	2	323	17		0	34	857	4	214	0	857	4	214	0	857	4	214						
	Through-Right		1							0				0				0							
	Right	147	0	147	4		0	48	195	1	118	25	220	1	143	0	220	1	143						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
EASTBOUND	Left	178	1	153	4		0	30	208	1	154	1	209	1	155	0	209	1	155						
	Left-Through		0							0				0				0							
	Through	10	0	153	0		0	1	11	0	154	4	15	0	155	0	15	0	155						
	Through-Right		0							0				0				0							
	Right	271	1	0	6		0	-29	242	1	0	0	242	1	0	0	242	1	0						
	Left-Through-Right		1							1				1				1							
Left-Right		0							0				0				0								
WESTBOUND	Left	7	1	7	0		0	1	8	1	8	0	8	1	8	0	8	1	8						
	Left-Through		0							0				0				0							
	Through	8	1	8	0		0	2	10	1	9	77	87	1	48	0	87	1	48						
	Through-Right		1							1				1				1							
	Right	8	0	1	0		0	0	8	0	8	0	8	0	8	0	8	0	8						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
CRITICAL VOLUMES					North-South: 439 East-West: 161 SUM: 600			North-South: 0 East-West: 0 SUM: 0			North-South: 471 East-West: 163 SUM: 634			North-South: 471 East-West: 203 SUM: 674			North-South: 658 East-West: 203 SUM: 861								
VOLUME/CAPACITY (V/C) RATIO:								0.421						0.000						0.445					
V/C LESS ATSAC/ATCS ADJUSTMENT:								0.421						0.000						0.345					
LEVEL OF SERVICE (LOS):								A						A						A					
REMARKS:					Refer to Traffix Analysis			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			w/ EMP (does not include 3% TCO credit)								

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.076
NO

PROJECT IMPACT

-0.048
NO

Δv/c after mitigation: 0.083
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:		Topanga Canyon Bl			Year of Count:		2016		Ambient Growth: (%)			Conducted by:		GTC		Date:		January 2020		
	20	East-West Street:		Calvert St/Promenade Blvd			Projection Year:		2035		Peak Hour:		6 - 7 PM		Reviewed by:			Project:		Promenade (10k Seats)	
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			
ATSAC-1 or ATSAC+ATCS-2?				EB-- 0 WB-- 2			EB-- 0 WB-- 2			EB-- 0 WB-- 3		EB-- 0 WB-- 3		EB-- 0 WB-- 3		EB-- 0 WB-- 3		EB-- 0 WB-- 3			
Override Capacity				0			0			2		2		2		2		2			
				0			0			0		0		0		0		0			
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
				Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Delta 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	126	1	126	-4		0	7	133	1	133	0	133	1	133	0	133	1	133		
	Left-Through		0							0				0				0			
	Through	1434	2	503	-56		0	112	1546	3	417	0	1546	3	481	0	1546	3	449		
	Through-Right		1							1				1				1			
	Right	75	0	75	121		0	46	121	0	121	257	378	0	378	-129	249	0	249		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
SOUTHBOUND	Left	38	1	38	31		0	-7	31	1	31	180	211	1	211	0	211	1	211		
	Left-Through		0							0				0				0			
	Through	1165	2	405	56		0	-142	1023	2	366	128	1151	2	409	0	1151	2	409		
	Through-Right		1							1				1				1			
	Right	49	0	49	4		0	27	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	0	0	0	0		0	0	0	1	0	0	0	1	0	0	0	1	0		
	Left-Through		0							0				0				0			
	Through	0	0	0	0		0	0	0	0	45	0	0	0	45	0	0	0	45		
	Through-Right		0							1				1				1			
	Right	53	1	0	16		0	-8	45	0	0	0	45	0	0	0	45	0	0		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
WESTBOUND	Left	0	0	0	230		0	230	230	2	127	38	268	2	147	0	268	2	147		
	Left-Through		0							0				0				0			
	Through	0	0	0	0		0	0	0	0	119	0	0	0	124	0	0	0	124		
	Through-Right		0							1				1				1			
	Right	119	2	65	238		0	119	238	1	0	9	247	1	0	0	247	1	0		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
CRITICAL VOLUMES				North-South: 541			North-South: 0			North-South: 499			North-South: 692			North-South: 660					
				East-West: 65			East-West: 0			East-West: 172			East-West: 192			East-West: 192					
				SUM: 606			SUM: 0			SUM: 671			SUM: 884			SUM: 852					
VOLUME/CAPACITY (V/C) RATIO:				0.425			0.000			0.488			0.643			0.620					
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.425			0.000			0.388			0.543			0.520					
LEVEL OF SERVICE (LOS):				A			A			A			A			A					
REMARKS:				Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC			Fut + WCSP + Non-ESC + ESC			w/ EMP (does not include 3% TCO credit)					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.037
NO

PROJECT IMPACT

0.118
NO

Δv/c after mitigation: 0.095
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Owensmouth Ave			Year of Count:			2016		Ambient Growth: (%)					Conducted by:		GTC		Date:		January 2020	
21		East-West Street:			Promenade Blvd			Projection Year:			2035		Peak Hour:			6 - 7 PM		Reviewed by:				Project:		Promenade (10k Seats)	
No. of Phases					2			2			2			2			2			2			2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?					0			0			0			0			0			0			0		
ATSAC-1 or ATSAC+ATCS-2?					0			0			0			0			0			0			0		
Override Capacity					0			0			0			0			0			0			0		
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP						
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Delta 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	40	1	40	32		0	-8	32	1	32	0	32	1	32	103	135	1	135						
	Left-Through		0							0				0				0							
	Through	552	1	280	-66		0	-2	550	1	283	0	550	1	283	0	550	1	283						
	Through-Right		1							1				1				1							
	Right	8	0	8	-2		0	8	16	0	16	0	16	0	16	0	16	0	16						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
SOUTHBOUND	Left	5	1	5	9		0	7	12	1	12	0	12	1	12	0	12	1	12						
	Left-Through		0							0				0				0							
	Through	407	1	231	-52		0	13	420	1	235	103	523	1	402	0	523	1	492						
	Through-Right		1							1				1				1							
	Right	54	0	54	50		0	-4	50	0	50	230	280	0	280	180	460	0	460						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
EASTBOUND	Left	34	0	34	7		0	-27	7	0	7	7	14	0	14	0	14	0	14						
	Left-Through		1							1				1				1							
	Through	8	0	42	3		0	-5	3	0	8	0	3	0	9	0	3	0	9						
	Through-Right		1							1				1				1							
	Right	47	0	47	6		0	-41	6	0	8	0	6	0	0	0	6	0	0						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
WESTBOUND	Left	40	0	40	0		0	-2	38	0	38	0	38	0	38	0	38	0	38						
	Left-Through		1							1				1				1							
	Through	5	0	22	0		0	-5	0	0	18	0	0	0	18	0	0	0	18						
	Through-Right		1							1				1				1							
	Right	17	0	0	0		0	1	18	0	0	0	18	0	0	0	18	0	0						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
CRITICAL VOLUMES					North-South: 285 East-West: 87 SUM: 372			North-South: 0 East-West: 0 SUM: 0			North-South: 295 East-West: 46 SUM: 341				North-South: 434 East-West: 47 SUM: 481				North-South: 627 East-West: 47 SUM: 674						
VOLUME/CAPACITY (V/C) RATIO:					0.248			0.000			0.227				0.321				0.449						
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.248			0.000			0.127				0.221				0.349						
LEVEL OF SERVICE (LOS):					A			A			A				A				A						
REMARKS:					Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC				Fut + WCSP + Non-ESC + ESC				w/ EMP (does not include 3% TCO credit)						

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.121
NO

PROJECT IMPACT

-0.027
NO

Δv/c after mitigation: 0.101
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Shoup Ave			Year of Count: 2016			Ambient Growth: (%):				Conducted by:		GTC		Date: January 2020			
22		East-West Street: Oxnard St			Projection Year: 2035			Peak Hour: 6 - 7 PM				Reviewed by:		Project: Promenade (10k Seats)					
<div>No. of Phases</div> <div>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?</div> <div>Right Turns: FREE-1, NRTOR-2 or OLA-3?</div> <div>ATSAC-1 or ATSAC+ATCS-2?</div> <div>Override Capacity</div>					2				2				4				4		
		NB-- 0 SB-- 0			0		NB-- 0 SB-- 0		0		NB-- 0 SB-- 0		0		NB-- 0 SB-- 0		0		
		EB-- 0 WB-- 0			0		EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0		
					0				2				2				2		
					0				0				0				0		
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Delta 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	79	1	79	1		0	1	80	1	80	0	80	1	80	0	80	1	80
	Left-Through		0							0			0				0		
	Through	811	1	456	8		0	29	840	2	420	0	840	2	420	154	994	2	497
	Through-Right		1							0			0				0		
	Right	100	0	100	1		0	17	117	1	90	0	117	1	90	0	117	1	90
	Left-Through-Right		0							0				0			0		
Left-Right		0							0				0			0			
SOUTHBOUND	Left	95	1	95	1		0	16	111	1	111	0	111	1	111	0	111	1	111
	Left-Through		0							0			0				0		
	Through	495	1	268	6		0	73	568	1	302	0	568	1	302	0	568	1	302
	Through-Right		1							1			1				1		
	Right	41	0	41	1		0	-5	36	0	36	0	36	0	36	0	36	0	36
	Left-Through-Right		0							0			0				0		
Left-Right		0							0				0			0			
EASTBOUND	Left	80	1	80	0		0	-8	72	1	72	0	72	1	72	52	124	1	124
	Left-Through		0							0			0				0		
	Through	927	2	464	-1		0	4	931	2	466	25	956	2	478	103	1059	2	530
	Through-Right		0							0			0				0		
	Right	55	1	16	0		0	0	55	1	15	0	55	1	15	0	55	1	15
	Left-Through-Right		0							0			0				0		
Left-Right		0							0				0			0			
WESTBOUND	Left	40	1	40	6		0	14	54	1	54	0	54	1	54	0	54	1	54
	Left-Through		0							0			0				0		
	Through	533	1	533	48		0	-25	508	1	508	1	509	1	509	0	509	1	509
	Through-Right		0							0			0				0		
	Right	116	1	69	13		0	27	143	1	88	0	143	1	88	0	143	1	88
	Left-Through-Right		0							0			0				0		
Left-Right		0							0				0			0			
CRITICAL VOLUMES		North-South: 551 East-West: 613 SUM: 1164			North-South: 0 East-West: 0 SUM: 0			North-South: 531 East-West: 580 SUM: 1111				North-South: 531 East-West: 581 SUM: 1112				North-South: 608 East-West: 633 SUM: 1241			
VOLUME/CAPACITY (V/C) RATIO:					0.776							0.808							
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.776							0.708							
LEVEL OF SERVICE (LOS):					C							C							
REMARKS:		Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				w/ EMP (does not include 3% TCO credit)			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.068
NO

PROJECT IMPACT

-0.067
NO

Δv/c after mitigation: 0.027
Fully mitigated? N/A

02 FP WKDY 6-7 PM.xlsm

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon Bl			Year of Count: 2016			Ambient Growth: (%)			Conducted by:		GTC		Date: January 2020		
24		East-West Street: Oxnard St			Projection Year: 2035			Peak Hour: 6 - 7 PM			Reviewed by:				Project: Promenade (10k Seats)		
		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															

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.134
NO

PROJECT IMPACT

0.103
YES

Δv/c after mitigation: 0.011
Fully mitigated? YES

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Warner Drive South			Year of Count:			2016		Ambient Growth: (%)					Conducted by:		GTC		Date:		January 2020	
25		East-West Street:			Oxnard St			Projection Year:			2035		Peak Hour:			6 - 7 PM		Reviewed by:				Project:		Promenade (10k Seats)	
No. of Phases						3				3				4						4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						1				1				0						0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 0 SB-- 2		0		EB-- 0 WB-- 0		NB-- 0 SB-- 2		0		EB-- 0 WB-- 0		NB-- 0 SB-- 0		0		EB-- 0 WB-- 0		NB-- 0 SB-- 0		0	
ATSAC-1 or ATSAC+ATCS-2?						0				0				2				2				2		0	
Override Capacity						0				0				0				0				0		0	
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP							
				Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Delta 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	71	0	71	1		0	-14	57	1	57	0	57	1	57	0	57	1	57						
	Left-Through		0							0			0					0							
	Through	4	0	130	0		0	-4	0	0	29	0	0	0	29	0	0	0	29						
	Through-Right		0							1			1	1				1							
	Right	55	0	0	1		0	3	58	1	0	0	58	1	0	0	58	1	0						
	Left-Through-Right		1							0				0				0							
	Left-Right		0							0			0				0								
SOUTHBOUND	Left	58	0	58	115		0	57	115	1	115	25	140	1	140	0	140	1	140						
	Left-Through		1							0			0					0							
	Through	1	0	59	7		0	6	7	0	86	0	7	0	99	0	7	0	99						
	Through-Right		0							1			1	1				1							
	Right	71	1	71	165		0	94	165	1	0	25	190	1	0	0	190	1	0						
	Left-Through-Right		0							0				0				0							
	Left-Right		0							0			0				0								
EASTBOUND	Left	169	1	169	95		0	-74	95	2	52	615	710	2	391	-282	428	2	235						
	Left-Through		0							0			0					0							
	Through	383	2	192	110		0	182	565	1	298	0	565	1	298	0	565	1	298						
	Through-Right		0							1			1	1				1							
	Right	47	1	12	6		0	-16	31	0	31	0	31	0	31	0	31	0	31						
	Left-Through-Right		0							0				0				0							
	Left-Right		0							0			0				0								
WESTBOUND	Left	33	1	33	3		0	-1	32	1	32	0	32	1	32	0	32	1	32						
	Left-Through		0							0			0					0							
	Through	595	2	298	73		0	282	877	2	439	230	1107	2	554	0	1107	2	554						
	Through-Right		0							0			0					0							
	Right	93	1	64	64		0	-29	64	1	7	359	423	1	353	77	500	1	430						
	Left-Through-Right		0							0				0				0							
	Left-Right		0							0			0				0								
CRITICAL VOLUMES				North-South: 201 East-West: 467 SUM: 668		North-South: 0 East-West: 0 SUM: 0		North-South: 144 East-West: 491 SUM: 635				North-South: 169 East-West: 945 SUM: 1114				North-South: 169 East-West: 789 SUM: 958									
VOLUME/CAPACITY (V/C) RATIO:				0.469		0.000		0.462				0.810				0.697									
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.469		0.000		0.362				0.710				0.597									
LEVEL OF SERVICE (LOS):				A		A		A				C				A									
REMARKS:				Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				w/ EMP (does not include 3% TCO credit)							

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.107
NO

PROJECT IMPACT

0.241
YES

Δv/c after mitigation: 0.128
Fully mitigated? YES

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Owensmouth Ave			Year of Count:			2016		Ambient Growth: (%)					Conducted by:		GTC		Date:		January 2020	
26		East-West Street:			Oxnard St			Projection Year:			2035		Peak Hour:			6 - 7 PM		Reviewed by:				Project:		Promenade (10k Seats)	
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			EB-- 0 WB-- 0			NB-- 0 SB-- 0			EB-- 0 WB-- 0			NB-- 0 SB-- 0			EB-- 0 WB-- 0			NB-- 0 SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?											0					0					0				
Override Capacity											0					0					0				
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP						
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Delta 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	117	1	117	-28		0	34	151	1	151	25	176	1	176	0	176	1	176						
	Left-Through		0							0				0				0							
	Through	327	1	203	-60		0	-12	315	1	209	0	315	1	209	0	315	1	209						
	Through-Right		1							1				1				1							
	Right	79	0	79	-19		0	23	102	0	102	0	102	0	102	0	102	0	102						
	Left-Through-Right		0							0				0				0							
	Left-Right		0							0				0				0							
SOUTHBOUND	Left	70	1	70	1		0	12	82	1	82	0	82	1	82	0	82	1	82						
	Left-Through		0							0				0				0							
	Through	270	1	173	2		0	1	271	1	174	0	271	1	225	0	271	1	225						
	Through-Right		1							1				1				1							
	Right	76	0	76	1		0	0	76	0	76	103	179	0	179	0	179	0	179						
	Left-Through-Right		0							0				0				0							
	Left-Right		0							0				0				0							
EASTBOUND	Left	53	1	53	30		0	14	67	1	67	0	67	1	67	0	67	1	67						
	Left-Through		0							0				0				0							
	Through	356	2	178	154		0	-12	344	2	172	24	368	2	184	0	368	2	184						
	Through-Right		0							0				0				0							
	Right	38	1	0	30		0	26	64	1	0	1	65	1	0	0	65	1	0						
	Left-Through-Right		0							0				0				0							
	Left-Right		0							0				0				0							
WESTBOUND	Left	44	1	44	1		0	6	50	1	50	0	50	1	50	0	50	1	50						
	Left-Through		0							0				0				0							
	Through	362	2	181	11		0	56	418	2	209	462	880	2	440	76	956	2	478						
	Through-Right		0							0				0				0							
	Right	97	1	62	3		0	13	110	1	69	0	110	1	69	103	213	1	172						
	Left-Through-Right		0							0				0				0							
	Left-Right		0							0				0				0							
CRITICAL VOLUMES					North-South: 290			North-South: 0			North-South: 325			North-South: 401			North-South: 401								
					East-West: 234			East-West: 0			East-West: 276			East-West: 507			East-West: 545								
					SUM: 524			SUM: 0			SUM: 601			SUM: 908			SUM: 946								
VOLUME/CAPACITY (V/C) RATIO:								0.349						0.401						0.605					
V/C LESS ATSAC/ATCS ADJUSTMENT:								0.349						0.301						0.505					
LEVEL OF SERVICE (LOS):								A						A						A					
REMARKS:					Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC			Fut + WCSP + Non-ESC + ESC			w/ EMP (does not include 3% TCO credit)								

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.048
NO

PROJECT IMPACT

0.156
NO

Δv/c after mitigation: 0.182
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Canoga Ave			Year of Count: 2016			Ambient Growth: (%):			Conducted by:		GTC		Date: January 2020						
27		East-West Street: Oxnard St			Projection Year: 2035			Peak Hour: 6 - 7 PM			Reviewed by:				Project: Promenade (10k Seats)						
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2		2		3		3		3		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							
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							
Override Capacity				0		0		2		2		2		2							
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
				Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Delta 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	126	1	126	4		0	19	145	2	80	385	530	2	292	77	607	2	334		
	Left-Through		0							0				0				0			
	Through	1269	2	455	34		0	-107	1162	3	387	0	1162	3	387	0	1162	3	387		
	Through-Right		1							0				0				0			
	Right	96	0	96	4		0	11	107	1	60	0	107	1	60	0	107	1	60		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
SOUTHBOUND	Left	70	1	70	-1		0	3	73	1	73	0	73	1	73	0	73	1	73		
	Left-Through		0							0				0				0			
	Through	888	2	320	-19		0	11	899	3	300	0	899	3	300	0	899	3	300		
	Through-Right		1							0				0				0			
	Right	71	0	71	-1		0	-2	69	1	12	0	69	1	12	0	69	1	12		
	Left-Through-Right		0							0				0				0			
Left-Right		0						0				0				0					
EASTBOUND	Left	127	1	127	21		0	-12	115	1	115	0	115	1	115	0	115	1	115		
	Left-Through		0							0				0				0			
	Through	397	2	199	83		0	39	436	2	218	4	440	2	220	0	440	2	220		
	Through-Right		0							0				0				0			
	Right	99	1	36	20		0	6	105	1	65	20	125	1	0	0	125	1	0		
	Left-Through-Right		0							0				0				0			
Left-Right		0						0				0				0					
WESTBOUND	Left	80	1	80	7		0	15	95	1	95	0	95	1	95	0	95	1	95		
	Left-Through		0							0				0				0			
	Through	251	1	154	23		0	63	314	2	157	77	391	2	196	103	494	2	247		
	Through-Right		1							0				0				0			
	Right	57	0	57	4		0	-1	56	1	20	0	56	1	20	0	56	1	20		
	Left-Through-Right		0							0				0				0			
Left-Right		0						0				0				0					
CRITICAL VOLUMES				North-South: 525		North-South: 0		North-South: 460		North-South: 592		North-South: 634									
				East-West: 281		East-West: 0		East-West: 313		East-West: 315		East-West: 362									
				SUM: 806		SUM: 0		SUM: 773		SUM: 907		SUM: 996									
VOLUME/CAPACITY (V/C) RATIO:				0.537		0.000		0.542		0.636		0.699									
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.537		0.000		0.442		0.536		0.599									
LEVEL OF SERVICE (LOS):				A		A		A		A		A									
REMARKS:				Future 2035 No Build		Non_ESC Project Volumes Only		Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				w/ EMP (does not include 3% TCO credit)					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.095
NO

PROJECT IMPACT

-0.001
NO

Δv/c after mitigation: 0.062
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			De Soto Ave			Year of Count:			2016		Ambient Growth: (%)					Conducted by:		GTC		Date:		January 2020				
28		East-West Street:			Oxnard St			Projection Year:			2035		Peak Hour:			6 - 7 PM		Reviewed by:				Project:		Promenade (10k Seats)				
No. of Phases								2						2						2						2		
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			0			0			0		
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			0			0			0			0			0			0			0		
Override Capacity								0						0						0						0		
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP									
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Delta 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	94	1	94	-1		0	-7	87	1	87	25	112	1	112	103	215	1	215									
	Left-Through		0							0				0				0										
	Through	1245	2	455	-11		0	65	1310	3	437	0	1310	3	437	333	1643	3	548									
	Through-Right		1							0				0				0										
	Right	121	0	121	-1		0	22	143	1	128	0	143	1	128	0	143	1	128									
	Left-Through-Right		0							0				0				0										
Left-Right		0							0				0				0											
SOUTHBOUND	Left	33	1	33	-1		0	1	34	1	34	0	34	1	34	0	34	1	34									
	Left-Through		0							0				0				0										
	Through	890	2	339	-9		0	73	963	4	241	0	963	4	241	0	963	4	241									
	Through-Right		1							0				0				0										
	Right	127	0	127	-1		0	11	138	1	62	0	138	1	62	0	138	1	62									
	Left-Through-Right		0							0				0				0										
Left-Right		0							0				0				0											
EASTBOUND	Left	167	1	167	16		0	-14	153	1	153	0	153	1	153	0	153	1	153									
	Left-Through		0							0				0				0										
	Through	312	1	312	28		0	-39	273	1	273	0	273	1	273	0	273	1	273									
	Through-Right		0							0				0				0										
	Right	195	1	148	22		0	19	214	1	171	1	215	1	159	0	215	1	108									
	Left-Through-Right		0							0				0				0										
Left-Right		0							0				0				0											
WESTBOUND	Left	21	1	21	1		0	10	31	1	31	0	31	1	31	0	31	1	31									
	Left-Through		0							0				0				0										
	Through	148	1	81	7		0	-8	140	1	78	0	140	1	78	0	140	1	78									
	Through-Right		1							1				1				1										
	Right	14	0	14	1		0	2	16	0	16	0	16	0	16	0	16	0	16									
	Left-Through-Right		0							0				0				0										
Left-Right		0							0				0				0											
CRITICAL VOLUMES					North-South: 488 East-West: 333 SUM: 821			North-South: 0 East-West: 0 SUM: 0			North-South: 471 East-West: 304 SUM: 775			North-South: 471 East-West: 304 SUM: 775			North-South: 582 East-West: 304 SUM: 886											
VOLUME/CAPACITY (V/C) RATIO:					0.547			0.000			0.517			0.517			0.591											
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.547			0.000			0.417			0.417			0.491											
LEVEL OF SERVICE (LOS):					A			A			A			A			A											
REMARKS:					Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan											

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.130
NO

PROJECT IMPACT

-0.130
NO

Δv/c after mitigation: -0.056
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Canoga Ave			Year of Count: 2016			Ambient Growth: (%):			Conducted by:		GTC		Date: January 2020						
29		East-West Street: Califa St			Projection Year: 2035			Peak Hour: 6 - 7 PM			Reviewed by:				Project: Promenade (10k Seats)						
No. of Phases						2				2				2				2			
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		NB-- 0 SB-- 0		0		NB-- 0 SB-- 0		0		NB-- 0 SB-- 0		0			
ATSAC-1 or ATSAC+ATCS-2?				EB-- 2 WB-- 0		0		EB-- 2 WB-- 0		0		EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0			
Override Capacity						0				2				2				2			
						0				0				0				0			
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
				Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Delta 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	109	1	109	1		0	18	127	1	127	0	127	1	127	0	127	1	127		
	Left-Through		0							0				0				0			
	Through	1281	2	455	15		0	-17	1264	2	460	385	1649	2	588	77	1726	2	614		
	Through-Right		1							1				1				1			
	Right	83	0	83	1		0	32	115	0	115	0	115	0	115	0	115	0	115		
	Left-Through-Right		0							0				0				0			
Left-Right		0								0				0			0				
SOUTHBOUND	Left	42	1	42	2		0	15	57	1	57	0	57	1	57	0	57	1	57		
	Left-Through		0							0				0				0			
	Through	1140	2	393	31		0	-18	1122	2	389	20	1142	2	395	0	1142	2	395		
	Through-Right		1							1				1				1			
	Right	39	0	39	1		0	5	44	0	44	0	44	0	44	0	44	0	44		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
EASTBOUND	Left	170	1	170	21		0	-42	128	1	128	0	128	1	128	0	128	1	128		
	Left-Through		0							0				0				0			
	Through	83	1	83	19		0	30	113	1	113	0	113	1	113	0	113	1	113		
	Through-Right		0							0				0				0			
	Right	205	1	205	28		0	-38	167	1	104	0	167	1	104	0	167	1	104		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
WESTBOUND	Left	87	1	87	1		0	-1	86	1	86	0	86	1	86	0	86	1	86		
	Left-Through		0							0				0				0			
	Through	82	1	79	1		0	33	115	1	115	0	115	1	115	0	115	1	115		
	Through-Right		1							0				0				0			
	Right	75	0	75	1		0	-5	70	1	42	0	70	1	42	0	70	1	42		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
CRITICAL VOLUMES				North-South: 502		0		North-South: 517		645		North-South: 671		671							
				East-West: 292		0		East-West: 243		243		East-West: 243		243							
				SUM: 794		0		SUM: 760		888		SUM: 914		914							
VOLUME/CAPACITY (V/C) RATIO:				0.529		0.000		0.507		0.592		0.609									
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.529		0.000		0.407		0.492		0.509									
LEVEL OF SERVICE (LOS):				A		A		A		A		A									
REMARKS:				Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC			Fut + WCSP + Non-ESC + ESC			with Event Management Plan					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.122
NO

PROJECT IMPACT

-0.037
NO

Δv/c after mitigation: -0.020
Fully mitigated? N/A



$\Delta v/c$ after mitigation:	-0.056
Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Shoup Ave			Year of Count: 2016			Ambient Growth: (%)			Conducted by:		GTC		Date: January 2020				
31		East-West Street: Burbank Bl			Projection Year: 2035			Peak Hour: 6 - 7 PM			Reviewed by:				Project: Promenade (10k Seats)				
<div>No. of Phases</div> <div>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?</div> <div>Right Turns: FREE-1, NRTOR-2 or OLA-3?</div> <div>ATSAC-1 or ATSAC+ATCS-2?</div> <div>Override Capacity</div>																			
		2			2			4			4		4						
		0			0			0			0		0						
		0			0			0			0		0						
		0			0			0			0		0						
		0			0			0			0		0						
		0			0			2			2		2						
		0			0			0			0		0						
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Delta 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	55	1	55	1		0	11	66	1	66	0	66	1	66	0	66	1	66
	Left-Through		0							0			0				0		
	Through	859	1	449	2		0	51	910	1	479	0	910	1	479	0	910	1	479
	Through-Right		1							1			1				1		
	Right	39	0	39	0		0	9	48	0	48	0	48	0	48	0	48	0	48
	Left-Through-Right		0							0			0				0		
	Left-Right		0							0			0				0		
SOUTHBOUND	Left	69	1	69	4		0	-2	67	1	67	0	67	1	67	0	67	1	67
	Left-Through		0							0			0				0		
	Through	455	1	257	34		0	54	509	1	284	0	509	1	284	0	509	1	284
	Through-Right		1							1			1				1		
	Right	59	0	59	4		0	-1	58	0	58	0	58	0	58	0	58	0	58
	Left-Through-Right		0							0			0				0		
	Left-Right		0							0			0				0		
EASTBOUND	Left	82	1	82	1		0	7	89	1	89	0	89	1	89	154	243	1	243
	Left-Through		0							0			0				0		
	Through	147	1	147	0		0	13	160	1	160	25	185	1	185	0	185	1	185
	Through-Right		0							0			0				0		
	Right	27	1	0	0		0	6	33	1	0	0	33	1	0	0	33	1	0
	Left-Through-Right		0							0			0				0		
	Left-Right		0							0			0				0		
WESTBOUND	Left	23	1	23	2		0	1	24	1	24	0	24	1	24	0	24	1	24
	Left-Through		0							0			0				0		
	Through	177	0	237	15		0	-10	167	0	228	1	168	0	229	0	168	0	229
	Through-Right		1							1			1				1		
	Right	60	0	0	6		0	1	61	0	0	0	61	0	0	0	61	0	0
	Left-Through-Right		0							0			0				0		
	Left-Right		0							0			0				0		
CRITICAL VOLUMES		North-South: 518 East-West: 319 SUM: 837			North-South: 0 East-West: 0 SUM: 0			North-South: 546 East-West: 317 SUM: 863			North-South: 546 East-West: 318 SUM: 864			North-South: 546 East-West: 472 SUM: 1018					
VOLUME/CAPACITY (V/C) RATIO:		0.558			0.000			0.628			0.628			0.740					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.558			0.000			0.528			0.528			0.640					
LEVEL OF SERVICE (LOS):		A			A			A			A			B					
REMARKS:		Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan					

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon BI			Year of Count: 2016			Ambient Growth: (%):			Conducted by:		GTC		Date: January 2020		
33		East-West Street: Burbank BI			Projection Year: 2035			Peak Hour: 6 - 7 PM			Reviewed by:				Project: Promenade (10k Seats)		
		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															

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Owensmouth Ave	Year of Count:	2016	Ambient Growth: (%)		Conducted by:	GTC	Date:	January 2020									
34	East-West Street:	Burbank Bl	Projection Year:	2035	Peak Hour:	6 - 7 PM	Reviewed by:		Project:	Promenade (10k Seats)									
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-- 2	NB-- 0 SB-- 2	NB-- 0 SB-- 2	NB-- 0 SB-- 2	NB-- 0 SB-- 2	NB-- 0 SB-- 2	NB-- 0 SB-- 2	NB-- 0 SB-- 2	NB-- 0 SB-- 2									
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																			
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Delta 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		0	13	87	1	87	0	87	1	87	0	87	1	87
	Left-Through		0							0				0				0	
	Through	77	0	185	0		0	-7	70	0	167	0	70	0	167	0	70	0	167
	Through-Right		1							1				1				1	
	Right	108	0	0	0		0	-11	97	0	0	0	97	0	0	0	97	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	162	1	162	3		0	-48	114	1	114	0	114	1	114	0	114	1	114
	Left-Through		0							0				0				0	
	Through	26	1	26	1		0	0	26	1	26	0	26	1	26	0	26	1	26
	Through-Right		0							0				0				0	
	Right	349	1	349	11		0	-3	346	1	272	0	346	1	272	0	346	1	272
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	153	1	153	-15		0	-5	148	1	148	0	148	1	148	0	148	1	148
	Left-Through		0							0				0				0	
	Through	335	2	168	-30		0	-26	309	2	155	0	309	2	155	0	309	2	155
	Through-Right		0							0				0				0	
	Right	50	1	13	-6		0	4	54	1	11	0	54	1	11	0	54	1	11
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	46	1	46	0		0	-7	39	1	39	0	39	1	39	0	39	1	39
	Left-Through		0							0				0				0	
	Through	537	1	342	7		0	-40	497	1	308	0	497	1	308	0	497	1	308
	Through-Right		1							1				1				1	
	Right	147	0	147	1		0	-29	118	0	118	0	118	0	118	0	118	0	118
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 423 East-West: 495 SUM: 918	North-South: 0 East-West: 0 SUM: 0	North-South: 359 East-West: 456 SUM: 815	North-South: 359 East-West: 456 SUM: 815	North-South: 359 East-West: 456 SUM: 815	North-South: 359 East-West: 456 SUM: 815	North-South: 359 East-West: 456 SUM: 815	North-South: 359 East-West: 456 SUM: 815	North-South: 359 East-West: 456 SUM: 815									
VOLUME/CAPACITY (V/C) RATIO:			0.612		0.000		0.543		0.543		0.543		0.543		0.543		0.543		0.543
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.612		0.000		0.443		0.443		0.443		0.443		0.443		0.443		0.443
LEVEL OF SERVICE (LOS):			B		A		A		A		A		A		A		A		A
REMARKS:		Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				with Event Management Plan			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.169
NO

PROJECT IMPACT

-0.169
NO

Δv/c after mitigation: -0.169
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Canoga Ave			Year of Count: 2016			Ambient Growth: (%):				Conducted by:		GTC		Date: January 2020						
35		East-West Street: Burbank Bl			Projection Year: 2035			Peak Hour: 6 - 7 PM				Reviewed by:				Project: Promenade (10k Seats)						
No. of Phases					3			3			3			3								
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			NB-- 0 SB-- 0								
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 3			EB-- 0 WB-- 3								
Override Capacity					0			0			2			2								
					0			0			0			0								
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Delta 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	123	1	123	0		0	47	170	2	94	0	170	2	94	0	170	2	94			
	Left-Through		0							0				0				0				
	Through	1071	2	376	4		0	108	1179	3	393	385	1564	3	521	77	1641	3	547			
	Through-Right		1							0				0				0				
	Right	57	0	57	0		0	1	58	2	0	0	58	2	0	0	58	2	0			
	Left-Through-Right		0							0				0				0				
	Left-Right		0							0				0				0				
SOUTHBOUND	Left	62	1	62	2		0	3	65	1	65	0	65	1	65	0	65	1	65			
	Left-Through		0							0				0				0				
	Through	930	2	351	36		0	62	992	2	379	20	1012	2	386	0	1012	2	386			
	Through-Right		1							1				1				1				
	Right	123	0	123	6		0	23	146	0	146	0	146	0	146	0	146	0	146			
	Left-Through-Right		0							0				0				0				
	Left-Right		0							0				0				0				
EASTBOUND	Left	89	1	89	1		0	3	92	1	92	0	92	1	92	0	92	1	92			
	Left-Through		0							0				0				0				
	Through	204	2	102	6		0	-10	194	2	97	0	194	2	97	0	194	2	97			
	Through-Right		1							1				1				1				
	Right	182	0	121	6		0	30	212	0	165	0	212	0	165	0	212	0	165			
	Left-Through-Right		0							0				0				0				
	Left-Right		0							0				0				0				
WESTBOUND	Left	128	1	128	1		0	-16	112	1	112	0	112	1	112	0	112	1	112			
	Left-Through		0							0				0				0				
	Through	471	2	236	4		0	-14	457	2	229	0	457	2	229	0	457	2	229			
	Through-Right		0							0				0				0				
	Right	104	1	73	1		0	10	114	1	49	0	114	1	49	0	114	1	49			
	Left-Through-Right		0							0				0				0				
	Left-Right		0							0				0				0				
CRITICAL VOLUMES					North-South: 474			North-South: 0			North-South: 473			North-South: 586			North-South: 612					
					East-West: 325			East-West: 0			East-West: 321			East-West: 321			East-West: 321					
					SUM: 799			SUM: 0			SUM: 794			SUM: 907			SUM: 933					
VOLUME/CAPACITY (V/C) RATIO:					0.561			0.000			0.557			0.636			0.655					
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.561			0.000			0.457			0.536			0.555					
LEVEL OF SERVICE (LOS):					A			A			A			A			A					
REMARKS:					Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.104
NO

PROJECT IMPACT

-0.025
NO

Δv/c after mitigation: -0.006
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			De Soto Ave			Year of Count:			2016		Ambient Growth: (%)					Conducted by:		GTC		Date:		January 2020	
36		East-West Street:			Burbank Bl			Projection Year:			2035		Peak Hour:			6 - 7 PM		Reviewed by:				Project:		Promenade (10k Seats)	
No. of Phases											3					2							2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?											2					0							0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?					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		
ATSAC-1 or ATSAC+ATCS-2?											0					2							2		
Override Capacity											0					0							0		
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP						
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Delta 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	51	1	51	0		0	26	77	1	77	0	77	1	77	0	77	1	77						
	Left-Through		0							0				0				0							
	Through	940	3	313	-2		0	46	986	3	329	25	1011	3	337	437	1448	3	483						
	Through-Right		0							0				0				0							
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0							
	Left-Through-Right		0							0				0				0							
SOUTHBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0							
	Left-Through		0							0				0				0							
	Through	1218	2	449	36		0	-2	1216	2	450	1	1217	2	450	0	1217	2	450						
	Through-Right		1							1				1				1							
	Right	130	0	130	4		0	3	133	0	133	0	133	0	133	0	133	0	133						
	Left-Through-Right		0							0				0				0							
EASTBOUND	Left	486	2	267	-4		0	-24	462	2	254	0	462	2	254	0	462	2	254						
	Left-Through		0							0				0				0							
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0							
	Through-Right		0							0				0				0							
	Right	352	2	169	-3		0	39	391	2	177	0	391	2	177	0	391	2	177						
	Left-Through-Right		0							0				0				0							
WESTBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0							
	Left-Through		0							0				0				0							
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0							
	Through-Right		0							0				0				0							
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0							
	Left-Through-Right		0							0				0				0							
CRITICAL VOLUMES		North-South: 500		500		North-South: 0		0		North-South: 527		527		North-South: 527		527		North-South: 527		527					
		East-West: 267		267		East-West: 0		0		East-West: 254		254		East-West: 254		254		East-West: 254		254					
		SUM: 767		767		SUM: 0		0		SUM: 781		781		SUM: 781		781		SUM: 781		781					
VOLUME/CAPACITY (V/C) RATIO:				0.538				0.000				0.521				0.521				0.521					
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.538				0.000				0.421				0.421				0.421					
LEVEL OF SERVICE (LOS):				A				A				A				A				A					
REMARKS:		Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC				Fut + WCSP + Non-ESC + ESC				with Event Management Plan									

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.117
NO

PROJECT IMPACT

-0.117
NO

Δv/c after mitigation: -0.117
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Shoup Ave			Year of Count: 2016			Ambient Growth: (%)			Conducted by:		GTC		Date: January 2020		
37		East-West Street: Ventura BI			Projection Year: 2035			Peak Hour: 6 - 7 PM			Reviewed by:				Project: Promenade (10k Seats)		
		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															

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.196
NO

PROJECT IMPACT

-0.193
NO

Δv/c after mitigation: -0.193
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Ventura BI	Year of Count:	2016	Ambient Growth: (%)		Conducted by:	GTC	Date:	January 2020									
38	East-West Street:	US 101 EB Ramps	Projection Year:	2035	Peak Hour:	6 - 7 PM	Reviewed by:		Project:	Promenade (10k Seats)									
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-- 1 SB-- 0 EB-- 0 WB-- 0	NB-- 1 SB-- 0 EB-- 0 WB-- 0	NB-- 1 SB-- 0 EB-- 0 WB-- 0	NB-- 1 SB-- 0 EB-- 0 WB-- 0	NB-- 1 SB-- 0 EB-- 0 WB-- 0	NB-- 1 SB-- 0 EB-- 0 WB-- 0	NB-- 1 SB-- 0 EB-- 0 WB-- 0	NB-- 1 SB-- 0 EB-- 0 WB-- 0	NB-- 1 SB-- 0 EB-- 0 WB-- 0									
ATSAC-1 or ATSAC+ATCS-2?																			
Override Capacity																			
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Delta 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	1083	0	0	10	0	0	138	1221	0	0	436	1657	0	0	-308	1349	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	661	1	661	9	0	0	49	710	2	391	0	710	2	391	0	710	2	391
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	755	2	378	10	0	0	14	769	2	385	103	872	2	436	0	872	2	436
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1021	2	360	6	0	0	28	1049	2	370	15	1064	2	375	0	1064	2	375
	Through-Right	59	1	59	0	0	0	3	62	0	62	0	62	0	62	0	62	0	62
	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: 0 East-West: 1021 SUM: 1021	North-South: 0 East-West: 0 SUM: 0	North-South: 0 East-West: 0 SUM: 0	North-South: 0 East-West: 761 SUM: 761	North-South: 0 East-West: 766 SUM: 766	North-South: 0 East-West: 766 SUM: 766	North-South: 0 East-West: 766 SUM: 766	North-South: 0 East-West: 766 SUM: 766	North-South: 0 East-West: 766 SUM: 766									
VOLUME/CAPACITY (V/C) RATIO:		0.716	0.000	0.507	0.511	0.511													
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.716	0.000	0.407	0.411	0.411													
LEVEL OF SERVICE (LOS):		C	A	A	A	A													
REMARKS:		Future 2035 No Build	Non_ESC Project Volumes Only	Delta Vol = WCSP Background + Non_ESC	Fut + WCSP + Non_ESC + ESC	with Event Management Plan													

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.309
NO

PROJECT IMPACT

-0.305
NO

Δv/c after mitigation: -0.305
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon Bl			Year of Count: 2016			Ambient Growth: (%)			Conducted by:		GTC		Date: January 2020						
39		East-West Street: US 101 WB Off-Ramp			Projection Year: 2035			Peak Hour: 6 - 7 PM			Reviewed by:				Project: Promenade (10k Seats)						
No. of Phases						3				0				0							
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-- 1		0 1		NB-- 0 SB-- 1		0 0		NB-- 0 SB-- 0		0 0		NB-- 0 SB-- 0					
ATSAC-1 or ATSAC+ATCS-2?				EB-- 1 WB-- 0		0 0		EB-- 1 WB-- 0		0 1		EB-- 1 WB-- 1		0 1		EB-- 1 WB-- 1					
Override Capacity						0				2				2							
						0				1500				1500							
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
				Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Delta 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	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through		0						0				0				0				
	Through	1540	3	513	1		0	164	1704	3	568	615	2319	3	773	-307	2012	3	671		
	Through-Right		0						0				0				0				
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-Right		0						0				0				0				
Left-Right		0							0				0				0				
SOUTHBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through		0						0				0				0				
	Through	1285	3	428	17		0	-86	1199	3	400	46	1245	3	415	0	1245	3	415		
	Through-Right		0						0				0				0				
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-Right		0						0				0				0				
Left-Right		0						0				0				0					
EASTBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through		0						0				0				0				
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Through-Right		0						0				0				0				
	Right	417	0	0	0		0	-2	415	0	0	0	415	0	0	0	415	0	0		
	Left-Through-Right		0						0				0				0				
Left-Right		0						0				0				0					
WESTBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through		0						0				0				0				
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Through-Right		0						0				0				0				
	Right	465	2	256	28		0	30	495	0	0	513	1008	0	0	-513	495	0	0		
	Left-Through-Right		0						0				0				0				
Left-Right		0						0				0				0					
CRITICAL VOLUMES				North-South: 513		0		North-South: 568		773		North-South: 671									
				East-West: 256		0		East-West: 0		0		East-West: 0									
				SUM: 769		0		SUM: 568		773		SUM: 671									
VOLUME/CAPACITY (V/C) RATIO:				0.540		0.000		0.379		0.515		0.447									
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.540		0.000		0.279		0.415		0.347									
LEVEL OF SERVICE (LOS):				A		A		A		A		A									
REMARKS:				Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.261
NO

PROJECT IMPACT

-0.125
NO

Δv/c after mitigation: -0.193
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Topanga Canyon Bl			Year of Count:			2016		Ambient Growth: (%)					Conducted by:		GTC		Date:		January 2020	
40		East-West Street:			Clarendon St			Projection Year:			2035		Peak Hour:			6 - 7 PM		Reviewed by:				Project:		Promenade (10k Seats)	
No. of Phases											3					4					4				
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			0		NB-- 0 SB-- 0			0		NB-- 0 SB-- 0			0		NB-- 0 SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?					EB-- 2 WB-- 2			EB-- 2 WB-- 2			2		EB-- 0 WB-- 3			3		EB-- 0 WB-- 3			3		EB-- 0 WB-- 3		
Override Capacity					0			0			0		0			2		0			2		0		
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP						
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Delta 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	31	1	31	0		0	3	34	1	34	0	34	1	34	0	34	1	34						
	Left-Through		0							0				0				0							
	Through	1605	2	546	23		0	151	1756	2	597	615	2371	2	802	-307	2064	2	700						
	Through-Right		1							1				1				1							
	Right	33	0	33	0		0	3	36	0	36	0	36	0	36	0	36	0	36						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
SOUTHBOUND	Left	185	1	185	4		0	16	201	1	201	0	201	1	201	0	201	1	201						
	Left-Through		0							0				0				0							
	Through	807	2	310	17		0	72	879	2	337	19	898	2	344	0	898	2	344						
	Through-Right		1							1				1				1							
	Right	122	0	122	2		0	11	133	0	133	0	133	0	133	0	133	0	133						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
EASTBOUND	Left	256	1	168	0		0	29	285	2	157	0	285	2	157	0	285	2	157						
	Left-Through		0							0				0				0							
	Through	39	0	168	0		0	4	43	0	88	0	43	0	88	0	43	0	88						
	Through-Right		0							1				1				1							
	Right	40	0	0	0		0	5	45	0	0	0	45	0	0	0	45	0	0						
	Left-Through-Right		1							0				0				0							
Left-Right		0							0				0				0								
WESTBOUND	Left	31	0	31	0		0	4	35	0	35	0	35	0	35	0	35	0	35						
	Left-Through		1							1				1				1							
	Through	15	0	46	0		0	2	17	0	52	0	17	0	52	0	17	0	52						
	Through-Right		0							0				0				0							
	Right	197	1	197	0		0	22	219	2	0	0	219	2	0	0	219	2	0						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
CRITICAL VOLUMES					North-South: 731 East-West: 365 SUM: 1096			North-South: 0 East-West: 0 SUM: 0			North-South: 798 East-West: 209 SUM: 1007			North-South: 1003 East-West: 209 SUM: 1212			North-South: 901 East-West: 209 SUM: 1110								
VOLUME/CAPACITY (V/C) RATIO:					0.769			0.000			0.732			0.881			0.807								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.769			0.000			0.632			0.781			0.707								
LEVEL OF SERVICE (LOS):					C			A			B			C			C								
REMARKS:					Refer to Traffix Analysis			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan								

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.137
NO

PROJECT IMPACT

0.012
NO

Δv/c after mitigation: -0.062
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon BI			Year of Count: 2016			Ambient Growth: (%)			Conducted by:		GTC		Date: January 2020				
41		East-West Street: Ventura BI			Projection Year: 2035			Peak Hour: 6 - 7 PM			Reviewed by:		Project: Promenade (10k Seats)						
		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-- 0			NB-- 0 SB-- 0			NB-- 3 SB-- 0		NB-- 0 SB-- 0		NB-- 3 SB-- 0				
		ATSAC-1 or ATSAC+ATCS-2?			EB-- 0 WB-- 2			EB-- 0 WB-- 2			EB-- 0 WB-- 3		EB-- 0 WB-- 3		EB-- 0 WB-- 3				
		Override Capacity			0			0			2		2		2				
		0			0			0			0		0		0				
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Delta 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	161	1	161	-1		0	10	171	1	171	0	171	1	171	0	171	1	171
	Left-Through		0							0				0				0	
	Through	1004	3	335	-9		0	101	1105	3	368	77	1182	3	394	0	1182	3	394
	Through-Right		0							0				0				0	
	Right	269	1	224	-2		0	3	272	1	180	0	272	1	180	0	272	1	180
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	212	1	212	7		0	11	223	2	123	0	223	2	123	0	223	2	123
	Left-Through		0							0				0				0	
	Through	735	2	267	22		0	6	741	2	247	4	745	2	248	0	745	2	248
	Through-Right		1							1				1				1	
	Right	66	0	66	2		0	0	66	1	0	15	81	1	0	0	81	1	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	463	2	255	9		0	45	508	3	178	538	1046	3	366	-308	738	3	258
	Left-Through		0							0				0				0	
	Through	689	2	260	13		0	6	695	2	261	0	695	2	261	0	695	2	261
	Through-Right		1							1				1				1	
	Right	91	0	91	1		0	-3	88	0	88	0	88	0	88	0	88	0	88
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	166	2	91	2		0	2	168	2	92	0	168	2	92	0	168	2	92
	Left-Through		0							0				0				0	
	Through	491	2	246	7		0	6	497	2	249	0	497	2	249	0	497	2	249
	Through-Right		0							0				0				0	
	Right	271	1	271	4		0	39	310	2	48	0	310	2	48	0	310	2	48
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 547			North-South: 0			North-South: 491			North-South: 517			North-South: 517					
		East-West: 526			East-West: 0			East-West: 427			East-West: 615			East-West: 507					
		SUM: 1073			SUM: 0			SUM: 918			SUM: 1132			SUM: 1024					
VOLUME/CAPACITY (V/C) RATIO:					0.780						0.668						0.745		
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.780						0.568						0.645		
LEVEL OF SERVICE (LOS):					C						A						B		
REMARKS:		Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				with Event Management Plan			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.212
NO

PROJECT IMPACT

-0.057
NO

Δv/c after mitigation: -0.135
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Canoga Ave			Year of Count: 2016			Ambient Growth: (%)			Conducted by:		GTC		Date: January 2020						
42		East-West Street: US 101 WB Off-Ramp			Projection Year: 2035			Peak Hour: 6 - 7 PM			Reviewed by:				Project: Promenade (10k Seats)						
No. of Phases						3				2				2				2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						2				0				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 0 SB-- 0		0		NB-- 0 SB-- 0		0		NB-- 0 SB-- 0		0		NB-- 0 SB-- 0		0			
ATSAC-1 or ATSAC+ATCS-2?				EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0			
Override Capacity						0				2				2				2			
						0				0				0				0			
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
				Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Delta 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	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through		0						0				0				0				
	Through	619	3	206	4		0	-21	598	3	199	25	623	3	208	0	623	3	208		
	Through-Right		0						0				0				0				
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-Right		0						0				0				0				
Left-Right		0						0				0				0					
SOUTHBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through		0						0				0				0				
	Through	1222	4	306	36		0	44	1266	4	317	20	1286	4	322	0	1286	4	322		
	Through-Right		0						0				0				0				
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-Right		0						0				0				0				
Left-Right		0						0				0				0					
EASTBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through		0						0				0				0				
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through-Right		0						0				0				0				
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-Right		0						0				0				0				
Left-Right		0						0				0				0					
WESTBOUND	Left	172	1	172	0		0	-9	163	1	163	0	163	1	163	0	163	1	163		
	Left-Through		0						0				0				0				
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through-Right		0						0				0				0				
	Right	532	2	293	-2		0	-10	522	2	287	359	881	2	485	77	958	2	527		
	Left-Through-Right		0						0				0				0				
Left-Right		0						0				0				0					
CRITICAL VOLUMES				North-South: 306		0		North-South: 317		322		North-South: 322		322		North-South: 527		527			
				East-West: 293		0		East-West: 287		485		East-West: 485		485		East-West: 527		527			
				SUM: 599		0		SUM: 604		807		SUM: 807		807		SUM: 849		849			
VOLUME/CAPACITY (V/C) RATIO:				0.420		0.000		0.403		0.538		0.538		0.566							
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.420		0.000		0.303		0.438		0.438		0.466							
LEVEL OF SERVICE (LOS):				A		A		A		A		A		A							
REMARKS:				Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.117
NO

PROJECT IMPACT

0.018
NO

Δv/c after mitigation: 0.046
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Canoga Ave			Year of Count: 2016			Ambient Growth: (%)			Conducted by:		GTC		Date: January 2020						
43		East-West Street: US 101 EB On-Ramp			Projection Year: 2035			Peak Hour: 6 - 7 PM			Reviewed by:				Project: Promenade (10k Seats)						
No. of Phases						3				2				2				2			
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		NB-- 0 SB-- 0		0		0		0			
				EB-- 0 WB-- 0		0		0		0		EB-- 0 WB-- 0		0		0		0			
ATSAC-1 or ATSAC+ATCS-2?						0				2				2				2			
Override Capacity						0				0				0				0			
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
				Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Delta 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	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through		0						0				0				0				
	Through	615	3	205	1		0	-19	596	3	199	25	621	3	207	0	621	3	207		
	Through-Right		0						0				0				0				
	Right	236	1	236	1		0	-16	220	1	220	0	220	1	220	0	220	1	220		
	Left-Through-Right		0						0				0				0				
	Left-Right		0						0				0				0				
SOUTHBOUND	Left	645	2	355	17		0	1	646	2	355	19	665	2	366	0	665	2	366		
	Left-Through		0						0				0				0				
	Through	768	2	384	21		0	28	796	2	398	1	797	2	399	0	797	2	399		
	Through-Right		0						0				0				0				
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-Right		0						0				0				0				
	Left-Right		0						0				0				0				
EASTBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through		0						0				0				0				
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through-Right		0						0				0				0				
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-Right		0						0				0				0				
	Left-Right		0						0				0				0				
WESTBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through		0						0				0				0				
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through-Right		0						0				0				0				
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-Right		0						0				0				0				
	Left-Right		0						0				0				0				
CRITICAL VOLUMES				North-South: 591		0		North-South: 575		586		North-South: 586		586		North-South: 586		586			
				East-West: 0		0		East-West: 0		0		East-West: 0		0		East-West: 0		0			
				SUM: 591		0		SUM: 575		586		SUM: 586		586		SUM: 586		586			
VOLUME/CAPACITY (V/C) RATIO:				0.415		0.000		0.383		0.391		0.391		0.391		0.391		0.391			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.415		0.000		0.283		0.291		0.291		0.291		0.291		0.291			
LEVEL OF SERVICE (LOS):				A		A		A		A		A		A		A		A			
REMARKS:				Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.132
NO

PROJECT IMPACT

-0.124
NO

Δv/c after mitigation: -0.124
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Canoga Ave			Year of Count: 2016			Ambient Growth: (%):			Conducted by:		GTC		Date: January 2020		
44		East-West Street: Ventura BI			Projection Year: 2035			Peak Hour: 6 - 7 PM			Reviewed by:				Project: Promenade (10k Seats)		
		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															

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.072
NO

PROJECT IMPACT

-0.071
NO

Δv/c after mitigation: -0.071
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: De Soto Ave			Year of Count: 2016			Ambient Growth: (%):			Conducted by:		GTC		Date: January 2020	
45		East-West Street: US 101 WB Ramps			Projection Year: 2035			Peak Hour: 6 - 7 PM			Reviewed by:				Project: Promenade (10k Seats)	
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																

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.191
NO

PROJECT IMPACT

-0.190
NO

Δv/c after mitigation: -0.043
Fully mitigated? N/A

$\Delta v/c$ after mitigation:	-0.126
Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			De Soto Ave / Serrania Ave			Year of Count:			2016		Ambient Growth: (%)					Conducted by:		GTC		Date:		January 2020	
47		East-West Street:			Ventura BI			Projection Year:			2035		Peak Hour:			6 - 7 PM		Reviewed by:				Project:		Promenade (10k Seats)	
No. of Phases											3					4					4				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?											1					0					0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 2			NB-- 0 SB-- 2			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-- 2			EB-- 0 WB-- 2			EB-- 0 WB-- 3			EB-- 0 WB-- 3			EB-- 0 WB-- 3			EB-- 0 WB-- 3					
Override Capacity					0			0			0			2			2			2			0		
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP						
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Delta 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	43	1	43	0		0	4	47	1	47	0	47	1	47	0	47	1	47						
	Left-Through		0							0				0				0							
	Through	146	1	107	1		0	7	153	2	77	25	178	2	89	0	178	2	89						
	Through-Right		1							0				0				0							
	Right	67	0	67	1		0	13	80	1	52	0	80	1	52	0	80	1	52						
	Left-Through-Right		0							0				0				0							
	Left-Right		0							0				0				0							
SOUTHBOUND	Left	372	2	205	-9		0	76	448	2	246	0	448	2	246	0	448	2	246						
	Left-Through		0							0				0				0							
	Through	187	1	187	-3		0	-8	179	1	179	1	180	1	180	0	180	1	180						
	Through-Right		0							0				0				0							
	Right	256	1	256	-6		0	17	273	1	23	0	273	1	23	0	273	1	23						
	Left-Through-Right		0							0				0				0							
	Left-Right		0							0				0				0							
EASTBOUND	Left	239	1	239	6		0	11	250	1	250	0	250	1	250	0	250	1	250						
	Left-Through		0							0				0				0							
	Through	807	2	287	18		0	41	848	2	301	0	848	2	301	0	848	2	301						
	Through-Right		1							1				1				1							
	Right	53	0	53	1		0	1	54	0	54	0	54	0	54	0	54	0	54						
	Left-Through-Right		0							0				0				0							
	Left-Right		0							0				0				0							
WESTBOUND	Left	47	1	47	1		0	9	56	1	56	0	56	1	56	0	56	1	56						
	Left-Through		0							0				0				0							
	Through	775	3	258	9		0	17	792	3	264	0	792	3	264	0	792	3	264						
	Through-Right		0							0				0				0							
	Right	314	1	314	4		0	104	418	1	172	0	418	1	172	0	418	1	172						
	Left-Through-Right		0							0				0				0							
	Left-Right		0							0				0				0							
CRITICAL VOLUMES					North-South: 363 East-West: 553 SUM: 916			North-South: 0 East-West: 0 SUM: 0			North-South: 323 East-West: 514 SUM: 837			North-South: 335 East-West: 514 SUM: 849			North-South: 335 East-West: 514 SUM: 849								
VOLUME/CAPACITY (V/C) RATIO:					0.643			0.000			0.609			0.617			0.617								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.643			0.000			0.509			0.517			0.517								
LEVEL OF SERVICE (LOS):					B			A			A			A			A								
REMARKS:					Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan								

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.134
NO

-0.126
NO

Δv/c after mitigation: -0.126
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon Bl			Year of Count: 2016			Ambient Growth: (%):			Conducted by:		GTC		Date: January 2020						
48		East-West Street: Martinez St			Projection Year: 2035			Peak Hour: 6 - 7 PM			Reviewed by:				Project: Promenade (10k Seats)						
No. of Phases						2				2				2				2			
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		NB-- 0 SB-- 0		0		0		0			
ATSAC-1 or ATSAC+ATCS-2?				EB-- 0 WB-- 0		0		0		0		EB-- 0 WB-- 0		0		0		0			
Override Capacity						0				2				2				2			
						0				0				0				0			
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
				Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Delta 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	6	0	6	0		0	-2	4	0	4	0	4	0	4	0	4	0	4		
	Left-Through		1							1			1			1		1			
	Through	1118	0	572	-17		0	115	1233	0	625	77	1310	0	664	0	1310	0	664		
	Through-Right		1							1			1			1		1			
	Right	1	0	572	0		0	0	1	0	625	0	1	0	664	0	1	0	664		
	Left-Through-Right		0							0			0			0		0			
Left-Right		0							0			0			0		0				
SOUTHBOUND	Left	7	0	7	1		0	-1	6	0	6	0	6	0	6	0	6	0	6		
	Left-Through		1							1			1			1		1			
	Through	978	0	515	9		0	-6	972	0	509	4	976	0	511	0	976	0	511		
	Through-Right		1							1			1			1		1			
	Right	9	0	515	1		0	0	9	0	509	0	9	0	511	0	9	0	511		
	Left-Through-Right		0							0			0			0		0			
Left-Right		0							0			0			0		0				
EASTBOUND	Left	30	0	30	0		0	6	36	0	36	0	36	0	36	0	36	0	36		
	Left-Through		0							0			0			0		0			
	Through	5	0	44	0		0	0	5	0	47	0	5	0	47	0	5	0	47		
	Through-Right		0							0			0			0		0			
	Right	9	0	0	0		0	-3	6	0	0	0	6	0	0	0	6	0	0		
	Left-Through-Right		1							1			1			1		1			
Left-Right		0							0			0			0		0				
WESTBOUND	Left	12	0	12	0		0	-1	11	0	11	0	11	0	11	0	11	0	11		
	Left-Through		0							0			0			0		0			
	Through	9	0	23	-1		0	2	11	0	25	0	11	0	25	0	11	0	25		
	Through-Right		0							0			0			0		0			
	Right	2	0	0	0		0	1	3	0	0	0	3	0	0	0	3	0	0		
	Left-Through-Right		1							1			1			1		1			
Left-Right		0							0			0			0		0				
CRITICAL VOLUMES				North-South: 579		0		North-South: 631		670		North-South: 670		670		North-South: 670		670			
				East-West: 56		0		East-West: 61		61		East-West: 61		61		East-West: 61		61			
				SUM: 635		0		SUM: 692		731		SUM: 731		731		SUM: 731		731			
VOLUME/CAPACITY (V/C) RATIO:				0.423		0.000		0.461		0.487		0.487		0.487		0.487		0.487			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.423		0.000		0.361		0.387		0.387		0.387		0.387		0.387			
LEVEL OF SERVICE (LOS):				A		A		A		A		A		A		A		A			
REMARKS:				Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.062
NO

PROJECT IMPACT

-0.036
NO

Δv/c after mitigation: -0.036
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon Bl			Year of Count: 2016			Ambient Growth: (%)			Conducted by:		GTC		Date: January 2020				
49		East-West Street: Mulholland Dr			Projection Year: 2035			Peak Hour: 6 - 7 PM			Reviewed by:				Project: Promenade (10k Seats)				
		No. of Phases		3			3			4			4			4			
		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		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		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		EB-- 0 WB-- 0			
		Override Capacity		0			0			2			2			2			
				0			0			0			0			0			
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Delta 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	135	1	135	-1		0	38	173	1	173	0	173	1	173	0	173	1	173
	Left-Through		0							0				0				0	
	Through	621	1	314	-1		0	-8	613	1	311	77	690	1	349	0	690	1	349
	Through-Right		1							1				1				1	
	Right	6	0	6	0		0	2	8	0	8	0	8	0	8	0	8	0	8
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	16	0	16	0		0	-1	15	0	15	0	15	0	15	0	15	0	15
	Left-Through		1							1				1				1	
	Through	421	0	478	1		0	6	427	1	244	4	431	1	246	0	431	1	246
	Through-Right		1							0				0				0	
	Right	471	0	478	1		0	27	498	1	372	0	498	1	372	0	498	1	372
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	433	1	245	-9		0	8	441	1	252	0	441	1	252	0	441	1	252
	Left-Through		1							1				1				1	
	Through	56	0	245	-1		0	7	63	0	252	0	63	0	252	0	63	0	252
	Through-Right		0							0				0				0	
	Right	108	1	41	-2		0	21	129	1	43	0	129	1	43	0	129	1	43
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	12	0	12	0		0	1	13	0	13	0	13	0	13	0	13	0	13
	Left-Through		0							0				0				0	
	Through	36	0	86	-1		0	2	38	0	80	0	38	0	80	0	38	0	80
	Through-Right		0							0				0				0	
	Right	38	0	0	-1		0	-9	29	0	0	0	29	0	0	0	29	0	0
	Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 613		613	North-South: 0		0	North-South: 545		545	North-South: 545		545	North-South: 545		545			
		East-West: 331		331	East-West: 0		0	East-West: 332		332	East-West: 332		332	East-West: 332		332			
		SUM: 944		944	SUM: 0		0	SUM: 877		877	SUM: 877		877	SUM: 877		877			
VOLUME/CAPACITY (V/C) RATIO:				0.662			0.000			0.638			0.638			0.638			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.662			0.000			0.538			0.538			0.538			
LEVEL OF SERVICE (LOS):				B			A			A			A			A			
REMARKS:		Refer to Traffix Analysis			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				with Event Management Plan			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.124
NO

PROJECT IMPACT

-0.124
NO

Δv/c after mitigation: -0.124
Fully mitigated? N/A

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19 Erwin/De Soto

Cycle (sec): 100 Critical Vol./Cap.(X): 0.432
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	0	1	2	0	1	1	0	1	0	1	1	0	1	1	0

Volume Module:

Base Vol:	101	1253	22	14	823	147	178	10	271	7	8	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	1253	22	14	823	147	178	10	271	7	8	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	1253	22	14	823	147	178	10	271	7	8	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	1253	22	14	823	147	178	10	271	7	8	8
PCE Adj:	1.00	1.00	1.00	6.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Volume:	101	1253	22	84	823	147	196	10	298	7	8	8

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.95	0.05	0.36	2.64	1.00	1.17	0.06	1.77	1.00	1.00	1.00
Final Sat.:	1425	4201	74	515	3760	1425	1661	85	2529	1425	1425	1425

Capacity Analysis Module:

Vol/Sat:	0.07	0.30	0.30	0.03	0.22	0.10	0.12	0.12	0.12	0.00	0.01	0.01
Crit Volume:	425			14			168			8		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #37 Shoup/Ventura Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.831
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	2	1	0	1

Volume Module:

Base Vol:	47	384	112	266	115	190	113	728	47	87	955	451
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	384	112	266	115	190	113	728	47	87	955	451
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	384	112	266	115	190	113	728	47	87	955	451
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	384	112	266	115	190	113	728	47	87	955	451
PCE Adj:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	47	384	112	293	115	190	113	728	47	87	955	451

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	1.42	0.41	1.44	0.56	1.00	1.00	2.82	0.18	1.00	3.00	1.00
Final Sat.:	247	2015	588	2046	804	1425	1425	4016	259	1425	4275	1425

Capacity Analysis Module:

Vol/Sat:	0.19	0.19	0.19	0.14	0.14	0.13	0.08	0.18	0.18	0.06	0.22	0.32
Crit Volume:			272	204					258			451
Crit Moves:			****	****					****			****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 Topanga Canyon Blvd/Clarendon

Cycle (sec): 100 Critical Vol./Cap.(X): 0.778
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: C

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L - T - R					L - T - R					L - T - R					L - T - R				
Control:	Permitted					Protected					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	1	0	0	0	1	0	0	1

Volume Module:

Base Vol:	31	1605	33	185	807	122	256	39	40	31	15	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	1605	33	185	807	122	256	39	40	31	15	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	1605	33	185	807	122	256	39	40	31	15	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	1605	33	185	807	122	256	39	40	31	15	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Volume:	31	1605	33	185	807	122	282	39	40	31	15	197

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.94	0.06	1.00	2.61	0.39	1.56	0.22	0.22	0.67	0.33	1.00
Final Sat.:	1425	4189	86	1425	3714	561	2226	308	316	960	465	1425

Capacity Analysis Module:

Vol/Sat:	0.02	0.38	0.38	0.13	0.22	0.22	0.13	0.13	0.13	0.03	0.03	0.14
Crit Volume:			546	185			180					197
Crit Moves:			****	****			****					****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 US 101 WB Ramps/De Soto

Cycle (sec):	100	Critical Vol./Cap.(X):	0.569
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 2 0 0	0 0 4 0 1	0 0 0 0 0	1 0 1! 0 1

Volume Module:

Base Vol:	178 768 0	0 1044 437	0 0 0	191 0 342
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	178 768 0	0 1044 437	0 0 0	191 0 342
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	178 768 0	0 1044 437	0 0 0	191 0 342
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	178 768 0	0 1044 437	0 0 0	191 0 342
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.10 1.00 1.10
FinalVolume:	178 768 0	0 1044 437	0 0 0	210 0 376

Saturation Flow Module:

Sat/Lane:	1425 1425 1425	1425 1425 1425	1425 1425 1425	1425 1425 1425
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 2.00 0.00	0.00 4.00 1.00	0.00 0.00 0.00	1.08 xxxx 1.92
Final Sat.:	1425 2850 0	0 5700 1425	0 0 0	1532 0 2743

Capacity Analysis Module:

Vol/Sat:	0.12 0.27 0.00	0.00 0.18 0.31	0.00 0.00 0.00	0.14 0.00 0.14
Crit Volume:	178	437	0	195
Crit Moves:	****	****		****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #46 US 101 EB/De Soto

Cycle (sec):	100	Critical Vol./Cap.(X):	0.528
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	R	L	-	T	R	L	-	T	R	L	-	T	R				
Control:	Permitted				Protected				Split Phase				Split Phase							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0					
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0					
Lanes:	0	0	3	0	1	2	0	2	0	0	1	1	0	0	1	0	0	0	0	0

Volume Module:

Base Vol:	0	545	179	643	603	0	393	1	175	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	545	179	643	603	0	393	1	175	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	545	179	643	603	0	393	1	175	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	545	179	643	603	0	393	1	175	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	545	179	707	603	0	432	1	175	0	0	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	4275	1425	2850	2850	0	2843	7	1425	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.13	0.13	0.25	0.21	0.00	0.15	0.15	0.12	0.00	0.00	0.00
Crit Volume:	182			354			217			0		
Crit Moves:	****			****			****					

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #49 Topanga Canyon Blvd/Mulholland

Cycle (sec):	100	Critical Vol./Cap.(X):	0.677
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 1 1 0	0 1 0 1 0	1 1 0 0 1	0 0 1! 0 0

Volume Module:

Base Vol:	135 621 6	16 421 471	433 56 108	12 36 38
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	135 621 6	16 421 471	433 56 108	12 36 38
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	135 621 6	16 421 471	433 56 108	12 36 38
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	135 621 6	16 421 471	433 56 108	12 36 38
PCE Adj:	1.00 1.00 1.00	4.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.10 1.00 1.00	1.00 1.00 1.00
FinalVolume:	135 621 6	64 421 471	476 56 108	12 36 38

Saturation Flow Module:

Sat/Lane:	1425 1425 1425	1425 1425 1425	1425 1425 1425	1425 1425 1425
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 1.98 0.02	0.04 0.98 0.98	1.79 0.21 1.00	0.14 0.42 0.44
Final Sat.:	1425 2823 27	53 1393 1404	2550 300 1425	199 597 630

Capacity Analysis Module:

Vol/Sat:	0.09 0.22 0.22	0.30 0.30 0.34	0.19 0.19 0.08	0.06 0.06 0.06
Crit Volume:	135	478 266		86
Crit Moves:	****	****	****	****

LOS Worksheets

Weekday 10 - 11 PM



$\Delta v/c$ after mitigation:	-0.085
Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Topanga Canyon Bl	Year of Count:	2016	Ambient Growth: (%): **		Conducted by:	GTC	Date:	January 2020								
2	East-West Street:	Vanowen St	Projection Year:	2035	Peak Hour:	Wkdy LN	Reviewed by:		Project:	Promenade (10k Seats)								
No. of Phases		3	3		3		3		3									
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-- 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									
Override Capacity		0	0		0		0		0									
MOVEMENT		2035 NO BUILD		NON-ESC PROJECT VOLS		FUTURE W/ WCSP W/ NON-ESC PROJ		FUTURE W/ WCSP W/ FULL PROJ		FUT W/ WCSP W/ FULL PROJ W/ EMP								
		Volume	No. of Lanes	Lane Volume	Project Traffic	Lane Volume	Delta 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	40	1	40	1	0	5	45	2	25	52	97	2	53	0	97	2	53
	Left-Through		0						0				0				0	
	Through	381	2	191	10	0	14	395	2	198	236	631	2	316	0	631	2	316
	Through-Right		0						0				0				0	
	Right	35	1	23	1	0	13	48	2	11	0	48	2	11	0	48	2	11
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
SOUTHBOUND	Left	39	1	39	0	0	1	40	1	40	0	40	1	40	0	40	1	40
	Left-Through		0						0				0				0	
	Through	284	2	105	3	0	-9	275	2	101	0	275	2	101	0	275	2	101
	Through-Right		1						1				1				1	
	Right	31	0	31	0	0	-2	29	0	29	0	29	0	29	0	29	0	29
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
EASTBOUND	Left	26	1	26	0	0	0	26	2	14	0	26	2	14	0	26	2	14
	Left-Through		0						0				0				0	
	Through	156	2	78	1	0	10	166	1	92	0	166	1	92	0	166	1	92
	Through-Right		0						1				1				1	
	Right	15	1	0	0	0	2	17	0	17	0	17	0	17	0	17	0	17
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
WESTBOUND	Left	24	1	24	0	0	6	30	1	30	0	30	1	30	0	30	1	30
	Left-Through		0						0				0				0	
	Through	169	1	102	0	0	3	172	2	86	0	172	2	86	0	172	2	86
	Through-Right		1						0				0				0	
	Right	35	0	35	0	0	1	36	1	16	0	36	1	16	0	36	1	16
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
CRITICAL VOLUMES		North-South: 230 East-West: 128 SUM: 358	North-South: 0 East-West: 0 SUM: 0		North-South: 238 East-West: 122 SUM: 360		North-South: 356 East-West: 122 SUM: 478		North-South: 356 East-West: 122 SUM: 478									
VOLUME/CAPACITY (V/C) RATIO:		0.251	0.000		0.253		0.335		0.335									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.251	0.000		0.153		0.235		0.235									
LEVEL OF SERVICE (LOS):		A	A		A		A		A									
REMARKS:		Future 2035 No Build	Non_ESC Project Volumes Only		Delta Vol = WCSP Background + Non_ESC		Fut + WCSP + Non_ESC + ESC		with Event Management Plan									

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.098
NO

PROJECT IMPACT

-0.016
NO

Δv/c after mitigation: -0.016
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Owensmouth Av	Year of Count:	2016	Ambient Growth: (%): **		Conducted by:	GTC	Date:	January 2020								
3	East-West Street:	Vanowen St	Projection Year:	2035	Peak Hour:	Wkdy LN	Reviewed by:		Project:	Promenade (10k Seats)								
No. of Phases		2	2		3		3		3									
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-- 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									
Override Capacity		0	0		0		0		0									
MOVEMENT		2035 NO BUILD		NON-ESC PROJECT VOLS		FUTURE W/ WCSP W/ NON-ESC PROJ		FUTURE W/ WCSP W/ FULL PROJ		FUT W/ WCSP W/ FULL PROJ W/ EMP								
		Volume	No. of Lanes	Lane Volume	Project Traffic	Lane Volume	Delta 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	31	1	31	2	0	-5	26	1	26	0	26	1	26	0	26	1	26
	Left-Through		0						0				0				0	
	Through	162	2	81	12	0	12	174	2	87	52	226	2	113	0	226	2	113
	Through-Right		0						0				0				0	
	Right	77	1	56	5	0	-5	72	1	62	78	150	1	140	0	150	1	140
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
SOUTHBOUND	Left	22	1	22	2	0	7	29	1	29	0	29	1	29	0	29	1	29
	Left-Through		0						0				0				0	
	Through	99	1	66	6	0	6	105	2	53	0	105	2	53	0	105	2	53
	Through-Right		1						0				0				0	
	Right	33	0	33	2	0	1	34	1	19	0	34	1	19	0	34	1	19
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
EASTBOUND	Left	27	1	27	0	0	4	31	1	31	0	31	1	31	0	31	1	31
	Left-Through		0						0				0				0	
	Through	266	2	133	1	0	4	270	3	90	0	270	3	90	0	270	3	90
	Through-Right		0						0				0				0	
	Right	24	1	9	0	0	-1	23	1	10	0	23	1	10	0	23	1	10
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
WESTBOUND	Left	42	1	42	1	0	-4	38	2	21	0	38	2	21	0	38	2	21
	Left-Through		0						0				0				0	
	Through	198	1	111	3	0	5	203	2	79	0	203	2	79	0	203	2	79
	Through-Right		1						1				1				1	
	Right	24	0	24	0	0	11	35	0	35	0	35	0	35	0	35	0	35
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
CRITICAL VOLUMES		North-South: 103 East-West: 175 SUM: 278	North-South: 0 East-West: 0 SUM: 0	North-South: 116 East-West: 111 SUM: 227	North-South: 169 East-West: 111 SUM: 280	North-South: 169 East-West: 111 SUM: 280												
VOLUME/CAPACITY (V/C) RATIO:		0.185	0.000	0.159	0.196	0.196												
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.185	0.000	0.080	0.098	0.098												
LEVEL OF SERVICE (LOS):		A	A	A	A	A												
REMARKS:		Future 2035 No Build	Non_ESC Project Volumes Only	Delta Vol = WCSP Background + Non_ESC	Fut + WCSP + Non_ESC + ESC	with Event Management Plan												

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.105
NO

PROJECT IMPACT

-0.087
NO

Δv/c after mitigation: -0.087
Fully mitigated? N/A

03 FP WKDY LN 10-11 PM.xlsm

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	De Soto Av	Year of Count:	2016	Ambient Growth: (%) **		Conducted by:	GTC	Date:	January 2020									
5	East-West Street:	Vanowen St	Projection Year:	2035	Peak Hour:	Wkdy LN	Reviewed by:		Project:	Promenade (10k Seats)									
No. of Phases				3		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	NB-- 0 SB-- 0	3		3	NB-- 0 SB-- 0	3									
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0		0	EB-- 3 WB-- 3	3		3	EB-- 3 WB-- 3	3									
Override Capacity				0		2		2		2									
				0		0		0		0									
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ			FUTURE W/ WCSP W/ FULL PROJ			FUT W/ WCSP W/ FULL PROJ W/ EMP					
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	12	1	12	0		0	3	15	1	15	0	15	1	15	0	15	1	15
	Left-Through		0							0				0				0	
	Through	370	2	133	7		0	6	376	2	139	26	402	2	148	0	402	2	148
	Through-Right		1							1				1				1	
	Right	29	0	29	1		0	13	42	0	42	0	42	0	42	0	42	0	42
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	25	1	25	0		0	1	26	1	26	0	26	1	26	0	26	1	26
	Left-Through		0							0				0				0	
	Through	203	3	68	3		0	54	257	3	86	0	257	3	86	0	257	3	86
	Through-Right		0							0				0				0	
	Right	46	1	21	0		0	7	53	1	10	0	53	1	10	0	53	1	10
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	51	1	51	1		0	-8	43	1	43	0	43	1	43	0	43	1	43
	Left-Through		0							0				0				0	
	Through	362	2	181	5		0	-1	361	3	120	78	439	3	146	0	439	3	146
	Through-Right		0							0				0				0	
	Right	24	1	18	0		0	6	30	1	15	0	30	1	15	0	30	1	15
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	23	1	23	0		0	16	39	1	39	0	39	1	39	0	39	1	39
	Left-Through		0							0				0				0	
	Through	199	1	117	3		0	25	224	2	86	0	224	2	86	0	224	2	86
	Through-Right		1							1				1				1	
	Right	35	0	35	0		0	0	35	0	35	0	35	0	35	0	35	0	35
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 158 East-West: 204 SUM: 362			North-South: 0 East-West: 0 SUM: 0			North-South: 165 East-West: 159 SUM: 324			North-South: 174 East-West: 185 SUM: 359			North-South: 174 East-West: 185 SUM: 359			North-South: 174 East-West: 185 SUM: 359		
VOLUME/CAPACITY (V/C) RATIO:			0.254		0.000			0.236			0.261			0.261			0.261		
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.254		0.000			0.136			0.161			0.161			0.161		
LEVEL OF SERVICE (LOS):			A		A			A			A			A			A		
REMARKS:		Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC			Fut + WCSP + Non-ESC + ESC			with Event Management Plan					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.118
NO

PROJECT IMPACT

-0.093
NO

Δv/c after mitigation: -0.093
Fully mitigated? N/A



$\Delta v/c$ after mitigation:	-0.103
Fully mitigated?	N/A

03 FP WKDY LN 10-11 PM.xlsm

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Westfield Wy	Year of Count:	2016	Ambient Growth: (%): **		Conducted by:	GTC	Date:	January 2020									
8	East-West Street:	Victory Bl	Projection Year:	2035	Peak Hour:	Wkdy LN	Reviewed by:		Project:	Promenade (10k Seats)									
No. of Phases				3		4		4		4									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0		1		1		1									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 2		2	NB-- 0 SB-- 2	3		3	NB-- 3 SB-- 3	3									
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0		0	EB-- 0 WB-- 0	3		3	EB-- 3 WB-- 3	3									
Override Capacity				0		2		2		2									
				0		0		0		0									
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ			FUTURE W/ WCSP W/ FULL PROJ			FUT W/ WCSP W/ FULL PROJ W/ EMP					
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	18	0	18	2		0	-1	17	1	10	0	17	1	10	0	17	1	10
	Left-Through		1							1				1				1	
	Through	1	0	19	0		0	1	2	0	10	0	2	0	10	0	2	0	10
	Through-Right		0							0				0				0	
	Right	19	1	15	3		0	3	22	1	11	0	22	1	11	0	22	1	11
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	30	0	30	1		0	8	38	1	38	0	38	1	38	0	38	1	38
	Left-Through		1							0				0				0	
	Through	1	0	31	0		0	0	1	1	1	0	1	1	1	0	1	1	1
	Through-Right		0							0				0				0	
	Right	40	1	40	1		0	0	40	1	12	0	40	1	12	0	40	1	12
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	44	1	44	0		0	7	51	2	28	0	51	2	28	0	51	2	28
	Left-Through		0							0				0				0	
	Through	291	3	77	1		0	161	452	4	113	0	452	4	113	0	452	4	113
	Through-Right		1							0				0				0	
	Right	18	0	18	0		0	3	21	1	11	0	21	1	11	0	21	1	11
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	9	1	9	0		0	2	11	1	11	0	11	1	11	0	11	1	11
	Left-Through		0							0				0				0	
	Through	323	3	89	15		0	38	361	4	90	0	361	4	90	0	361	4	90
	Through-Right		1							0				0				0	
	Right	34	0	34	2		0	8	42	1	4	0	42	1	4	0	42	1	4
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 58 East-West: 133 SUM: 191			North-South: 0 East-West: 0 SUM: 0			North-South: 49 East-West: 124 SUM: 173				North-South: 49 East-West: 124 SUM: 173				North-South: 49 East-West: 124 SUM: 173			
VOLUME/CAPACITY (V/C) RATIO:				0.134			0.000			0.126				0.126					0.126
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.134			0.000			0.063				0.063					0.063
LEVEL OF SERVICE (LOS):				A			A			A				A					A
REMARKS:		Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC			Fut + WCSP + Non-ESC + ESC			with Event Management Plan					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.071
NO

PROJECT IMPACT

-0.071
NO

Δv/c after mitigation: -0.071
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Owensmouth Av			Year of Count:			2016		Ambient Growth: (%) **			Conducted by:			GTC		Date:		January 2020	
9		East-West Street:			Victory BI			Projection Year:			2035		Peak Hour:			Wkdy LN		Reviewed by:			Project:		Promenade (10k Seats)	
No. of Phases								4			4			4			4			4			4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					NB-- 0 SB-- 0			0 0			0 0			0 0			0 0			0 0			0 0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?					EB-- 0 WB-- 0			0 0			0 0			0 0			0 0			0 0			0 0	
ATSAC-1 or ATSAC+ATCS-2?								0 0			0 0			0 0			0 0			0 0			0 0	
Override Capacity								0 0			0 0			0 0			0 0			0 0			0 0	
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP					
					Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	49	1	49	0		0	2	51	1	51	0	51	1	51	0	51	1	51	0	51	1	51	
	Left-Through		0							0				0				0				0		
	Through	232	2	116	3		0	48	280	3	93	157	437	3	146	0	437	3	146	0	437	3	146	
	Through-Right		0							0				0				0				0		
	Right	46	1	39	0		0	3	49	1	36	157	206	1	193	0	206	1	193	0	206	1	193	
	Left-Through-Right		0							0				0				0				0		
Left-Right		0							0				0				0				0			
SOUTHBOUND	Left	51	1	51	5		0	1	52	2	29	0	52	2	29	0	52	2	29	0	52	2	29	
	Left-Through		0							0				0				0				0		
	Through	128	2	64	13		0	5	133	3	44	0	133	3	44	0	133	3	44	0	133	3	44	
	Through-Right		0							0				0				0				0		
	Right	46	1	40	4		0	0	46	1	23	0	46	1	23	0	46	1	23	0	46	1	23	
	Left-Through-Right		0							0				0				0				0		
Left-Right		0							0				0				0				0			
EASTBOUND	Left	24	2	13	0		0	18	42	2	23	0	42	2	23	0	42	2	23	0	42	2	23	
	Left-Through		0							0				0				0				0		
	Through	270	3	72	2		0	137	407	3	109	0	407	3	109	0	407	3	109	0	407	3	109	
	Through-Right		1							1				1				1				1		
	Right	17	0	17	0		0	10	27	0	27	0	27	0	27	0	27	0	27	0	27	0	27	
	Left-Through-Right		0							0				0				0				0		
Left-Right		0							0				0				0				0			
WESTBOUND	Left	25	2	14	3		0	-2	23	2	13	0	23	2	13	0	23	2	13	0	23	2	13	
	Left-Through		0							0				0				0				0		
	Through	287	3	81	40		0	-1	286	3	83	0	286	3	83	0	286	3	83	0	286	3	83	
	Through-Right		1							1				1				1				1		
	Right	38	0	38	6		0	6	44	0	44	0	44	0	44	0	44	0	44	0	44	0	44	
	Left-Through-Right		0							0				0				0				0		
Left-Right		0							0				0				0				0			
CRITICAL VOLUMES					North-South: 167 East-West: 94 SUM: 261			North-South: 0 East-West: 0 SUM: 0			North-South: 122 East-West: 122 SUM: 244			North-South: 222 East-West: 122 SUM: 344			North-South: 222 East-West: 122 SUM: 344							
VOLUME/CAPACITY (V/C) RATIO:					0.190			0.000			0.177			0.250			0.250							
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.190			0.000			0.089			0.150			0.150							
LEVEL OF SERVICE (LOS):					A			A			A			A			A							
REMARKS:					Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan							

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.101
NO

PROJECT IMPACT

-0.040
NO

Δv/c after mitigation: -0.040
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Canoga Av			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:		GTC		Date: January 2020				
10		East-West Street: Victory BI			Projection Year: 2035			Peak Hour: Wkdy LN			Reviewed by:				Project: Promenade (10k Seats)				
		No. of Phases			3			3			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-- 0	0	NB-- 0 SB-- 0		0	NB-- 0 SB-- 0		0	NB-- 0 SB-- 0		0	NB-- 0 SB-- 0		0		
		ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0	0	EB-- 0 WB-- 0		0	EB-- 0 WB-- 0		0	EB-- 0 WB-- 0		0	EB-- 0 WB-- 0		0		
		Override Capacity			0			0			2			2			2		
					0			0			0			0			0		
		MOVEMENT			2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ			FUTURE W/ WCSP W/ FULL PROJ			FUT W/ WCSP W/ FULL PROJ W/ EMP		
					Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	39	1	39	2		0	7	46	1	46	0	46	1	46	0	46	1	46
	Left-Through		0							0			0				0		
	Through	330	2	138	13		0	-19	311	3	104	26	337	3	112	0	337	3	112
	Through-Right		1							0			0				0		
	Right	83	0	83	5		0	32	115	1	101	0	115	1	101	0	115	1	101
	Left-Through-Right		0							0				0			0		
	Left-Right		0							0			0				0		
SOUTHBOUND	Left	34	1	34	0		0	6	40	2	22	0	40	2	22	0	40	2	22
	Left-Through		0							0			0				0		
	Through	202	2	79	-2		0	6	208	2	82	0	208	2	82	0	208	2	82
	Through-Right		1							1			1				1		
	Right	35	0	35	0		0	2	37	0	37	0	37	0	37	0	37	0	37
	Left-Through-Right		0							0				0			0		
	Left-Right		0							0			0				0		
EASTBOUND	Left	33	1	33	1		0	-1	32	1	32	0	32	1	32	0	32	1	32
	Left-Through		0							0			0				0		
	Through	307	3	87	19		0	176	483	4	121	157	640	4	160	0	640	4	160
	Through-Right		1							0			0				0		
	Right	39	0	39	2		0	7	46	1	23	0	46	1	23	0	46	1	23
	Left-Through-Right		0							0				0			0		
	Left-Right		0							0			0				0		
WESTBOUND	Left	46	1	46	3		0	6	52	2	29	0	52	2	29	0	52	2	29
	Left-Through		0							0			0				0		
	Through	271	3	82	18		0	72	343	3	98	0	343	3	98	0	343	3	98
	Through-Right		1							1			1				1		
	Right	55	0	55	3		0	-6	49	0	49	0	49	0	49	0	49	0	49
	Left-Through-Right		0							0				0			0		
	Left-Right		0							0			0				0		
CRITICAL VOLUMES		North-South: 172 East-West: 133 SUM: 305			North-South: 0 East-West: 0 SUM: 0			North-South: 128 East-West: 150 SUM: 278			North-South: 134 East-West: 189 SUM: 323			North-South: 134 East-West: 189 SUM: 323					
VOLUME/CAPACITY (V/C) RATIO:		0.214			0.000			0.202			0.235			0.235					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.214			0.000			0.102			0.135			0.135					
LEVEL OF SERVICE (LOS):		A			A			A			A			A					
REMARKS:		Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.112
NO

PROJECT IMPACT

-0.079
NO

Δv/c after mitigation: -0.079
Fully mitigated? N/A

$\Delta v/c$ after mitigation:	-0.063
Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			De Soto Av			Year of Count:			2016		Ambient Growth: (%) **			Conducted by:			GTC		Date:		January 2020		
12		East-West Street:			Victory BI			Projection Year:			2035		Peak Hour:			Wkdy LN		Reviewed by:			Project:		Promenade (10k Seats)		
No. of Phases											4								4					4	
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-- 3 SB-- 0			NB-- 3 SB-- 0			0		NB-- 3 SB-- 0			NB-- 3 SB-- 0			0		NB-- 3 SB-- 0			0	
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 3			EB-- 0 WB-- 3			0		EB-- 0 WB-- 2			EB-- 0 WB-- 2			0		EB-- 0 WB-- 2			0	
Override Capacity											0								0					0	
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP						
					Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	16	1	16	0		0	20	36	2	20	0	36	2	20	0	36	2	20						
	Left-Through		0							0				0				0							
	Through	265	2	123	3		0	-3	262	3	87	26	288	3	96	0	288	3	96						
	Through-Right		1							0				0				0							
	Right	104	0	104	1		0	1	105	1	72	0	105	1	72	0	105	1	72						
	Left-Through-Right		0							0				0				0							
	Left-Right		0							0				0				0							
SOUTHBOUND	Left	30	1	30	0		0	-2	28	2	15	0	28	2	15	0	28	2	15						
	Left-Through		0							0				0				0							
	Through	191	2	80	4		0	29	220	4	55	0	220	4	55	0	220	4	55						
	Through-Right		1							0				0				0							
	Right	48	0	48	1		0	15	63	1	33	0	63	1	33	0	63	1	33						
	Left-Through-Right		0							0				0				0							
	Left-Right		0							0				0				0							
EASTBOUND	Left	100	2	55	3		0	10	110	2	61	0	110	2	61	0	110	2	61						
	Left-Through		0							0				0				0							
	Through	454	3	121	17		0	58	512	4	128	157	669	4	167	0	669	4	167						
	Through-Right		1							0				0				0							
	Right	30	0	30	1		0	16	46	1	36	0	46	1	36	0	46	1	36						
	Left-Through-Right		0							0				0				0							
	Left-Right		0							0				0				0							
WESTBOUND	Left	55	2	30	2		0	5	60	2	33	0	60	2	33	0	60	2	33						
	Left-Through		0							0				0				0							
	Through	245	3	82	12		0	95	340	3	93	0	340	3	93	0	340	3	93						
	Through-Right		0							1				1				1							
	Right	26	1	0	1		0	4	30	0	30	0	30	0	30	0	30	0	30						
	Left-Through-Right		0							0				0				0							
	Left-Right		0							0				0				0							
CRITICAL VOLUMES					North-South: 153			North-South: 0			North-South: 102			North-South: 111			North-South: 111								
					East-West: 151			East-West: 0			East-West: 161			East-West: 200			East-West: 200								
					SUM: 304			SUM: 0			SUM: 263			SUM: 311			SUM: 311								
VOLUME/CAPACITY (V/C) RATIO:					0.221			0.000			0.191			0.226			0.226								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.221			0.000			0.096			0.126			0.126								
LEVEL OF SERVICE (LOS):					A			A			A			A			A								
REMARKS:					Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan								

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.125
NO

PROJECT IMPACT

-0.095
NO

Δv/c after mitigation: -0.095
Fully mitigated? N/A



$\Delta v/c$ after mitigation:	-0.102
Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Randi Av/Nevada Av			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:			GTC			Date: January 2020		
14		East-West Street:			Erwin St			Projection Year: 2035			Peak Hour: Wkdy LN			Reviewed by:						Project: Promenade (10k Seats)		
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			0			NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0		
					EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0		
ATSAC-1 or ATSAC+ATCS-2?								0						2						2		
Override Capacity								0						0						0		
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
					Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	5	0	5	0		0	-1	4	0	4	0	4	0	4	0	4	0	4			
	Left-Through		0							0			0			0		0				
	Through	5	0	18	0		0	1	6	0	21	0	6	0	21	0	6	0	21			
	Through-Right		0							0			0			0		0				
	Right	8	0	0	0		0	3	11	0	0	0	11	0	0	0	11	0	0			
	Left-Through-Right		1							1				1				1				
Left-Right		0							0				0				0					
SOUTHBOUND	Left	4	0	4	0		0	1	5	0	5	0	5	0	5	0	5	0	5			
	Left-Through		1							1			1			1		1				
	Through	6	0	10	0		0	0	6	0	11	0	6	0	11	0	6	0	11			
	Through-Right		0							0			0			0		0				
	Right	4	1	2	0		0	2	6	1	4	0	6	1	4	0	6	1	4			
	Left-Through-Right		0							0				0				0				
Left-Right		0							0				0				0					
EASTBOUND	Left	5	1	5	1		0	0	5	1	5	0	5	1	5	0	5	1	5			
	Left-Through		0							0			0			0		0				
	Through	43	1	25	10		0	10	53	1	29	0	53	1	29	0	53	1	29			
	Through-Right		1							1			1			1		1				
	Right	7	0	7	1		0	-2	5	0	5	0	5	0	5	0	5	0	5			
	Left-Through-Right		0							0				0				0				
Left-Right		0							0				0				0					
WESTBOUND	Left	10	1	10	1		0	3	13	1	13	0	13	1	13	0	13	1	13			
	Left-Through		0							0			0			0		0				
	Through	123	1	70	11		0	18	141	1	84	26	167	1	97	0	167	1	97			
	Through-Right		1							1			1			1		1				
	Right	17	0	17	2		0	9	26	0	26	0	26	0	26	0	26	0	26			
	Left-Through-Right		0							0				0				0				
Left-Right		0							0				0				0					
CRITICAL VOLUMES					North-South: 22			North-South: 0			North-South: 26			North-South: 26			North-South: 26					
					East-West: 75			East-West: 0			East-West: 89			East-West: 102			East-West: 102					
					SUM: 97			SUM: 0			SUM: 115			SUM: 128			SUM: 128					
VOLUME/CAPACITY (V/C) RATIO:					0.065			0.000			0.077			0.085			0.085					
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.065			0.000			0.038			0.043			0.043					
LEVEL OF SERVICE (LOS):					A			A			A			A			A					
REMARKS:					Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan					

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon Bl			Year of Count: 2016		Ambient Growth: (%) : **				Conducted by:		GTC		Date: January 2020				
15		East-West Street: Erwin St			Projection Year: 2035		Peak Hour: Wkdy LN				Reviewed by:				Project: Promenade (10k Seats)				
		No. of Phases			2			2			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-- 0	0	NB-- 0 SB-- 0		0	NB-- 0 SB-- 0		0	NB-- 0 SB-- 0		0	NB-- 0 SB-- 0		0		
		ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0	0	EB-- 0 WB-- 0		0	EB-- 0 WB-- 3		3	EB-- 0 WB-- 3		3	EB-- 0 WB-- 3		3		
		Override Capacity			0			0			2			2			2		
					0			0			0			0			0		
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	43	1	43	6		0	22	65	1	65	0	65	1	65	0	65	1	65
	Left-Through		0							0				0				0	
	Through	414	2	148	10		0	5	419	3	111	184	603	3	157	0	603	3	201
	Through-Right		1							1				1				1	
	Right	29	0	29	2		0	-4	25	0	25	0	25	0	25	341	366	0	325
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	28	1	28	21		0	-20	8	1	8	0	8	1	8	0	8	1	8
	Left-Through		0							0				0				0	
	Through	317	2	109	-4		0	-2	315	2	109	0	315	2	109	0	315	2	109
	Through-Right		1							1				1				1	
	Right	11	0	11	0		0	1	12	0	12	0	12	0	12	0	12	0	12
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	29	1	29	4		0	8	37	1	37	0	37	1	37	0	37	1	37
	Left-Through		0							0				0				0	
	Through	38	1	28	6		0	13	51	1	43	0	51	1	43	0	51	1	43
	Through-Right		1							1				1				1	
	Right	17	0	17	4		0	17	34	0	34	0	34	0	34	0	34	0	34
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	45	1	45	0		0	0	45	2	25	0	45	2	25	105	150	2	83
	Left-Through		0							0				0				0	
	Through	98	1	68	0		0	9	107	2	54	26	133	2	67	0	133	2	67
	Through-Right		1							0				0				0	
	Right	37	0	37	0		0	0	37	1	29	236	273	1	265	0	273	1	265
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 176		176	North-South: 0		0	North-South: 174		174	North-South: 174		174	North-South: 333		333			
		East-West: 97		97	East-West: 0		0	East-West: 91		91	East-West: 302		302	East-West: 302		302			
		SUM: 273		273	SUM: 0		0	SUM: 265		265	SUM: 476		476	SUM: 635		635			
VOLUME/CAPACITY (V/C) RATIO:				0.182			0.000			0.193			0.346			0.462			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.182			0.000			0.096			0.246			0.362			
LEVEL OF SERVICE (LOS):				A			A			A			A			A			
REMARKS:		Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				w/ EMP (does not include 3% TCO credit)			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.086
NO

PROJECT IMPACT

0.064
NO

Δv/c after mitigation: 0.180
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Warner Drive North		Year of Count:	2016	Ambient Growth: (%) **		Conducted by:	GTC		Date:	January 2020						
	East-West Street:	Erwin Street		Projection Year:	2035	Peak Hour:	Wkdy LN	Reviewed by:		Project:	Promenade (10k Seats)							
16	No. of Phases		0		0		3		3			3						
	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-- 0	0	NB-- 0 SB-- 0	0	NB-- 0 SB-- 0	0	NB-- 0 SB-- 0	0	NB-- 0 SB-- 0	0	0						
	ATSAC-1 or ATSAC+ATCS-2?	EB-- 0 WB-- 0	0	EB-- 0 WB-- 0	0	EB-- 0 WB-- 0	0	EB-- 0 WB-- 0	0	EB-- 0 WB-- 0	0	0						
	Override Capacity		1200		1200		0		0			0						
MOVEMENT	2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
	Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	0	1	0	28	0	28	28	2	15	262	290	2	160	105	395	2	217
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	1	0	110	0	110	110	1	93	315	425	1	408	26	451	1	434
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	1	0	17	0	85	85	2	43	0	85	2	43	341	426	2	213
	Through-Right	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	42	0	42	42	1	35	0	42	1	0	0	42	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	0	1	0	35	0	35	35	1	35	0	35	1	35	0	35	1	35
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	2	0	0	0	157	157	2	79	0	157	2	79	0	157	2	79
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES	North-South:	0		0	North-South:	0	North-South:	93		93	North-South:	408		408	North-South:	434		434
	East-West:	0		0	East-West:	0	East-West:	79		79	East-West:	79		79	East-West:	248		248
	SUM:	0		0	SUM:	0	SUM:	172		172	SUM:	487		487	SUM:	682		682
VOLUME/CAPACITY (V/C) RATIO:		0.000			0.000			0.121		0.121		0.342		0.342		0.479		0.479
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.000			0.000			0.060		0.060		0.242		0.242		0.379		0.379
LEVEL OF SERVICE (LOS):		A			A			A		A		A		A		A		A
REMARKS:	Not analyzed under WCSP			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC				Fut + WCSP + Non-ESC + ESC				w/ EMP (does not include 3% TCO credit)			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

0.060
NO

PROJECT IMPACT

0.242
NO

Δv/c after mitigation: 0.379
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Owensmouth Av	Year of Count:	2016	Ambient Growth: (%) **		Conducted by:	GTC	Date:	January 2020								
17	East-West Street:	Erwin St	Projection Year:	2035	Peak Hour:	Wkdy LN	Reviewed by:		Project:	Promenade (10k Seats)								
No. of Phases		2	2		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-- 0	NB-- 0 SB-- 0		NB-- 3 SB-- 0		NB-- 3 SB-- 0		NB-- 3 SB-- 0									
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0	EB-- 0 WB-- 0		EB-- 3 WB-- 3		EB-- 3 WB-- 3		EB-- 3 WB-- 3									
Override Capacity		0	0		2		2		2									
		0	0		0		0		0									
MOVEMENT		2035 NO BUILD		NON-ESC PROJECT VOLS		FUTURE W/ WCSP W/ NON-ESC PROJ		FUTURE W/ WCSP W/ FULL PROJ		FUT W/ WCSP W/ FULL PROJ W/ EMP								
		Volume	No. of Lanes	Lane Volume	Project Traffic	Lane Volume	Delta 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	25	1	25	-2	0	13	38	2	21	0	38	2	21	0	38	2	21
	Left-Through		0						0				0				0	
	Through	171	1	93	-9	0	-3	168	2	84	78	246	2	123	-78	168	2	84
	Through-Right		1						0				0				0	
	Right	14	0	14	-1	0	4	18	1	0	52	70	1	51	-52	18	1	0
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
SOUTHBOUND	Left	36	1	36	6	0	4	40	1	40	0	40	1	40	0	40	1	40
	Left-Through		0						0				0				0	
	Through	111	1	87	19	0	19	130	2	65	0	130	2	65	0	130	2	65
	Through-Right		1						0				0				0	
	Right	63	0	63	13	0	25	88	2	33	0	88	2	0	0	88	2	0
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
EASTBOUND	Left	39	1	39	36	0	15	54	2	30	236	290	2	160	79	369	2	203
	Left-Through		0						0				0				0	
	Through	85	1	53	64	0	11	96	2	48	78	174	2	87	289	463	2	232
	Through-Right		1						0				0				0	
	Right	20	0	20	15	0	3	23	1	2	0	23	1	2	0	23	1	2
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
WESTBOUND	Left	16	1	16	1	0	3	19	1	19	0	19	1	19	0	19	1	19
	Left-Through		0						0				0				0	
	Through	87	1	57	6	0	25	112	2	56	0	112	2	56	0	112	2	56
	Through-Right		1						0				0				0	
	Right	26	0	26	2	0	6	32	1	0	0	32	1	0	0	32	1	0
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
CRITICAL VOLUMES		North-South: 129 East-West: 96 SUM: 225	North-South: 0 East-West: 0 SUM: 0	North-South: 124 East-West: 86 SUM: 210	North-South: 163 East-West: 216 SUM: 379	North-South: 124 East-West: 259 SUM: 383												
VOLUME/CAPACITY (V/C) RATIO:		0.150	0.000	0.153	0.276	0.279												
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.150	0.000	0.076	0.176	0.179												
LEVEL OF SERVICE (LOS):		A	A	A	A	A												
REMARKS:		Future 2035 No Build	Non_ESC Project Volumes Only	Delta Vol = WCSP Background + Non_ESC	Fut + WCSP + Non_ESC + ESC	w/ EMP (does not include 3% TCO credit)												

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.074
NO

PROJECT IMPACT

0.026
NO

Δv/c after mitigation: 0.029
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Canoga Av	Year of Count:	2016	Ambient Growth: (%) **		Conducted by:	GTC	Date:	January 2020								
18	East-West Street:	Erwin St	Projection Year:	2035	Peak Hour:	Wkdy LN	Reviewed by:		Project:	Promenade (10k Seats)								
No. of Phases		3	3		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-- 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-- 2 WB-- 2		EB-- 2 WB-- 2		EB-- 2 WB-- 2									
Override Capacity		0	0		0		0		0									
MOVEMENT		2035 NO BUILD		NON-ESC PROJECT VOLS		FUTURE W/ WCSP W/ NON-ESC PROJ		FUTURE W/ WCSP W/ FULL PROJ		FUT W/ WCSP W/ FULL PROJ W/ EMP								
		Volume	No. of Lanes	Lane Volume	Project Traffic	Lane Volume	Delta 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	44	1	44	2	0	2	46	2	25	0	46	2	25	0	46	2	25
	Left-Through		0						0			0				0		
	Through	391	2	143	17	0	20	411	2	145	0	411	2	145	0	411	2	145
	Through-Right		1						1			1				1		
	Right	38	0	38	1	0	-15	23	0	23	0	23	0	23	0	23	0	23
	Left-Through-Right		0						0			0				0		
	Left-Right		0						0			0				0		
SOUTHBOUND	Left	11	1	11	1	0	10	21	1	21	0	21	1	21	0	21	1	21
	Left-Through		0						0			0				0		
	Through	280	2	103	12	0	-7	273	2	107	0	273	2	107	0	273	2	107
	Through-Right		1						1			1				1		
	Right	30	0	30	2	0	17	47	0	47	0	47	0	47	0	47	0	47
	Left-Through-Right		0						0			0				0		
	Left-Right		0						0			0				0		
EASTBOUND	Left	38	1	38	5	0	15	53	2	29	26	79	2	43	0	79	2	43
	Left-Through		0						0			0				0		
	Through	71	1	54	9	0	15	86	2	43	105	191	2	96	210	401	2	201
	Through-Right		1						0			0				0		
	Right	37	0	37	3	0	0	37	1	37	0	37	1	37	0	37	1	37
	Left-Through-Right		0						0			0				0		
	Left-Right		0						0			0				0		
WESTBOUND	Left	34	1	34	0	0	-11	23	2	13	0	23	2	13	0	23	2	13
	Left-Through		0						0			0				0		
	Through	70	1	51	2	0	7	77	2	39	0	77	2	39	0	77	2	39
	Through-Right		1						0			0				0		
	Right	32	0	32	1	0	24	56	1	56	0	56	1	56	0	56	1	56
	Left-Through-Right		0						0			0				0		
	Left-Right		0						0			0				0		
CRITICAL VOLUMES		North-South: 154 East-West: 89 SUM: 243	North-South: 0 East-West: 0 SUM: 0	North-South: 166 East-West: 85 SUM: 251	North-South: 166 East-West: 109 SUM: 275	North-South: 166 East-West: 214 SUM: 380												
VOLUME/CAPACITY (V/C) RATIO:		0.171	0.000	0.183	0.200	0.276												
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.171	0.000	0.091	0.100	0.176												
LEVEL OF SERVICE (LOS):		A	A	A	A	A												
REMARKS:		Future 2035 No Build	Non-ESC Project Volumes Only	Delta Vol = WCSP Background + Non-ESC	Fut + WCSP + Non-ESC + ESC	with Event Management Plan												

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.080
NO

PROJECT IMPACT

-0.071
NO

Δv/c after mitigation: 0.005
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	De Soto Av	Year of Count:	2016	Ambient Growth: (%) **		Conducted by:	GTC	Date:	January 2020								
19	East-West Street:	Erwin St	Projection Year:	2035	Peak Hour:	Wkdy LN	Reviewed by:		Project:	Promenade (10k Seats)								
No. of Phases		3	3		3		3		3									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		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									
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		0	0		0		0		0									
MOVEMENT		2035 NO BUILD		NON-ESC PROJECT VOLS		FUTURE W/ WCSP W/ NON-ESC PROJ		FUTURE W/ WCSP W/ FULL PROJ		FUT W/ WCSP W/ FULL PROJ W/ EMP								
		Volume	No. of Lanes	Lane Volume	Project Traffic	Lane Volume	Delta 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	33	1	33	0	0	3	36	1	36	0	36	1	36	0	36	1	36
	Left-Through		0						0				0				0	
	Through	406	2	138	-7	0	28	434	2	147	0	434	2	147	0	434	2	147
	Through-Right		1						1				1				1	
	Right	7	0	7	0	0	0	7	0	7	0	7	0	7	0	7	0	7
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
SOUTHBOUND	Left	5	1	5	0	0	0	5	1	5	0	5	1	5	0	5	1	5
	Left-Through		0						0				0				0	
	Through	267	2	105	6	0	11	278	4	70	0	278	4	70	0	278	4	70
	Through-Right		1						0				0				0	
	Right	48	0	48	1	0	15	63	1	38	0	63	1	19	0	63	1	17
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
EASTBOUND	Left	58	1	50	1	0	9	67	1	50	26	93	1	88	0	93	1	93
	Left-Through		0						0				0				0	
	Through	3	0	50	0	0	1	4	0	50	78	82	0	88	0	82	0	185
	Through-Right		0						0				0				0	
	Right	88	1	0	2	0	-10	78	1	0	0	78	1	60	210	288	1	0
	Left-Through-Right		1						1				1				1	
	Left-Right		0						0				0				0	
WESTBOUND	Left	2	1	2	0	0	1	3	1	3	0	3	1	3	0	3	1	3
	Left-Through		0						0				0				0	
	Through	3	1	3	0	0	0	3	1	3	0	3	1	3	0	3	1	3
	Through-Right		1						1				1				1	
	Right	3	0	1	0	0	0	3	0	1	0	3	0	1	0	3	0	1
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
CRITICAL VOLUMES		North-South: 143 East-West: 53 SUM: 196	North-South: 0 East-West: 0 SUM: 0	North-South: 152 East-West: 53 SUM: 205	North-South: 152 East-West: 91 SUM: 243	North-South: 152 East-West: 188 SUM: 340												
VOLUME/CAPACITY (V/C) RATIO:		0.138	0.000	0.144	0.171	0.239												
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.138	0.000	0.072	0.085	0.139												
LEVEL OF SERVICE (LOS):		A	A	A	A	A												
REMARKS:		Refer to Traffix Analysis	Non_ESC Project Volumes Only	Delta Vol = WCSP Background + Non_ESC	Fut + WCSP + Non_ESC + ESC	w/ EMP (does not include 3% TCO credit)												

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.066
NO

PROJECT IMPACT

-0.053
NO

Δv/c after mitigation: 0.001
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:		Topanga Canyon Bl			Year of Count:			2016		Ambient Growth: (%) **			Conducted by:			GTC		Date:		January 2020	
		East-West Street:		Calvert St/Promenade Blvd			Projection Year:			2035		Peak Hour:			Wkdy LN		Reviewed by:		Project:		Promenade (10k Seats)		
		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																					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.080
NO

PROJECT IMPACT

0.210
NO

Δv/c after mitigation: 0.227
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Owensmouth Av			Year of Count:			2016		Ambient Growth: (%) **			Conducted by:		GTC		Date:		January 2020	
21		East-West Street:			Promenade Blvd			Projection Year:			2035		Peak Hour:			Wkdy LN		Reviewed by:		Project:		Promenade (10k Seats)	
No. of Phases					2			2			2			2			2			2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?					0			0			0			0			0			0			
ATSAC-1 or ATSAC+ATCS-2?					0			0			0			0			0			0			
Override Capacity					0			0			0			0			0			0			
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP				
					Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	13	1	13	10		0	-3	10	1	10	0	10	1	10	0	10	1	10				
	Left-Through		0							0				0				0					
	Through	179	1	91	-21		0	0	179	1	92	0	179	1	92	0	179	1	92				
	Through-Right		1							1				1				1					
	Right	3	0	3	-1		0	2	5	0	5	0	5	0	5	0	5	0	5				
	Left-Through-Right		0							0				0				0					
Left-Right		0							0				0				0						
SOUTHBOUND	Left	2	1	2	3		0	1	3	1	3	0	3	1	3	0	3	1	3				
	Left-Through		0							0				0				0					
	Through	132	1	75	-17		0	4	136	1	76	0	136	1	76	0	136	1	76				
	Through-Right		1							1				1				1					
	Right	17	0	17	16		0	-1	16	0	16	0	16	0	16	0	16	0	16				
	Left-Through-Right		0							0				0				0					
Left-Right		0							0				0				0						
EASTBOUND	Left	11	0	11	2		0	-9	2	0	2	131	133	0	133	-131	2	0	2				
	Left-Through		1							1				1				1					
	Through	3	0	14	1		0	-2	1	0	3	0	1	0	3	0	1	0	3				
	Through-Right		1							1				1				1					
	Right	15	0	15	2		0	-13	2	0	3	0	2	0	0	0	2	0	3				
	Left-Through-Right		0							0				0				0					
Left-Right		0							0				0				0						
WESTBOUND	Left	13	0	13	0		0	-1	12	0	12	0	12	0	12	0	12	0	12				
	Left-Through		1							1				1				1					
	Through	2	0	8	0		0	-2	0	0	6	0	0	0	6	0	0	0	6				
	Through-Right		1							1				1				1					
	Right	6	0	0	0		0	0	6	0	0	0	6	0	0	0	6	0	0				
	Left-Through-Right		0							0				0				0					
Left-Right		0							0				0				0						
CRITICAL VOLUMES					North-South: 93			North-South: 0			North-South: 95			North-South: 95			North-South: 95						
					East-West: 28			East-West: 0			East-West: 15			East-West: 139			East-West: 15						
					SUM: 121			SUM: 0			SUM: 110			SUM: 234			SUM: 110						
VOLUME/CAPACITY (V/C) RATIO:					0.081			0.000			0.073			0.156			0.073						
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.081			0.000			0.037			0.078			0.037						
LEVEL OF SERVICE (LOS):					A			A			A			A			A						
REMARKS:					Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan						

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.044
NO

PROJECT IMPACT

-0.003
NO

Δv/c after mitigation: -0.044
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Shoup Av			Year of Count: 2016			Ambient Growth: (%) : **			Conducted by:		GTC		Date: January 2020				
22		East-West Street: Oxnard St			Projection Year: 2035			Peak Hour: Wkdy LN			Reviewed by:				Project: Promenade (10k Seats)				
<div>No. of Phases</div> <div>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?</div> <div>Right Turns: FREE-1, NRTOR-2 or OLA-3?</div> <div>ATSAC-1 or ATSAC+ATCS-2?</div> <div>Override Capacity</div>					2						4						4		
		NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0		
		EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0		
		0			0			2			2			2			0		
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	26	1	26	0		0	26	1	26	0	26	1	26	0	26	1	26	
	Left-Through		0						0			0				0			
	Through	263	1	148	3		10	273	2	137	0	273	2	137	0	273	2	137	
	Through-Right		1						0			0				0			
	Right	32	0	32	0		6	38	1	30	0	38	1	30	0	38	1	30	
	Left-Through-Right		0						0				0				0		
SOUTHBOUND	Left	31	1	31	0		5	36	1	36	0	36	1	36	0	36	1	36	
	Left-Through		0						0			0				0			
	Through	160	1	87	2		24	184	1	98	0	184	1	98	0	184	1	98	
	Through-Right		1						1			1				1			
	Right	13	0	13	0		-1	12	0	12	0	12	0	12	0	12	0	12	
	Left-Through-Right		0						0				0			0			
EASTBOUND	Left	26	1	26	0		-3	23	1	23	0	23	1	23	0	23	1	23	
	Left-Through		0						0			0				0			
	Through	300	2	150	0		1	301	2	151	0	301	2	151	0	301	2	151	
	Through-Right		0						0			0				0			
	Right	18	1	5	0		0	18	1	5	0	18	1	5	0	18	1	5	
	Left-Through-Right		0						0				0			0			
WESTBOUND	Left	13	1	13	2		4	17	1	17	0	17	1	17	0	17	1	17	
	Left-Through		0						0			0				0			
	Through	173	1	173	16		-7	166	1	166	26	192	1	192	0	192	1	192	
	Through-Right		0						0			0				0			
	Right	37	1	22	4		9	46	1	28	0	46	1	28	0	46	1	28	
	Left-Through-Right		0						0				0			0			
CRITICAL VOLUMES		North-South: 179 East-West: 199 SUM: 378			North-South: 0 East-West: 0 SUM: 0			North-South: 173 East-West: 189 SUM: 362			North-South: 173 East-West: 215 SUM: 388			North-South: 173 East-West: 215 SUM: 388					
VOLUME/CAPACITY (V/C) RATIO:		0.252			0.000			0.263			0.282			0.282					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.252			0.000			0.163			0.182			0.182					
LEVEL OF SERVICE (LOS):		A			A			A			A			A					
REMARKS:		Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.089
NO

PROJECT IMPACT

-0.070
NO

Δv/c after mitigation: -0.070
Fully mitigated? N/A

03 FP WKDY LN 10-11 PM.xlsm

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon Bl			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:		GTC		Date: January 2020				
24		East-West Street: Oxnard St			Projection Year: 2035			Peak Hour: Wkdy LN			Reviewed by:				Project: Promenade (10k Seats)				
		No. of Phases			3			3			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-- 0		0	NB-- 0 SB-- 0		0	NB-- 0 SB-- 0		0	NB-- 0 SB-- 0		0	NB-- 0 SB-- 0			
		ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 3		3	EB-- 0 WB-- 3		3	EB-- 3 WB-- 3		3	EB-- 3 WB-- 3		3	EB-- 3 WB-- 3			
		Override Capacity			0		0		0		2		2		2		2		
					0		0		0		0		0		0		0		
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	43	1	43	3		0	5	48	1	48	0	48	1	48	0	48	1	48
	Left-Through		0							0				0				0	
	Through	417	2	154	28		0	-25	392	3	131	0	392	3	131	0	392	3	131
	Through-Right		1							0				0				0	
	Right	46	0	46	5		0	25	71	1	45	0	71	1	0	0	71	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	23	1	23	-1		0	-1	22	2	12	0	22	2	12	131	153	2	84
	Left-Through		0							0				0				0	
	Through	313	2	112	56		0	-62	251	2	91	708	959	2	336	-79	880	2	310
	Through-Right		1							1				1				1	
	Right	24	0	24	-1		0	-1	23	0	23	26	49	0	49	0	49	0	49
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	33	1	33	1		0	2	35	1	35	0	35	1	35	0	35	1	35
	Left-Through		0							0				0				0	
	Through	112	2	56	4		0	11	123	2	62	0	123	2	62	0	123	2	62
	Through-Right		0							0				0				0	
	Right	34	1	13	1		0	6	40	1	0	0	40	1	0	0	40	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	59	1	59	-11		0	38	97	2	53	472	569	2	313	-236	333	2	183
	Left-Through		0							0				0				0	
	Through	155	2	78	0		0	22	177	2	89	26	203	2	102	0	203	2	102
	Through-Right		0							0				0				0	
	Right	33	1	10	5		0	-3	30	1	18	0	30	1	18	0	30	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 177 East-West: 115 SUM: 292			North-South: 0 East-West: 0 SUM: 0			North-South: 143 East-West: 124 SUM: 267			North-South: 384 East-West: 375 SUM: 759			North-South: 358 East-West: 245 SUM: 603					
VOLUME/CAPACITY (V/C) RATIO:		0.205			0.000			0.194			0.552			0.439					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.205			0.000			0.097			0.452			0.339					
LEVEL OF SERVICE (LOS):		A			A			A			A			A					
REMARKS:		Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC			Fut + WCSP + Non-ESC + ESC			w/ EMP (does not include 3% TCO credit)					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.108
NO

PROJECT IMPACT

0.247
NO

Δv/c after mitigation: 0.134
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Warner Drive South			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:			GTC			Date: January 2020		
25		East-West Street:			Oxnard St			Projection Year: 2035			Peak Hour: Wkdy LN			Reviewed by:						Project: Promenade (10k Seats)		
No. of Phases								3						4						4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?								1						0						0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 2			NB-- 0 SB-- 2			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		
Override Capacity					0			0			0			2			2			2		
					0			0			0			0			0			0		
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
					Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	23	0	23	0		0	-5	18	1	18	0	18	1	18	0	18	1	18			
	Left-Through		0							0			0	0			0	0				
	Through	1	0	42	0		0	-1	0	0	10	0	0	0	10	0	0	0	10			
	Through-Right		0							1			1				1					
	Right	18	0	0	0		0	1	19	1	0	0	19	1	0	0	19	1	0			
	Left-Through-Right		1							0				0			0					
	Left-Right		0							0			0				0					
SOUTHBOUND	Left	19	0	19	37		0	18	37	1	37	498	535	1	535	-52	483	1	483			
	Left-Through		1							0			0	0			0	0				
	Through	0	0	19	2		0	2	2	0	28	0	2	0	277	0	2	0	159			
	Through-Right		0							1			1				1					
	Right	23	1	23	54		0	31	54	1	0	498	552	1	0	-236	316	1	0			
	Left-Through-Right		0							0			0				0					
	Left-Right		0							0			0				0					
EASTBOUND	Left	55	1	55	31		0	-24	31	2	17	0	31	2	17	0	31	2	17			
	Left-Through		0							0			0	0			0	0				
	Through	124	2	62	36		0	59	183	1	97	0	183	1	97	131	314	1	162			
	Through-Right		0							1			1				1					
	Right	15	1	4	2		0	-5	10	0	10	0	10	0	10	0	10	0	10			
	Left-Through-Right		0							0			0				0					
	Left-Right		0							0			0				0					
WESTBOUND	Left	11	1	11	1		0	-1	10	1	10	0	10	1	10	0	10	1	10			
	Left-Through		0							0			0	0			0	0				
	Through	193	2	97	24		0	91	284	2	142	0	284	2	142	0	284	2	142			
	Through-Right		0							0			0	0			0	0				
	Right	30	1	21	21		0	-9	21	1	3	0	21	1	0	0	21	1	0			
	Left-Through-Right		0							0			0				0					
	Left-Right		0							0			0				0					
CRITICAL VOLUMES					North-South: 65 East-West: 152 SUM: 217			North-South: 0 East-West: 0 SUM: 0			North-South: 47 East-West: 159 SUM: 206			North-South: 545 East-West: 159 SUM: 704			North-South: 493 East-West: 172 SUM: 665					
VOLUME/CAPACITY (V/C) RATIO:					0.152			0.000			0.150			0.512			0.484					
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.152			0.000			0.075			0.412			0.384					
LEVEL OF SERVICE (LOS):					A			A			A			A			A					
REMARKS:					Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			w/ EMP (does not include 3% TCO credit)					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.077
NO

PROJECT IMPACT

0.260
NO

Δv/c after mitigation: 0.232
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Owensmouth Av			Year of Count:			2016		Ambient Growth: (%) **			Conducted by:			GTC		Date:		January 2020		
26		East-West Street:			Oxnard St			Projection Year:			2035		Peak Hour:			Wkdy LN		Reviewed by:			Project:		Promenade (10k Seats)		
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						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		
Override Capacity					0						0						2						2		
					0						0						0						0		
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP						
					Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	38	1	38	-9		0	11	49	1	49	0	49	1	49	0	49	1	49						
	Left-Through		0							0				0				0							
	Through	106	1	66	-19		0	-3	103	1	68	0	103	1	68	0	103	1	68						
	Through-Right		1							1				1				1							
	Right	26	0	26	-6		0	7	33	0	33	0	33	0	33	0	33	0	33						
	Left-Through-Right		0							0				0				0							
SOUTHBOUND	Left	23	1	23	0		0	3	26	1	26	0	26	1	26	0	26	1	26						
	Left-Through		0							0				0				0							
	Through	87	1	56	1		0	1	88	1	57	0	88	1	57	0	88	1	57						
	Through-Right		1							1				1				1							
	Right	25	0	25	0		0	0	25	0	25	0	25	0	25	0	25	0	25						
	Left-Through-Right		0							0				0				0							
EASTBOUND	Left	17	1	17	10		0	5	22	1	22	0	22	1	22	0	22	1	22						
	Left-Through		0							0				0				0							
	Through	115	2	58	50		0	-3	112	2	56	472	584	2	292	79	663	2	332						
	Through-Right		0							0				0				0							
	Right	12	1	0	10		0	9	21	1	0	26	47	1	23	0	47	1	23						
	Left-Through-Right		0							0				0				0							
WESTBOUND	Left	14	1	14	0		0	2	16	1	16	0	16	1	16	0	16	1	16						
	Left-Through		0							0				0				0							
	Through	117	2	59	4		0	19	136	2	68	0	136	2	68	0	136	2	68						
	Through-Right		0							0				0				0							
	Right	31	1	20	1		0	5	36	1	23	0	36	1	23	0	36	1	23						
	Left-Through-Right		0							0				0				0							
CRITICAL VOLUMES					North-South: 94			North-South: 0			North-South: 106			North-South: 106			North-South: 106								
					East-West: 76			East-West: 0			East-West: 90			East-West: 308			East-West: 348								
					SUM: 170			SUM: 0			SUM: 196			SUM: 414			SUM: 454								
VOLUME/CAPACITY (V/C) RATIO:					0.113			0.000			0.131			0.276			0.303								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.113			0.000			0.065			0.176			0.203								
LEVEL OF SERVICE (LOS):					A			A			A			A			A								
REMARKS:					Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC			Fut + WCSP + Non-ESC + ESC			w/ EMP (does not include 3% TCO credit)								

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.048
NO

PROJECT IMPACT

0.063
NO

Δv/c after mitigation: 0.090
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Canoga Av			Year of Count: 2016		Ambient Growth: (%) : **				Conducted by:		GTC		Date: January 2020				
27		East-West Street: Oxnard St			Projection Year: 2035		Peak Hour: Wkdy LN				Reviewed by:				Project: Promenade (10k Seats)				
<div>No. of Phases</div> <div>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?</div> <div>Right Turns: FREE-1, NRTOR-2 or OLA-3?</div> <div>ATSAC-1 or ATSAC+ATCS-2?</div> <div>Override Capacity</div>					2						3				3				
		NB-- 0 SB-- 0			0		NB-- 0 SB-- 0				0		NB-- 0 SB-- 0		0				
		EB-- 0 WB-- 0			0		EB-- 0 WB-- 0				0		EB-- 0 WB-- 0		0				
					0						2				2				
					0						0				0				
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	41	1	41	1		0	6	47	2	26	0	47	2	26	0	47	2	26
	Left-Through		0							0				0				0	
	Through	411	2	147	11		0	-34	377	3	126	0	377	3	126	0	377	3	126
	Through-Right		1							0				0				0	
	Right	31	0	31	1		0	3	34	1	19	0	34	1	19	0	34	1	19
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	23	1	23	0		0	1	24	1	24	0	24	1	24	0	24	1	24
	Left-Through		0							0				0				0	
	Through	288	2	104	-6		0	3	291	3	97	0	291	3	97	0	291	3	97
	Through-Right		1							0				0				0	
	Right	23	0	23	0		0	-1	22	1	3	0	22	1	3	0	22	1	3
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	41	1	41	7		0	-3	38	1	38	0	38	1	38	0	38	1	38
	Left-Through		0							0				0				0	
	Through	129	2	65	27		0	12	141	2	71	78	219	2	110	0	219	2	110
	Through-Right		0							0				0				0	
	Right	32	1	12	6		0	1	33	1	20	393	426	1	413	79	505	1	492
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	26	1	26	2		0	5	31	1	31	0	31	1	31	0	31	1	31
	Left-Through		0							0				0				0	
	Through	81	1	50	7		0	20	101	2	51	0	101	2	51	0	101	2	51
	Through-Right		1							0				0				0	
	Right	18	0	18	1		0	0	18	1	6	0	18	1	6	0	18	1	6
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 170 East-West: 91 SUM: 261			North-South: 0 East-West: 0 SUM: 0			North-South: 150 East-West: 102 SUM: 252				North-South: 150 East-West: 444 SUM: 594				North-South: 150 East-West: 523 SUM: 673			
VOLUME/CAPACITY (V/C) RATIO:					0.174							0.177							
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.174							0.088							
LEVEL OF SERVICE (LOS):					A							A							
REMARKS:		Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				w/ EMP (does not include 3% TCO credit)			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.086
NO

PROJECT IMPACT

0.143
NO
Δv/c after mitigation: 0.198
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			De Soto Av			Year of Count:			2016		Ambient Growth: (%) **			Conducted by:			GTC		Date:		January 2020			
28		East-West Street:			Oxnard St			Projection Year:			2035		Peak Hour:			Wkdy LN		Reviewed by:					Project:		Promenade (10k Seats)	
No. of Phases								2					2							2					2	
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		NB-- 0 SB-- 0			0		NB-- 0 SB-- 0			0		NB-- 0 SB-- 0			0		0	
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			0		EB-- 0 WB-- 0			0		EB-- 0 WB-- 0			0		EB-- 0 WB-- 0			0		0	
Override Capacity								0					0					0					0		0	
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP							
					Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	30	1	30	0		0	-2	28	1	28	0	28	1	28	0	28	1	28							
	Left-Through		0							0				0				0								
	Through	403	2	147	-3		0	22	425	3	142	0	425	3	142	0	425	3	142							
	Through-Right		1							0				0				0								
	Right	39	0	39	0		0	7	46	1	41	0	46	1	41	0	46	1	41							
	Left-Through-Right		0							0				0				0								
	Left-Right		0							0				0				0								
SOUTHBOUND	Left	11	1	11	0		0	0	11	1	11	0	11	1	11	0	11	1	11							
	Left-Through		0							0				0				0								
	Through	288	2	110	-3		0	24	312	4	78	0	312	4	78	210	522	4	131							
	Through-Right		1							0				0				0								
	Right	41	0	41	0		0	4	45	1	21	0	45	1	21	0	45	1	21							
	Left-Through-Right		0							0				0				0								
	Left-Right		0							0				0				0								
EASTBOUND	Left	54	1	54	5		0	-5	49	1	49	0	49	1	49	0	49	1	49							
	Left-Through		0							0				0				0								
	Through	101	1	101	9		0	-12	89	1	89	0	89	1	89	0	89	1	89							
	Through-Right		0							0				0				0								
	Right	63	1	48	7		0	6	69	1	55	26	95	1	81	0	95	1	81							
	Left-Through-Right		0							0				0				0								
	Left-Right		0							0				0				0								
WESTBOUND	Left	7	1	7	0		0	3	10	1	10	0	10	1	10	0	10	1	10							
	Left-Through		0							0				0				0								
	Through	48	1	27	2		0	-3	45	1	25	0	45	1	25	0	45	1	25							
	Through-Right		1							1				1				1								
	Right	5	0	5	0		0	0	5	0	5	0	5	0	5	0	5	0	5							
	Left-Through-Right		0							0				0				0								
	Left-Right		0							0				0				0								
CRITICAL VOLUMES					North-South: 158 East-West: 108 SUM: 266			North-South: 0 East-West: 0 SUM: 0			North-South: 153 East-West: 99 SUM: 252			North-South: 153 East-West: 99 SUM: 252			North-South: 159 East-West: 99 SUM: 258									
VOLUME/CAPACITY (V/C) RATIO:					0.177			0.000			0.168			0.168			0.172									
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.177			0.000			0.084			0.084			0.086									
LEVEL OF SERVICE (LOS):					A			A			A			A			A									
REMARKS:					Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan									

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.093
NO

PROJECT IMPACT

-0.093
NO

Δv/c after mitigation: -0.091
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Canoga Av			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:		GTC		Date: January 2020						
29		East-West Street: Califa St			Projection Year: 2035			Peak Hour: Wkdy LN			Reviewed by:				Project: Promenade (10k Seats)						
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						2				2				2				2			
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 0 SB-- 0 EB-- 2 WB-- 0		0		0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		0		0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		0			
ATSAC-1 or ATSAC+ATCS-2?						0		0				2		0				2			
Override Capacity						0		0				0		0				0			
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
				Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	35	1	35	0		0	6	41	1	41	0	41	1	41	0	41	1	41		
	Left-Through		0							0				0				0			
	Through	415	2	147	5		0	-5	410	2	149	0	410	2	149	0	410	2	149		
	Through-Right		1							1				1				1			
	Right	27	0	27	0		0	10	37	0	37	0	37	0	37	0	37	0	37		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
SOUTHBOUND	Left	14	1	14	1		0	4	18	1	18	0	18	1	18	0	18	1	18		
	Left-Through		0							0				0				0			
	Through	369	2	127	10		0	-5	364	2	126	393	757	2	257	79	836	2	283		
	Through-Right		1							1				1				1			
	Right	13	0	13	0		0	1	14	0	14	0	14	0	14	0	14	0	14		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
EASTBOUND	Left	55	1	55	7		0	-13	42	1	42	0	42	1	42	0	42	1	42		
	Left-Through		0							0				0				0			
	Through	27	1	27	6		0	9	36	1	36	0	36	1	36	0	36	1	36		
	Through-Right		0							0				0				0			
	Right	66	1	66	9		0	-13	53	1	33	0	53	1	33	0	53	1	33		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
WESTBOUND	Left	28	1	28	0		0	0	28	1	28	0	28	1	28	0	28	1	28		
	Left-Through		0							0				0				0			
	Through	26	1	25	0		0	11	37	1	37	0	37	1	37	0	37	1	37		
	Through-Right		1							0				0				0			
	Right	24	0	24	0		0	-1	23	1	14	0	23	1	14	0	23	1	14		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
CRITICAL VOLUMES				North-South: 162 East-West: 94 SUM: 256		North-South: 0 East-West: 0 SUM: 0		North-South: 167 East-West: 79 SUM: 246				North-South: 298 East-West: 79 SUM: 377				North-South: 324 East-West: 79 SUM: 403					
VOLUME/CAPACITY (V/C) RATIO:						0.171						0.164								0.269	
V/C LESS ATSAC/ATCS ADJUSTMENT:						0.171						0.082								0.169	
LEVEL OF SERVICE (LOS):						A						A								A	
REMARKS:				Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC				Fut + WCSP + Non-ESC + ESC				with Event Management Plan			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.089
NO

PROJECT IMPACT

-0.020
NO

Δv/c after mitigation: -0.002
Fully mitigated? N/A

$\Delta v/c$ after mitigation:	-0.072
Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Shoup Av			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:		GTC		Date: January 2020						
31		East-West Street: Burbank Bl			Projection Year: 2035			Peak Hour: Wkdy LN			Reviewed by:				Project: Promenade (10k Seats)						
No. of Phases						2				4				4				4			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				NB-- 0 SB-- 0		0 0		NB-- 0 SB-- 0		0 0		NB-- 0 SB-- 0		0 0		NB-- 0 SB-- 0		0 0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?				EB-- 0 WB-- 0		0 0		EB-- 0 WB-- 0		0 0		EB-- 0 WB-- 0		0 0		EB-- 0 WB-- 0		0 0			
ATSAC-1 or ATSAC+ATCS-2?						0 0				2 0				2 0				2 0			
Override Capacity						0 0				0 0				0 0				0 0			
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
				Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	18	1	18	0		0	3	21	1	21	0	21	1	21	0	21	1	21		
	Left-Through		0							0				0				0			
	Through	278	1	146	1		0	17	295	1	156	0	295	1	156	0	295	1	156		
	Through-Right		1							1				1				1			
	Right	13	0	13	0		0	3	16	0	16	0	16	0	16	0	16	0	16		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
SOUTHBOUND	Left	22	1	22	1		0	0	22	1	22	0	22	1	22	0	22	1	22		
	Left-Through		0							0				0				0			
	Through	147	1	83	11		0	18	165	1	92	0	165	1	92	0	165	1	92		
	Through-Right		1							1				1				1			
	Right	19	0	19	1		0	0	19	0	19	0	19	0	19	0	19	0	19		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
EASTBOUND	Left	26	1	26	0		0	3	29	1	29	0	29	1	29	0	29	1	29		
	Left-Through		0							0				0				0			
	Through	48	1	48	0		0	4	52	1	52	0	52	1	52	0	52	1	52		
	Through-Right		0							0				0				0			
	Right	9	1	0	0		0	2	11	1	1	0	11	1	1	0	11	1	1		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
WESTBOUND	Left	7	1	7	1		0	1	8	1	8	0	8	1	8	0	8	1	8		
	Left-Through		0							0				0				0			
	Through	57	0	77	5		0	-2	55	0	74	26	81	0	100	0	81	0	100		
	Through-Right		1							1				1				1			
	Right	20	0	0	2		0	-1	19	0	0	0	19	0	0	0	19	0	0		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
CRITICAL VOLUMES				North-South: 168		North-South: 0		North-South: 178				North-South: 178				North-South: 178					
				East-West: 103		East-West: 0		East-West: 103				East-West: 129				East-West: 129					
				SUM: 271		SUM: 0		SUM: 281				SUM: 307				SUM: 307					
VOLUME/CAPACITY (V/C) RATIO:						0.181						0.223								0.223	
V/C LESS ATSAC/ATCS ADJUSTMENT:						0.181						0.123								0.123	
LEVEL OF SERVICE (LOS):						A						A								A	
REMARKS:				Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.077
NO

PROJECT IMPACT

-0.058
NO

Δv/c after mitigation: -0.058
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			US 101 WB Onramp			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:			GTC			Date: January 2020	
32		East-West Street:			Burbank Bl			Projection Year: 2035			Peak Hour: Wkdy LN			Reviewed by:						Project: Promenade (10k Seats)	
No. of Phases					3			3			3			3			3				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					1			1			0			0			0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?					0			0			0			0			0				
ATSAC-1 or ATSAC+ATCS-2?					0			0			0			0			0				
Override Capacity					0			0			2			2			2				
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ			FUTURE W/ WCSP W/ FULL PROJ			FUT W/ WCSP W/ FULL PROJ W/ EMP				
					Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes
NORTHBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through		0						0				0				0				
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Through-Right		0						0				0				0				
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-Right		0						0				0				0				
SOUTHBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through		0						0				0				0				
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Through-Right		0						0				0				0				
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-Right		1						1				1				1				
EASTBOUND	Left	0	1	0	0		0	0	1	0	0	0	0	1	0	0	0	1			
	Left-Through		0						0				0				0				
	Through	79	1	45	3		0	5	84	1	49	0	84	1	49	0	84	1			
	Through-Right		1						1				1				1				
	Right	10	0	10	0		0	3	13	0	13	0	13	0	13	0	13	0			
	Left-Through-Right		0						0				0				0				
WESTBOUND	Left	266	2	146	6		0	2	268	2	147	262	530	2	292	131	661	2			
	Left-Through		0						0				0				0				
	Through	119	0	119	3		0	21	140	1	70	26	166	1	83	0	166	1			
	Through-Right		1						1				1				1				
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-Right		0						0				0				0				
CRITICAL VOLUMES		North-South: 0 East-West: 191 SUM: 191			North-South: 0 East-West: 0 SUM: 0			North-South: 0 East-West: 196 SUM: 196			North-South: 0 East-West: 341 SUM: 341			North-South: 0 East-West: 413 SUM: 413							
VOLUME/CAPACITY (V/C) RATIO:		0.134			0.000			0.138			0.239			0.290							
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.134			0.000			0.069			0.139			0.190							
LEVEL OF SERVICE (LOS):		A			A			A			A			A							
REMARKS:		Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC			Fut + WCSP + Non-ESC + ESC			with Event Management Plan							

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.065
NO

PROJECT IMPACT

0.005
NO
Δv/c after mitigation: 0.056
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon BI			Year of Count: 2016		Ambient Growth: (%) **				Conducted by:		GTC		Date: January 2020								
33		East-West Street: Burbank BI			Projection Year: 2035		Peak Hour: Wkdy LN				Reviewed by:				Project: Promenade (10k Seats)								
		No. of Phases			3				3				3			3							
		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	NB-- 0 SB-- 0		0	0	NB-- 0 SB-- 0		0	0	NB-- 0 SB-- 0		0							
		ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0	0	EB-- 0 WB-- 0		0	0	EB-- 0 WB-- 0		0	0	EB-- 0 WB-- 0		0							
		Override Capacity			0				0				0			0							
		MOVEMENT			2035 NO BUILD			NON-ESC PROJECT VOLS				FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
					Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	77	1	77	2		0	25	102	2	56	0	102	2	56	0	102	2	56	0	102	2	56
	Left-Through		0							0				0				0					
	Through	498	3	166	7		0	-27	471	3	138	0	471	3	138	0	471	3	138	0	471	3	138
	Through-Right		0							1				1				1					
	Right	70	1	31	1		0	10	80	0	80	0	80	0	80	0	80	0	80	0	80	0	80
	Left-Through-Right		0							0				0				0					
Left-Right		0								0				0				0					
SOUTHBOUND	Left	14	1	14	0		0	-3	11	1	11	0	11	1	11	0	11	1	11	0	11	1	11
	Left-Through		0							0				0				0					
	Through	276	3	92	6		0	-2	274	3	91	891	1165	3	388	-419	746	3	388	-419	746	3	249
	Through-Right		0							0				0				0					
	Right	89	1	82	2		0	-3	86	1	80	288	374	1	368	131	505	1	368	131	505	1	499
	Left-Through-Right		0							0				0				0					
Left-Right		0							0				0				0						
EASTBOUND	Left	14	1	14	0		0	-1	13	1	13	0	13	1	13	0	13	1	13	0	13	1	13
	Left-Through		0							0				0				0					
	Through	40	1	38	1		0	-1	39	1	39	0	39	1	39	0	39	1	39	0	39	1	39
	Through-Right		1							1				1				1					
	Right	35	0	35	1		0	6	41	0	13	0	41	0	13	0	41	0	13	0	41	0	13
	Left-Through-Right		0							0				0				0					
Left-Right		0							0				0				0						
WESTBOUND	Left	78	1	78	0		0	12	90	2	50	0	90	2	50	0	90	2	50	0	90	2	50
	Left-Through		0							0				0				0					
	Through	230	1	126	1		0	-9	221	2	79	0	221	2	79	0	221	2	79	0	221	2	79
	Through-Right		1							1				1				1					
	Right	21	0	21	0		0	-6	15	0	15	0	15	0	15	0	15	0	15	0	15	0	15
	Left-Through-Right		0							0				0				0					
Left-Right		0							0				0				0						
CRITICAL VOLUMES		North-South: 180		180		North-South: 0		0		North-South: 149		149		North-South: 444		444		North-South: 555		555			
		East-West: 140		140		East-West: 0		0		East-West: 92		92		East-West: 92		92		East-West: 92		92			
		SUM: 320		320		SUM: 0		0		SUM: 241		241		SUM: 536		536		SUM: 647		647			
VOLUME/CAPACITY (V/C) RATIO:				0.225				0.000				0.169				0.376				0.454			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.225				0.000				0.085				0.276				0.354			
LEVEL OF SERVICE (LOS):				A				A				A				A				A			
REMARKS:		Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				w/ EMP (does not include 3% TCO credit)							

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.140
NO

PROJECT IMPACT

0.051
NO

Δv/c after mitigation: 0.129
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Owensmouth Av	Year of Count:	2016	Ambient Growth: (%) **		Conducted by:	GTC	Date:	January 2020									
34	East-West Street:	Burbank Bl	Projection Year:	2035	Peak Hour:	Wkdy LN	Reviewed by:		Project:	Promenade (10k Seats)									
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-- 2	NB-- 0 SB-- 2	NB-- 0 SB-- 2	NB-- 0 SB-- 2	NB-- 0 SB-- 2	NB-- 0 SB-- 2	NB-- 0 SB-- 2	NB-- 0 SB-- 2	NB-- 0 SB-- 2									
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																			
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ			FUTURE W/ WCSP W/ FULL PROJ			FUT W/ WCSP W/ FULL PROJ W/ EMP					
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	24	1	24	0		0	4	28	1	28	0	28	1	28	0	28	1	28
	Left-Through		0							0				0				0	
	Through	25	0	60	0		0	-2	23	0	55	0	23	0	55	0	23	0	55
	Through-Right		1							1				1				1	
	Right	35	0	0	0		0	-3	32	0	0	0	32	0	0	0	32	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	52	1	52	1		0	-15	37	1	37	0	37	1	37	0	37	1	37
	Left-Through		0							0				0				0	
	Through	8	1	8	0		0	1	9	1	9	0	9	1	9	0	9	1	9
	Through-Right		0							0				0				0	
	Right	113	1	113	4		0	0	113	1	89	0	113	1	89	0	113	1	89
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	50	1	50	-5		0	-2	48	1	48	0	48	1	48	0	48	1	48
	Left-Through		0							0				0				0	
	Through	109	2	55	-10		0	-9	100	2	50	0	100	2	50	0	100	2	50
	Through-Right		0							0				0				0	
	Right	16	1	4	-2		0	2	18	1	4	0	18	1	4	0	18	1	4
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	15	1	15	0		0	-2	13	1	13	0	13	1	13	0	13	1	13
	Left-Through		0							0				0				0	
	Through	174	1	111	2		0	-13	161	1	100	0	161	1	100	0	161	1	100
	Through-Right		1							1				1				1	
	Right	48	0	48	0		0	-10	38	0	38	0	38	0	38	0	38	0	38
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 137 East-West: 161 SUM: 298	North-South: 0 East-West: 0 SUM: 0	North-South: 117 East-West: 148 SUM: 265	North-South: 117 East-West: 148 SUM: 265	North-South: 117 East-West: 148 SUM: 265	North-South: 117 East-West: 148 SUM: 265												
VOLUME/CAPACITY (V/C) RATIO:		0.199	0.000	0.177	0.177	0.177	0.177												
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.199	0.000	0.088	0.088	0.088	0.088												
LEVEL OF SERVICE (LOS):		A	A	A	A	A	A												
REMARKS:		Future 2035 No Build	Non_ESC Project Volumes Only	Delta Vol = WCSP Background + Non_ESC	Fut + WCSP + Non_ESC + ESC	with Event Management Plan													

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.111
NO

PROJECT IMPACT

-0.111
NO

Δv/c after mitigation: -0.111
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Canoga Av			Year of Count: 2016		Ambient Growth: (%) **				Conducted by:		GTC		Date: January 2020	
35		East-West Street: Burbank Bl			Projection Year: 2035		Peak Hour: Wkdy LN				Reviewed by:				Project: Promenade (10k Seats)	
		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														



$\Delta v/c$ after mitigation:	-0.053
Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Shoup Av			Year of Count: 2016			Ambient Growth: (%) : **			Conducted by:		GTC		Date: January 2020				
37		East-West Street: Ventura BI			Projection Year: 2035			Peak Hour: Wkdy LN			Reviewed by:				Project: Promenade (10k Seats)				
		No. of Phases		3			3			4			4			4			
		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			1			1			1			
		Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2 SB-- 0	NB-- 2 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		0			
		ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 2	EB-- 0 WB-- 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		0			
		Override Capacity		0			0			2			2			2			
				0			0			0			0			0			
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	15	0	15	0		0	15	0	15	0	15	0	15	0	15	0	15	
	Left-Through		1						1				1				1		
	Through	124	0	88	1		-11	113	0	85	0	113	0	85	0	113	0	85	
	Through-Right		1						1				1				1		
	Right	36	0	88	0		5	41	0	85	0	41	0	85	0	41	0	85	
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	86	1	62	6		24	110	1	73	0	110	1	73	0	110	1	73	
	Left-Through		1						1				1				1		
	Through	37	0	62	2		-2	35	0	73	0	35	0	73	0	35	0	73	
	Through-Right		0						0				0				0		
	Right	61	1	43	3		2	63	1	45	0	63	1	45	0	63	1	45	
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	37	1	37	1		0	37	1	37	0	37	1	37	0	37	1	37	
	Left-Through		0						0				0				0		
	Through	236	2	84	3		1	237	2	84	0	237	2	84	0	237	2	84	
	Through-Right		1						1				1				1		
	Right	15	0	15	0		-1	14	0	14	0	14	0	14	0	14	0	14	
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	28	1	28	0		6	34	1	34	0	34	1	34	0	34	1	34	
	Left-Through		0						0				0				0		
	Through	309	3	103	-1		20	329	2	129	288	617	2	206	-131	486	2	169	
	Through-Right		0						1				1				1		
	Right	146	1	146	-1		42	188	1	0	0	188	1	152	0	188	1	0	
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 150 East-West: 230 SUM: 380			North-South: 0 East-West: 0 SUM: 0			North-South: 158 East-West: 166 SUM: 324			North-South: 158 East-West: 243 SUM: 401			North-South: 158 East-West: 206 SUM: 364					
VOLUME/CAPACITY (V/C) RATIO:		0.267			0.000			0.236			0.292			0.265					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.267			0.000			0.136			0.192			0.165					
LEVEL OF SERVICE (LOS):		A			A			A			A			A					
REMARKS:		Refer to Traffix Analysis			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.131
NO

-0.075
NO

Δv/c after mitigation: -0.102
Fully mitigated? N/A

$\Delta v/c$ after mitigation:	-0.132
Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon BI			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:		GTC		Date: January 2020						
39		East-West Street: US-101 WB Off-ramp			Projection Year: 2035			Peak Hour: Wkdy LN			Reviewed by:				Project: Promenade (10k Seats)						
No. of Phases						3				0				0							
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-- 1		EB-- 1 WB-- 0		NB-- 0 SB-- 1		EB-- 1 WB-- 0		NB-- 0 SB-- 0		EB-- 1 WB-- 1		NB-- 0 SB-- 0					
ATSAC-1 or ATSAC+ATCS-2?						0				2				2							
Override Capacity						0				1500				1500							
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
				Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through		0						0				0				0				
	Through	499	3	166	0		0	53	552	3	184	0	552	3	184	0	552	3			
	Through-Right		0						0				0				0				
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-Right		0							0				0			0				
Left-Right		0							0				0			0					
SOUTHBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through		0						0				0				0				
	Through	416	3	139	6		0	-27	389	3	130	891	1280	3	427	-419	861	3			
	Through-Right		0						0				0				0				
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-Right		0						0				0				0				
Left-Right		0						0				0				0					
EASTBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through		0						0				0				0				
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Through-Right		0						0				0				0				
	Right	135	0	0	0		0	0	135	0	0	0	135	0	0	0	135	0			
	Left-Through-Right		0						0				0				0				
Left-Right		0						0				0				0					
WESTBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through		0						0				0				0				
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Through-Right		0						0				0				0				
	Right	151	2	83	9		0	10	161	0	0	0	161	0	0	0	161	0			
	Left-Through-Right		0						0				0				0				
Left-Right		0						0				0				0					
CRITICAL VOLUMES				North-South: 166 East-West: 83 SUM: 249		North-South: 0 East-West: 0 SUM: 0		North-South: 184 East-West: 0 SUM: 184		North-South: 427 East-West: 0 SUM: 427		North-South: 287 East-West: 0 SUM: 287									
VOLUME/CAPACITY (V/C) RATIO:				0.175		0.000		0.123		0.285		0.191									
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.175		0.000		0.061		0.185		0.096									
LEVEL OF SERVICE (LOS):				A		A		A		A		A									
REMARKS:				Future 2035 No Build		Non_ESC Project Volumes Only		Delta Vol = WCSP Background + Non_ESC		Fut + WCSP + Non_ESC + ESC		with Event Management Plan									

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.114
NO

PROJECT IMPACT

0.010
NO

Δv/c after mitigation: -0.079
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon Bl			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:		GTC		Date: January 2020						
40		East-West Street: Clarendon St			Projection Year: 2035			Peak Hour: Wkdy LN			Reviewed by:				Project: Promenade (10k Seats)						
No. of Phases						3				3				4				4			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						2				2				2				2			
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 0 SB-- 0		EB-- 2 WB-- 2		NB-- 0 SB-- 0		EB-- 0 WB-- 3		NB-- 0 SB-- 0		EB-- 0 WB-- 3		NB-- 0 SB-- 0		EB-- 0 WB-- 3			
ATSAC-1 or ATSAC+ATCS-2?						0				0				0				0			
Override Capacity						0				0				0				0			
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
				Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	10	1	10	0		0	1	11	1	11	0	11	1	11	0	11	1	11		
	Left-Through		0							0				0				0			
	Through	520	2	177	8		0	49	569	2	194	0	569	2	194	0	569	2	194		
	Through-Right		1							1				1				1			
	Right	11	0	11	0		0	1	12	0	12	0	12	0	12	0	12	0	12		
	Left-Through-Right		0							0				0				0			
Left-Right		0								0				0			0				
SOUTHBOUND	Left	60	1	60	1		0	5	65	1	65	0	65	1	65	0	65	1	65		
	Left-Through		0							0				0				0			
	Through	261	2	100	6		0	24	285	2	109	367	652	2	232	-131	521	2	188		
	Through-Right		1							1				1				1			
	Right	40	0	40	1		0	3	43	0	43	0	43	0	43	0	43	0	43		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
EASTBOUND	Left	83	1	55	0		0	9	92	2	51	0	92	2	51	0	92	2	51		
	Left-Through		0							0				0				0			
	Through	13	0	55	0		0	1	14	0	28	0	14	0	28	0	14	0	28		
	Through-Right		0							1				1				1			
	Right	13	0	0	0		0	1	14	0	0	0	14	0	0	0	14	0	0		
	Left-Through-Right		1							0				0				0			
Left-Right		0							0				0				0				
WESTBOUND	Left	10	0	10	0		0	1	11	0	11	0	11	0	11	0	11	0	11		
	Left-Through		1							1				1				1			
	Through	5	0	15	0		0	1	6	0	17	0	6	0	17	0	6	0	17		
	Through-Right		0							0				0				0			
	Right	64	1	64	0		0	7	71	2	0	0	71	2	0	0	71	2	0		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
CRITICAL VOLUMES				North-South: 237		East-West: 119		SUM: 356		North-South: 0		East-West: 0		SUM: 0		North-South: 259		East-West: 68		SUM: 327	
VOLUME/CAPACITY (V/C) RATIO:						0.250				0.000				0.238				0.238			
V/C LESS ATSAC/ATCS ADJUSTMENT:						0.250				0.000				0.138				0.138			
LEVEL OF SERVICE (LOS):						A				A				A				A			
REMARKS:				Refer to Traffix Analysis			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.112
NO

PROJECT IMPACT

-0.112
NO

Δv/c after mitigation: -0.112
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon BI			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:		GTC		Date: January 2020		
41		East-West Street: Ventura BI			Projection Year: 2035			Peak Hour: Wkdy LN			Reviewed by:				Project: Promenade (10k Seats)		
		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-- 0			NB-- 0 SB-- 0			NB-- 3 SB-- 0		NB-- 0 SB-- 0		NB-- 3 SB-- 0		
		ATSAC-1 or ATSAC+ATCS-2?			EB-- 0 WB-- 2			EB-- 0 WB-- 2			EB-- 0 WB-- 3		EB-- 0 WB-- 3		EB-- 0 WB-- 3		
		Override Capacity			0			0			2		2		2		
		0			0			0			0		0		0		

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.136
NO

PROJECT IMPACT

-0.098
NO

Δv/c after mitigation: -0.122
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Canoga Av			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:		GTC		Date: January 2020						
42		East-West Street: US 101 WB Off Ramp			Projection Year: 2035			Peak Hour: Wkdy LN			Reviewed by:				Project: Promenade (10k Seats)						
No. of Phases						3			3			2			2						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						2			2			0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 0 SB-- 0		0	NB-- 0 SB-- 0		0	NB-- 0 SB-- 0		0	NB-- 0 SB-- 0		0	NB-- 0 SB-- 0					
ATSAC-1 or ATSAC+ATCS-2?				EB-- 0 WB-- 0		0	EB-- 0 WB-- 0		0	EB-- 0 WB-- 0		0	EB-- 0 WB-- 0		0	EB-- 0 WB-- 0					
Override Capacity						0			0			2			2						
						0			0			0			0						
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
				Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through		0						0				0				0				
	Through	201	3	67	1		0	-7	194	3	65	0	194	3	65	0	194	3			
	Through-Right		0						0				0				0				
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
SOUTHBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through		0						0				0				0				
	Through	396	4	99	12		0	14	410	4	103	393	803	4	201	79	882	4			
	Through-Right		0						0				0				0				
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
EASTBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through		0										0				0				
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Through-Right		0										0				0				
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
WESTBOUND	Left	56	1	56	0		0	-3	53	1	53	0	53	1	53	0	53	1			
	Left-Through		0										0				0				
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Through-Right		0										0				0				
	Right	172	2	95	-1		0	-3	169	2	93	0	169	2	93	0	169	2			
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
CRITICAL VOLUMES				North-South: 99		North-South: 0		North-South: 103		North-South: 201		North-South: 221									
				East-West: 95		East-West: 0		East-West: 93		East-West: 93		East-West: 93									
				SUM: 194		SUM: 0		SUM: 196		SUM: 294		SUM: 314									
VOLUME/CAPACITY (V/C) RATIO:				0.136		0.000		0.131		0.196		0.209									
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.136		0.000		0.065		0.098		0.109									
LEVEL OF SERVICE (LOS):				A		A		A		A		A									
REMARKS:				Future 2035 No Build		Non_ESC Project Volumes Only		Delta Vol = WCSP Background + Non_ESC		Fut + WCSP + Non_ESC + ESC		with Event Management Plan									

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.071
NO

PROJECT IMPACT

-0.038
NO

Δv/c after mitigation: -0.027
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Canoga Av	Year of Count:	2016	Ambient Growth: (%): **		Conducted by:	GTC	Date:	January 2020								
43	East-West Street:	US 101 EB On Ramp	Projection Year:	2035	Peak Hour:	Wkdy LN	Reviewed by:		Project:	Promenade (10k Seats)								
No. of Phases		3	3		2		2		2									
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-- 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									
Override Capacity		0	0		0		0		0									
MOVEMENT		2035 NO BUILD		NON-ESC PROJECT VOLS		FUTURE W/ WCSP W/ NON-ESC PROJ		FUTURE W/ WCSP W/ FULL PROJ		FUT W/ WCSP W/ FULL PROJ W/ EMP								
		Volume	No. of Lanes	Lane Volume	Project Traffic	Lane Volume	Delta 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through																	
	Through	199	3	66	0	0	-6	193	3	64	0	193	3	64	0	193	3	64
	Through-Right																	
	Right	77	1	77	0	0	-6	71	1	71	0	71	1	71	0	71	1	71
	Left-Through-Right																	
	Left-Right																	
SOUTHBOUND	Left	209	2	115	6	0	1	210	2	116	367	577	2	317	79	656	2	361
	Left-Through																	
	Through	249	2	125	7	0	9	258	2	129	26	284	2	142	0	284	2	142
	Through-Right																	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right																	
	Left-Right																	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through																	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right																	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right																	
	Left-Right																	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through																	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right																	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right																	
	Left-Right																	
CRITICAL VOLUMES		North-South: 192		North-South: 0		North-South: 187		North-South: 388		North-South: 432								
		East-West: 0		East-West: 0		East-West: 0		East-West: 0		East-West: 0								
		SUM: 192		SUM: 0		SUM: 187		SUM: 388		SUM: 432								
VOLUME/CAPACITY (V/C) RATIO:		0.135		0.000		0.125		0.259		0.288								
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.135		0.000		0.062		0.159		0.188								
LEVEL OF SERVICE (LOS):		A		A		A		A		A								
REMARKS:		Future 2035 No Build		Non-ESC Project Volumes Only		Delta Vol = WCSP Background + Non-ESC		Fut + WCSP + Non-ESC + ESC		with Event Management Plan								

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.073
NO

PROJECT IMPACT

0.024
NO

Δv/c after mitigation: 0.053
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Canoga Av	Year of Count:	2016	Ambient Growth: (%): **		Conducted by:	GTC	Date:	January 2020								
44	East-West Street:	Ventura BI	Projection Year:	2035	Peak Hour:	Wkdy LN	Reviewed by:		Project:	Promenade (10k Seats)								
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-- 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-- 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																		
MOVEMENT		2035 NO BUILD		NON-ESC PROJECT VOLS		FUTURE W/ WCSP W/ NON-ESC PROJ		FUTURE W/ WCSP W/ FULL PROJ		FUT W/ WCSP W/ FULL PROJ W/ EMP								
		Volume	No. of Lanes	Lane Volume	Project Traffic	Lane Volume	Delta 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	43	1	43	0	0	-1	42	1	42	0	42	1	42	0	42	1	42
	Left-Through		0						0				0				0	
	Through	80	1	47	0	0	-5	75	1	44	0	75	1	44	0	75	1	44
	Through-Right		1						1				1				1	
	Right	13	0	13	0	0	-1	12	0	12	0	12	0	12	0	12	0	12
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
SOUTHBOUND	Left	65	1	65	2	0	0	65	1	65	0	65	1	65	0	65	1	65
	Left-Through		0						0				0				0	
	Through	93	1	93	3	0	2	95	1	95	26	121	1	121	0	121	1	121
	Through-Right		0						0				0				0	
	Right	84	1	11	3	0	3	87	1	15	0	87	1	15	0	87	1	15
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
EASTBOUND	Left	132	2	73	0	0	-2	130	2	72	0	130	2	72	0	130	2	72
	Left-Through		0						0				0				0	
	Through	258	2	129	0	0	4	262	2	131	0	262	2	131	0	262	2	131
	Through-Right		0						0				0				0	
	Right	37	1	16	0	0	2	39	1	18	0	39	1	18	0	39	1	18
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
WESTBOUND	Left	21	1	21	0	0	0	21	1	21	0	21	1	21	0	21	1	21
	Left-Through		0						0				0				0	
	Through	244	3	81	0	0	1	245	3	82	0	245	3	82	0	245	3	82
	Through-Right		0						0				0				0	
	Right	59	1	0	0	0	-3	56	1	0	0	56	1	0	0	56	1	0
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
CRITICAL VOLUMES		North-South: 136 East-West: 154 SUM: 290	North-South: 0 East-West: 0 SUM: 0	North-South: 137 East-West: 154 SUM: 291	North-South: 163 East-West: 154 SUM: 317	North-South: 163 East-West: 154 SUM: 317	North-South: 163 East-West: 154 SUM: 317	North-South: 163 East-West: 154 SUM: 317	North-South: 163 East-West: 154 SUM: 317	North-South: 163 East-West: 154 SUM: 317								
VOLUME/CAPACITY (V/C) RATIO:		0.204	0.000	0.212	0.231	0.231	0.231	0.231	0.231	0.231								
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.204	0.000	0.112	0.131	0.131	0.131	0.131	0.131	0.131								
LEVEL OF SERVICE (LOS):		A	A	A	A	A	A	A	A	A								
REMARKS:		Future 2035 No Build	Non-ESC Project Volumes Only	Delta Vol = WCSP Background + Non-ESC	Fut + WCSP + Non-ESC + ESC	with Event Management Plan												

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.092
NO

PROJECT IMPACT

-0.073
NO

Δv/c after mitigation: -0.073
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			De Soto Av			Year of Count:			2016		Ambient Growth: (%) **			Conducted by:		GTC		Date:		January 2020		
45		East-West Street:			US 101 WB Ramps			Projection Year:			2035		Peak Hour:			Wkdy LN		Reviewed by:		Project:		Promenade (10k Seats)		
No. of Phases											3												3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?											2												0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			0		NB-- 0 SB-- 0			0		NB-- 0 SB-- 0		NB-- 0 SB-- 0			0	
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 2			EB-- 0 WB-- 2			0		EB-- 0 WB-- 0			0		EB-- 0 WB-- 0		EB-- 0 WB-- 0			0	
Override Capacity					0			0			0		2			0		2		2			0	
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP					
					Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	57	1	57	0		0	1	58	1	58	0	58	1	58	0	58	1	58					
	Left-Through		0							0				0				0						
	Through	249	2	125	0		0	-9	240	3	80	0	240	3	80	0	240	3	80					
	Through-Right		0							0				0				0						
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0					
	Left-Through-Right		0								0				0			0						
SOUTHBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0					
	Left-Through		0							0				0				0						
	Through	338	4	85	9		0	44	382	4	96	26	408	4	102	210	618	4	155					
	Through-Right		0							0				0				0						
	Right	142	1	142	3		0	2	144	2	79	0	144	2	79	0	144	2	79					
	Left-Through-Right		0								0				0			0						
EASTBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0					
	Left-Through		0							0				0				0						
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0					
	Through-Right		0							0				0				0						
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0					
	Left-Through-Right		0								0				0			0						
WESTBOUND	Left	62	1	58	0		0	5	67	1	61	0	67	1	61	0	67	1	61					
	Left-Through		0							0				0				0						
	Through	0	0	58	0		0	0	0	0	61	0	0	0	61	0	0	0	61					
	Through-Right		0							0				0				0						
	Right	111	1	0	0		0	6	117	1	0	0	117	1	0	0	117	1	0					
	Left-Through-Right		1							1				1				1						
CRITICAL VOLUMES					North-South: 199 East-West: 58 SUM: 257			North-South: 0 East-West: 0 SUM: 0			North-South: 154 East-West: 61 SUM: 215			North-South: 160 East-West: 61 SUM: 221			North-South: 213 East-West: 61 SUM: 274							
VOLUME/CAPACITY (V/C) RATIO:					0.180			0.000			0.151			0.155			0.192							
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.180			0.000			0.075			0.078			0.096							
LEVEL OF SERVICE (LOS):					A			A			A			A			A							
REMARKS:					Refer to Traffix Analysis			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan							

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.105
NO

PROJECT IMPACT

-0.102
NO

Δv/c after mitigation: -0.084
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			De Soto Av			Year of Count:			2016		Ambient Growth: (%) **					Conducted by:		GTC		Date:		January 2020			
46		East-West Street:			US 101 EB Ramps			Projection Year:			2035		Peak Hour:			Wkdy LN		Reviewed by:				Project:		Promenade (10k Seats)			
No. of Phases							3						3						3						3		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?							2						2						0						0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0		
ATSAC-1 or ATSAC+ATCS-2?				EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0		
Override Capacity							0						0						2						2		
							0						0						0						0		
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP									
				Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0								
	Left-Through		0						0					0				0									
	Through	177	3	59	-6		0	-5	172	4	43	0	172	4	43	0	172	4	43								
	Through-Right		0							0				0				0									
	Right	58	1	58	-2		0	1	59	1	59	0	59	1	59	0	59	1	59								
	Left-Through-Right		0							0				0				0									
	Left-Right		0							0				0				0									
SOUTHBOUND	Left	208	2	114	2		0	-17	191	2	105	0	191	2	105	210	401	2	221								
	Left-Through		0							0				0				0									
	Through	195	2	98	2		0	-6	189	2	95	26	215	2	108	0	215	2	108								
	Through-Right		0							0				0				0									
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0								
	Left-Through-Right		0							0				0				0									
	Left-Right		0							0				0				0									
EASTBOUND	Left	127	1	64	0		0	-5	122	1	61	0	122	1	61	0	122	1	61								
	Left-Through		1							1				1				1									
	Through	0	0	64	0		0	0	0	0	61	0	0	0	61	0	0	0	61								
	Through-Right		0							0				0				0									
	Right	57	1	57	0		0	0	57	1	57	0	57	1	57	0	57	1	57								
	Left-Through-Right		0							0				0				0									
	Left-Right		0							0				0				0									
WESTBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0								
	Left-Through		0							0				0				0									
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0								
	Through-Right		0							0				0				0									
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0								
	Left-Through-Right		0							0				0				0									
	Left-Right		0							0				0				0									
CRITICAL VOLUMES				North-South: 173			North-South: 0			North-South: 164			North-South: 164			North-South: 280											
				East-West: 64			East-West: 0			East-West: 61			East-West: 61			East-West: 61											
				SUM: 237			SUM: 0			SUM: 225			SUM: 225			SUM: 341											
VOLUME/CAPACITY (V/C) RATIO:				0.166			0.000			0.158			0.158			0.239											
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.166			0.000			0.079			0.079			0.139											
LEVEL OF SERVICE (LOS):				A			A			A			A			A											
REMARKS:				Refer to Traffix Analysis			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan											

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.087
NO

PROJECT IMPACT

-0.087
NO

Δv/c after mitigation: -0.027
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	De Soto Av	Year of Count:	2016	Ambient Growth: (%) **		Conducted by:	GTC	Date:	January 2020								
47	East-West Street:	Ventura BI	Projection Year:	2035	Peak Hour:	Wkdy LN	Reviewed by:		Project:	Promenade (10k Seats)								
No. of Phases		3	3		4		4		4									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		0		0		0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 2	NB-- 0 SB-- 2		NB-- 0 SB-- 3		NB-- 0 SB-- 3		NB-- 0 SB-- 3									
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 2	EB-- 0 WB-- 2		EB-- 0 WB-- 3		EB-- 0 WB-- 3		EB-- 0 WB-- 3									
Override Capacity		0	0		2		2		2									
		0	0		0		0		0									
MOVEMENT		2035 NO BUILD		NON-ESC PROJECT VOLS		FUTURE W/ WCSP W/ NON-ESC PROJ		FUTURE W/ WCSP W/ FULL PROJ		FUT W/ WCSP W/ FULL PROJ W/ EMP								
		Volume	No. of Lanes	Lane Volume	Project Traffic	Lane Volume	Delta 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	14	1	14	0	0	1	15	1	15	0	15	1	15	0	15	1	15
	Left-Through		0						0				0				0	
	Through	47	1	35	0	0	3	50	2	25	0	50	2	25	0	50	2	25
	Through-Right		1						0				0				0	
	Right	22	0	22	0	0	4	26	1	17	0	26	1	17	0	26	1	17
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
SOUTHBOUND	Left	121	2	67	-3	0	25	146	2	80	0	146	2	80	0	146	2	80
	Left-Through		0						0				0				0	
	Through	60	1	60	-1	0	-2	58	1	58	26	84	1	84	0	84	1	84
	Through-Right		0						0				0				0	
	Right	83	1	83	-2	0	6	89	1	8	0	89	1	8	0	89	1	8
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
EASTBOUND	Left	77	1	77	2	0	4	81	1	81	0	81	1	81	0	81	1	81
	Left-Through		0						0				0				0	
	Through	261	2	93	6	0	13	274	2	97	0	274	2	97	0	274	2	97
	Through-Right		1						1				1				1	
	Right	17	0	17	0	0	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
WESTBOUND	Left	15	1	15	0	0	3	18	1	18	0	18	1	18	0	18	1	18
	Left-Through		0						0				0				0	
	Through	251	3	84	3	0	5	256	3	85	0	256	3	85	0	256	3	85
	Through-Right		0						0				0				0	
	Right	102	1	102	1	0	33	135	1	55	0	135	1	55	0	135	1	55
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
CRITICAL VOLUMES		North-South: 118 East-West: 179 SUM: 297	North-South: 0 East-West: 0 SUM: 0	North-South: 105 East-West: 166 SUM: 271	North-South: 105 East-West: 166 SUM: 271	North-South: 105 East-West: 166 SUM: 271	North-South: 105 East-West: 166 SUM: 271	North-South: 105 East-West: 166 SUM: 271	North-South: 105 East-West: 166 SUM: 271	North-South: 105 East-West: 166 SUM: 271								
VOLUME/CAPACITY (V/C) RATIO:		0.208	0.000	0.197	0.197	0.197	0.197	0.197	0.197	0.197								
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.208	0.000	0.099	0.099	0.099	0.099	0.099	0.099	0.099								
LEVEL OF SERVICE (LOS):		A	A	A	A	A	A	A	A	A								
REMARKS:		Future 2035 No Build	Non_ESC Project Volumes Only	Delta Vol = WCSP Background + Non_ESC	Fut + WCSP + Non_ESC + ESC	with Event Management Plan												

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.109
NO

PROJECT IMPACT

-0.109
NO

Δv/c after mitigation: -0.109
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Topanga Canyon Bl	Year of Count:	2016	Ambient Growth: (%): **		Conducted by:	GTC	Date:	January 2020								
48	East-West Street:	Martinez St	Projection Year:	2035	Peak Hour:	Wkdy LN	Reviewed by:		Project:	Promenade (10k Seats)								
No. of Phases		2	2		2		2		2									
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-- 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									
Override Capacity		0	0		0		0		0									
MOVEMENT		2035 NO BUILD		NON-ESC PROJECT VOLS		FUTURE W/ WCSP W/ NON-ESC PROJ		FUTURE W/ WCSP W/ FULL PROJ		FUT W/ WCSP W/ FULL PROJ W/ EMP								
		Volume	No. of Lanes	Lane Volume	Project Traffic	Lane Volume	Delta 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	2	0	2	0	0	-1	1	0	1	0	1	0	1	0	1	0	1
	Left-Through		1						1				1				1	
	Through	362	0	183	-6	0	37	399	0	201	0	399	0	201	0	399	0	201
	Through-Right		1						1				1				1	
	Right	0	0	183	0	0	0	0	0	201	0	0	0	201	0	0	0	201
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
SOUTHBOUND	Left	2	0	2	0	0	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through		1						1				1				1	
	Through	317	0	162	3	0	-2	315	0	161	78	393	0	200	0	393	0	200
	Through-Right		1						1				1				1	
	Right	3	0	162	0	0	0	3	0	161	0	3	0	200	0	3	0	200
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
EASTBOUND	Left	10	0	10	0	0	2	12	0	12	0	12	0	12	0	12	0	12
	Left-Through		0						0				0				0	
	Through	2	0	15	0	0	0	2	0	16	0	2	0	16	0	2	0	16
	Through-Right		0						0				0				0	
	Right	3	0	0	0	0	-1	2	0	0	0	2	0	0	0	2	0	0
	Left-Through-Right		1						1				1				1	
	Left-Right		0						0				0				0	
WESTBOUND	Left	4	0	4	0	0	0	4	0	4	0	4	0	4	0	4	0	4
	Left-Through		0						0				0				0	
	Through	3	0	8	0	0	0	3	0	8	0	3	0	8	0	3	0	8
	Through-Right		0						0				0				0	
	Right	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	Left-Through-Right		1						1				1				1	
	Left-Right		0						0				0				0	
CRITICAL VOLUMES		North-South: 185 East-West: 19 SUM: 204	North-South: 0 East-West: 0 SUM: 0	North-South: 203 East-West: 20 SUM: 223	North-South: 203 East-West: 20 SUM: 223	North-South: 203 East-West: 20 SUM: 223	North-South: 203 East-West: 20 SUM: 223	North-South: 203 East-West: 20 SUM: 223	North-South: 203 East-West: 20 SUM: 223									
VOLUME/CAPACITY (V/C) RATIO:		0.136	0.000	0.149	0.149	0.149	0.149	0.149	0.149									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.136	0.000	0.074	0.074	0.074	0.074	0.074	0.074									
LEVEL OF SERVICE (LOS):		A	A	A	A	A	A	A	A									
REMARKS:		Future 2035 No Build	Non_ESC Project Volumes Only	Delta Vol = WCSP Background + Non_ESC	Fut + WCSP + Non_ESC + ESC	with Event Management Plan												

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.062
NO

PROJECT IMPACT

-0.062
NO

Δv/c after mitigation: -0.062
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Topanga Canyon Bl	Year of Count:	2016	Ambient Growth: (%): **		Conducted by:	GTC	Date:	January 2020								
49	East-West Street:	Mulholland Dr	Projection Year:	2035	Peak Hour:	Wkdy LN	Reviewed by:		Project:	Promenade (10k Seats)								
No. of Phases		3	3		4		4		4									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		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									
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		0	0		0		0		0									
MOVEMENT		2035 NO BUILD		NON-ESC PROJECT VOLS		FUTURE W/ WCSP W/ NON-ESC PROJ		FUTURE W/ WCSP W/ FULL PROJ		FUT W/ WCSP W/ FULL PROJ W/ EMP								
		Volume	No. of Lanes	Lane Volume	Project Traffic	Lane Volume	Delta 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	44	1	44	0	0	12	56	1	56	0	56	1	56	0	56	1	56
	Left-Through		0						0				0				0	
	Through	201	1	102	0	0	-2	199	1	101	0	199	1	101	0	199	1	101
	Through-Right		1						1				1				1	
	Right	2	0	2	0	0	1	3	0	3	0	3	0	3	0	3	0	3
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
SOUTHBOUND	Left	5	0	5	0	0	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through		1						1				1				1	
	Through	136	0	141	0	0	2	138	1	72	78	216	1	111	0	216	1	111
	Through-Right		1						0				0				0	
	Right	153	0	114	0	0	8	161	1	120	0	161	1	120	0	161	1	120
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
EASTBOUND	Left	140	1	79	-3	0	3	143	1	82	0	143	1	82	0	143	1	82
	Left-Through		1						1				1				1	
	Through	18	0	79	0	0	2	20	0	82	0	20	0	82	0	20	0	82
	Through-Right		0						0				0				0	
	Right	35	1	13	-1	0	7	42	1	14	0	42	1	14	0	42	1	14
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
WESTBOUND	Left	4	0	4	0	0	0	4	0	4	0	4	0	4	0	4	0	4
	Left-Through		0						0				0				0	
	Through	12	0	28	0	0	0	12	0	25	0	12	0	25	0	12	0	25
	Through-Right		0						0				0				0	
	Right	12	0	0	0	0	-3	9	0	0	0	9	0	0	0	9	0	0
	Left-Through-Right		1						1				1				1	
	Left-Right		0						0				0				0	
CRITICAL VOLUMES		North-South: 185 East-West: 107 SUM: 292	North-South: 0 East-West: 0 SUM: 0		North-South: 176 East-West: 107 SUM: 283		North-South: 176 East-West: 107 SUM: 283		North-South: 176 East-West: 107 SUM: 283		North-South: 176 East-West: 107 SUM: 283							
VOLUME/CAPACITY (V/C) RATIO:		0.205	0.000		0.206		0.206		0.206		0.206							
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.205	0.000		0.106		0.106		0.106		0.106							
LEVEL OF SERVICE (LOS):		A	A		A		A		A		A							
REMARKS:		Refer to Traffix Analysis	Non_ESC Project Volumes Only		Delta Vol = WCSP Background + Non_ESC		Fut + WCSP + Non_ESC + ESC		with Event Management Plan									

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.099
NO

PROJECT IMPACT

-0.099
NO

Δv/c after mitigation: -0.099
Fully mitigated? N/A

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19 Erwin/De Soto

Cycle (sec):	100	Critical Vol./Cap.(X):	0.140
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 2 1 0	0 1 2 0 1	1 0 1! 0 1	1 0 1 1 0

Volume Module:

Base Vol:	33 406 7	5 267 48	58 3 88	2 3 3
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	33 406 7	5 267 48	58 3 88	2 3 3
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	33 406 7	5 267 48	58 3 88	2 3 3
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	33 406 7	5 267 48	58 3 88	2 3 3
PCE Adj:	1.00 1.00 1.00	2.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.10 1.00 1.10	1.00 1.00 1.00
Final Volume:	33 406 7	10 267 48	64 3 97	2 3 3

Saturation Flow Module:

Sat/Lane:	1425 1425 1425	1425 1425 1425	1425 1425 1425	1425 1425 1425
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 2.95 0.05	0.11 2.89 1.00	1.17 0.05 1.78	1.00 1.00 1.00
Final Sat.:	1425 4203 72	163 4112 1425	1667 78 2529	1425 1425 1425

Capacity Analysis Module:

Vol/Sat:	0.02 0.10 0.10	0.03 0.06 0.03	0.04 0.04 0.04	0.00 0.00 0.00
Crit Volume:	138	5	55	3
Crit Moves:	****	****	****	****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #37 Shoup/Ventura Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.269
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Protected	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	0 1 0 1 0	1 1 0 0 1	1 0 2 1 0	1 0 3 0 1

Volume Module:

Base Vol:	15 124 36	86 37 61	37 236 15	28 309 146
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	15 124 36	86 37 61	37 236 15	28 309 146
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	15 124 36	86 37 61	37 236 15	28 309 146
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	15 124 36	86 37 61	37 236 15	28 309 146
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.10 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	15 124 36	95 37 61	37 236 15	28 309 146

Saturation Flow Module:

Sat/Lane:	1425 1425 1425	1425 1425 1425	1425 1425 1425	1425 1425 1425
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	0.17 1.42 0.41	1.44 0.56 1.00	1.00 2.82 0.18	1.00 3.00 1.00
Final Sat.:	244 2019 586	2049 801 1425	1425 4020 255	1425 4275 1425

Capacity Analysis Module:

Vol/Sat:	0.06 0.06 0.06	0.05 0.05 0.04	0.03 0.06 0.06	0.02 0.07 0.10
Crit Volume:	88 66	84	146	
Crit Moves:	****	****	****	****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 Topanga Canyon Blvd/Clarendon

Cycle (sec): 100 Critical Vol./Cap.(X): 0.252
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L - T - R					L - T - R					L - T - R					L - T - R				
Control:	Permitted					Protected					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	1	0	0	0	1	0	0	1

Volume Module:

Base Vol:	10	520	11	60	261	40	83	13	13	10	5	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	520	11	60	261	40	83	13	13	10	5	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	520	11	60	261	40	83	13	13	10	5	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	520	11	60	261	40	83	13	13	10	5	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	520	11	60	261	40	91	13	13	10	5	64

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.94	0.06	1.00	2.60	0.40	1.56	0.22	0.22	0.67	0.33	1.00
Final Sat.:	1425	4186	89	1425	3707	568	2218	316	316	950	475	1425

Capacity Analysis Module:

Vol/Sat:	0.01	0.12	0.12	0.04	0.07	0.07	0.04	0.04	0.04	0.01	0.01	0.04
Crit Volume:			177		60			59				64
Crit Moves:			****		****			****				****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 US 101 WB Ramps/De Soto

Cycle (sec):	100	Critical Vol./Cap.(X):	0.184
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 2 0 0	0 0 4 0 1	0 0 0 0 0	1 0 1! 0 1

Volume Module:

Base Vol:	57 249 0	0 338 142	0 0 0	62 0 111
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	57 249 0	0 338 142	0 0 0	62 0 111
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	57 249 0	0 338 142	0 0 0	62 0 111
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	57 249 0	0 338 142	0 0 0	62 0 111
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.10 1.00 1.10
Final Volume:	57 249 0	0 338 142	0 0 0	68 0 122

Saturation Flow Module:

Sat/Lane:	1425 1425 1425	1425 1425 1425	1425 1425 1425	1425 1425 1425
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 2.00 0.00	0.00 4.00 1.00	0.00 0.00 0.00	1.07 0.01 1.92
Final Sat.:	1425 2850 0	0 5700 1425	0 0 0	1532 0 2743

Capacity Analysis Module:

Vol/Sat:	0.04 0.09 0.00	0.00 0.06 0.10	0.00 0.00 0.00	0.04 0.00 0.04
Crit Volume:	57	142	0	63
Crit Moves:	****	****	****	****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #46 US 101 EB/De Soto

Cycle (sec):	100	Critical Vol./Cap.(X):	0.171
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Protected	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	0 0 3 0 1	2 0 2 0 0	1 1 0 0 1	0 0 0 0 0

Volume Module:

Base Vol:	0 177 58	208 195 0	127 0 57	0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 177 58	208 195 0	127 0 57	0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 177 58	208 195 0	127 0 57	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 177 58	208 195 0	127 0 57	0 0 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.10 1.00 1.00	1.10 1.00 1.00	1.00 1.00 1.00
Final Volume:	0 177 58	229 195 0	140 0 57	0 0 0

Saturation Flow Module:

Sat/Lane:	1425 1425 1425	1425 1425 1425	1425 1425 1425	1425 1425 1425
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	0.00 3.00 1.00	2.00 2.00 0.00	2.00 0.00 1.00	0.00 0.00 0.00
Final Sat.:	0 4275 1425	2850 2850 0	2850 0 1425	0 0 0

Capacity Analysis Module:

Vol/Sat:	0.00 0.04 0.04	0.08 0.07 0.00	0.05 0.00 0.04	0.00 0.00 0.00
Crit Volume:	59	114	70	0
Crit Moves:	****	****	****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #49 Topanga Canyon Blvd/Mulholland

Cycle (sec): 100 Critical Vol./Cap.(X): 0.218
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	1	1	0	0	1	0

Volume Module:

Base Vol:	44	201	2	5	136	153	140	18	35	4	12	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	201	2	5	136	153	140	18	35	4	12	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	201	2	5	136	153	140	18	35	4	12	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	201	2	5	136	153	140	18	35	4	12	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Volume:	44	201	2	5	136	153	154	18	35	4	12	12

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	0.03	0.97	1.00	1.79	0.21	1.00	0.14	0.43	0.43
Final Sat.:	1425	2822	28	48	1377	1425	2552	298	1425	204	611	611

Capacity Analysis Module:

Vol/Sat:	0.03	0.07	0.07	0.10	0.10	0.11	0.06	0.06	0.02	0.02	0.02	0.02
Crit Volume:	44					153	86				28	
Crit Moves:	****					****	****				****	

LOS Worksheets

Saturday 12 - 1 PM

04 FP SAT 12-1 PM.xlsm



$\Delta v/c$ after mitigation:	-0.114
Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Owensmouth Av			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:			GTC			Date: January 2020		
3		East-West Street:			Vanowen St			Projection Year: 2035			Peak Hour: 12 - 1 Sat			Reviewed by:						Project: Promenade (10k Seats)		
No. of Phases					2			2			3			3			3					
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-- 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					
Override Capacity					0			0			2			2			2					
					0			0			0			0			0					
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
					Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	90	1	90	6		0	-12	78	1	78	0	78	1	78	0	78	1	78			
	Left-Through		0							0				0				0				
	Through	237	2	119	18		0	17	254	2	127	1	255	2	128	0	255	2	128			
	Through-Right		0							0				0				0				
	Right	116	1	16	8		0	-7	109	1	59	1	110	1	54	0	110	1	54			
	Left-Through-Right		0							0				0				0				
	Left-Right		0							0				0				0				
SOUTHBOUND	Left	75	1	75	6		0	24	99	1	99	0	99	1	99	0	99	1	99			
	Left-Through		0							0				0				0				
	Through	335	1	225	21		0	22	357	2	179	13	370	2	185	0	370	2	185			
	Through-Right		1							0				0				0				
	Right	114	0	114	7		0	7	121	1	47	0	121	1	47	0	121	1	47			
	Left-Through-Right		0							0				0				0				
	Left-Right		0							0				0				0				
EASTBOUND	Left	131	1	131	1		0	17	148	1	148	0	148	1	148	0	148	1	148			
	Left-Through		0							0				0				0				
	Through	1048	2	524	4		0	16	1064	3	355	0	1064	3	355	0	1064	3	355			
	Through-Right		0							0				0				0				
	Right	174	1	129	2		0	-10	164	1	125	0	164	1	125	0	164	1	125			
	Left-Through-Right		0							0				0				0				
	Left-Right		0							0				0				0				
WESTBOUND	Left	201	1	201	3		0	-18	183	2	101	20	203	2	112	0	203	2	112			
	Left-Through		0							0				0				0				
	Through	1012	1	553	18		0	29	1041	2	391	0	1041	2	391	0	1041	2	391			
	Through-Right		1							1				1				1				
	Right	93	0	93	2		0	40	133	0	133	0	133	0	133	0	133	0	133			
	Left-Through-Right		0							0				0				0				
	Left-Right		0							0				0				0				
CRITICAL VOLUMES					North-South: 315 East-West: 725 SUM: 1040			North-South: 0 East-West: 0 SUM: 0			North-South: 257 East-West: 539 SUM: 796			North-South: 263 East-West: 539 SUM: 802			North-South: 263 East-West: 539 SUM: 802					
VOLUME/CAPACITY (V/C) RATIO:					0.693			0.000			0.559			0.563			0.563					
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.693			0.000			0.459			0.463			0.463					
LEVEL OF SERVICE (LOS):					B			A			A			A			A					
REMARKS:					Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.234
NO

PROJECT IMPACT

-0.230
NO

Δv/c after mitigation: -0.230
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Canoga Av			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:		GTC		Date: January 2020	
4		East-West Street: Vanowen St			Projection Year: 2035			Peak Hour: 12 - 1 Sat			Reviewed by:				Project: Promenade (10k Seats)	
<div>No. of Phases</div> <div>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?</div> <div>Right Turns: FREE-1, NRTOR-2 or OLA-3?</div> <div>ATSAC-1 or ATSAC+ATCS-2?</div> <div>Override Capacity</div>				2			2			4			4			4
		NB-- 0 SB-- 0		0	NB-- 0 SB-- 0		0	NB-- 2 SB-- 0		0	NB-- 2 SB-- 0		0	NB-- 2 SB-- 0		0
		EB-- 0 WB-- 0		0	EB-- 0 WB-- 0		0	EB-- 0 WB-- 0		0	EB-- 0 WB-- 0		0	EB-- 0 WB-- 0		0
				0			0			2			2			2
				0			0			0			0			0
				0			0			2			2			2
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0
				0			0			0			0			0

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			De Soto Av			Year of Count:			2016		Ambient Growth: (%) **			Conducted by:			GTC		Date:		January 2020		
5		East-West Street:			Vanowen St			Projection Year:			2035		Peak Hour:			12 - 1 Sat		Reviewed by:			Project:		Promenade (10k Seats)		
No. of Phases								3						4						4					
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			0			NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0			NB-- 0 SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			EB-- 3 WB-- 3			0			EB-- 3 WB-- 3		
Override Capacity								0						2						2					
								0						0						0					
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP						
					Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	86	1	86	3		0	17	103	1	103	0	103	1	103	0	103	1	103	0	103	1	103		
	Left-Through		0							0				0				0				0			
	Through	870	2	340	17		0	15	885	2	369	1	886	2	369	0	886	2	369	0	886	2	369		
	Through-Right		1							1				1				1				1			
	Right	151	0	151	4		0	71	222	0	222	0	222	0	222	0	222	0	222	0	222	0	222		
	Left-Through-Right		0							0				0				0				0			
Left-Right		0								0				0				0				0			
SOUTHBOUND	Left	154	1	154	1		0	5	159	1	159	0	159	1	159	0	159	1	159	0	159	1	159		
	Left-Through		0							0				0				0				0			
	Through	779	3	260	10		0	206	985	3	328	7	992	3	331	0	992	3	331	0	992	3	331		
	Through-Right		0							0				0				0				0			
	Right	215	1	105	2		0	32	247	1	60	0	247	1	60	0	247	1	60	0	247	1	60		
	Left-Through-Right		0							0				0				0				0			
Left-Right		0							0				0				0				0				
EASTBOUND	Left	220	1	220	3		0	-33	187	1	187	0	187	1	187	0	187	1	187	0	187	1	187		
	Left-Through		0							0				0				0				0			
	Through	1135	2	568	15		0	-3	1132	3	377	1	1133	3	378	0	1133	3	378	0	1133	3	378		
	Through-Right		0							0				0				0				0			
	Right	141	1	98	3		0	33	174	1	71	0	174	1	71	0	174	1	71	0	174	1	71		
	Left-Through-Right		0							0				0				0				0			
Left-Right		0							0				0				0				0				
WESTBOUND	Left	85	1	85	2		0	57	142	1	142	0	142	1	142	0	142	1	142	0	142	1	142		
	Left-Through		0							0				0				0				0			
	Through	876	1	504	15		0	111	987	2	373	20	1007	2	379	0	1007	2	379	0	1007	2	379		
	Through-Right		1							1				1				1				1			
	Right	131	0	131	2		0	0	131	0	131	0	131	0	131	0	131	0	131	0	131	0	131		
	Left-Through-Right		0							0				0				0				0			
Left-Right		0							0				0				0				0				
CRITICAL VOLUMES					North-South: 494			North-South: 0			North-South: 528			North-South: 528			North-South: 528			North-South: 528					
					East-West: 724			East-West: 0			East-West: 560			East-West: 566			East-West: 566			East-West: 566					
					SUM: 1218			SUM: 0			SUM: 1088			SUM: 1094			SUM: 1094			SUM: 1094					
VOLUME/CAPACITY (V/C) RATIO:					0.855			0.000			0.791			0.796			0.796			0.796					
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.855			0.000			0.691			0.696			0.696			0.696					
LEVEL OF SERVICE (LOS):					D			A			B			B			B			B					
REMARKS:					Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan								

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.164
NO

PROJECT IMPACT

-0.159
NO

Δv/c after mitigation: -0.159
Fully mitigated? N/A

04 FP SAT 12-1 PM.xlsm

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon Bl			Year of Count: 2016			Ambient Growth: (%) : **			Conducted by:		GTC		Date: January 2020						
7		East-West Street: Victory Bl			Projection Year: 2035			Peak Hour: 12 - 1 Sat			Reviewed by:				Project: Promenade (10k Seats)						
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4		4		4		4		4		4		4					
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 0 SB-- 0 EB-- 0 WB-- 3		NB-- 0 SB-- 0 EB-- 0 WB-- 3		NB-- 3 SB-- 0 EB-- 0 WB-- 3		NB-- 3 SB-- 0 EB-- 0 WB-- 3		NB-- 3 SB-- 0 EB-- 0 WB-- 3		NB-- 3 SB-- 0 EB-- 0 WB-- 3		NB-- 3 SB-- 0 EB-- 0 WB-- 3					
ATSAC-1 or ATSAC+ATCS-2?				0		0		2		2		2		2		2					
Override Capacity				0		0		0		0		0		0		0					
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
				Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	182	1	182	3		0	11	193	2	106	1	194	2	107	0	194	2	107		
	Left-Through		0							0				0				0			
	Through	1420	2	590	33		0	182	1602	3	534	5	1607	3	536	0	1607	3	536		
	Through-Right		1							0				0				0			
	Right	350	0	350	9		0	44	394	1	152	0	394	1	152	0	394	1	152		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
SOUTHBOUND	Left	296	1	296	6		0	-16	280	2	154	0	280	2	154	0	280	2	154		
	Left-Through		0							0				0				0			
	Through	1449	2	541	32		0	-129	1320	3	440	86	1406	3	469	0	1406	3	469		
	Through-Right		1							0				0				0			
	Right	174	0	174	3		0	15	189	1	116	0	189	1	116	0	189	1	116		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
EASTBOUND	Left	214	2	118	6		0	53	267	2	147	0	267	2	147	0	267	2	147		
	Left-Through		0							0				0				0			
	Through	788	2	308	23		0	222	1010	3	296	0	1010	3	301	0	1010	3	301		
	Through-Right		1							1				1				1			
	Right	135	0	135	3		0	38	173	0	173	20	193	0	193	0	193	0	193		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
WESTBOUND	Left	437	2	240	-15		0	3	440	2	242	0	440	2	242	0	440	2	242		
	Left-Through		0							0				0				0			
	Through	1033	2	422	-35		0	33	1066	3	355	0	1066	3	355	0	1066	3	355		
	Through-Right		1							0				0				0			
	Right	234	0	234	-9		0	2	236	1	82	0	236	1	82	0	236	1	82		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
CRITICAL VOLUMES				North-South: 886 East-West: 548 SUM: 1434		North-South: 0 East-West: 0 SUM: 0		North-South: 688 East-West: 538 SUM: 1226				North-South: 690 East-West: 543 SUM: 1233				North-South: 690 East-West: 543 SUM: 1233					
VOLUME/CAPACITY (V/C) RATIO:				1.043		0.000		0.892				0.897				0.897					
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.043		0.000		0.792				0.797				0.797					
LEVEL OF SERVICE (LOS):				F		A		C				C				C					
REMARKS:				Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC				Fut + WCSP + Non-ESC + ESC				with Event Management Plan			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.251
NO

-0.246
NO

Δv/c after mitigation: -0.246
Fully mitigated? N/A

$\Delta v/c$ after mitigation:	-0.365
Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Owensmouth Av			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:		GTC		Date: January 2020				
9		East-West Street: Victory Bl			Projection Year: 2035			Peak Hour: 12 - 1 Sat			Reviewed by:				Project: Promenade (10k Seats)				
		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-- 0			NB-- 0 SB-- 0			NB-- 3 SB-- 3		NB-- 3 SB-- 3		NB-- 3 SB-- 3				
		ATSAC-1 or ATSAC+ATCS-2?			0			0			2		2		2				
		Override Capacity			0			0			0		0		0				
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	139	1	139	1		0	5	144	1	144	0	144	1	144	0	144	1	144
	Left-Through		0							0				0				0	
	Through	291	2	146	4		0	59	350	3	117	2	352	3	117	0	352	3	117
	Through-Right		0							0				0				0	
	Right	67	1	33	1		0	5	72	1	9	2	74	1	0	0	74	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	231	1	231	24		0	6	237	2	130	0	237	2	130	0	237	2	130
	Left-Through		0							0				0				0	
	Through	466	2	233	48		0	21	487	3	162	40	527	3	176	0	527	3	176
	Through-Right		0							0				0				0	
	Right	266	1	215	25		0	-2	264	1	90	0	264	1	90	0	264	1	90
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	185	2	102	2		0	131	316	2	174	0	316	2	174	0	316	2	174
	Left-Through		0							0				0				0	
	Through	1218	3	334	9		0	620	1838	3	505	0	1838	3	505	0	1838	3	505
	Through-Right		1							1				1				1	
	Right	118	0	118	2		0	64	182	0	182	0	182	0	182	0	182	0	182
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	123	2	68	16		0	-8	115	2	63	40	155	2	85	0	155	2	85
	Left-Through		0							0				0				0	
	Through	1031	3	315	143		0	-2	1029	3	324	0	1029	3	324	0	1029	3	324
	Through-Right		1							1				1				1	
	Right	228	0	228	36		0	39	267	0	267	0	267	0	267	0	267	0	267
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 377			North-South: 0			North-South: 306			North-South: 320			North-South: 320					
		East-West: 417			East-West: 0			East-West: 568			East-West: 590			East-West: 590					
		SUM: 794			SUM: 0			SUM: 874			SUM: 910			SUM: 910					
VOLUME/CAPACITY (V/C) RATIO:					0.577						0.636						0.662		
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.577						0.536						0.562		
LEVEL OF SERVICE (LOS):					A						A						A		
REMARKS:		Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC				Fut + WCSP + Non-ESC + ESC				with Event Management Plan			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.041
NO

PROJECT IMPACT

-0.015
NO

Δv/c after mitigation: -0.015
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Canoga Av			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:		GTC		Date: January 2020				
10		East-West Street: Victory BI			Projection Year: 2035			Peak Hour: 12 - 1 Sat			Reviewed by:				Project: Promenade (10k Seats)				
<div>No. of Phases</div> <div>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?</div> <div>Right Turns: FREE-1, NRTOR-2 or OLA-3?</div> <div>ATSAC-1 or ATSAC+ATCS-2?</div> <div>Override Capacity</div>																			
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	127	1	127	7		0	22	149	1	149	0	149	1	149	0	149	1	149
	Left-Through		0							0				0				0	
	Through	807	2	335	33		0	-48	759	3	253	1	760	3	253	0	760	3	253
	Through-Right		1							0				0				0	
	Right	197	0	197	11		0	75	272	1	206	0	272	1	206	0	272	1	206
	Left-Through-Right		0							0				0				0	
SOUTHBOUND	Left	151	1	151	-1		0	30	181	2	100	0	181	2	100	0	181	2	100
	Left-Through		0							0				0				0	
	Through	1189	2	484	-11		0	31	1220	2	499	7	1227	2	501	0	1227	2	501
	Through-Right		1							1				1				1	
	Right	262	0	262	-2		0	15	277	0	277	0	277	0	277	0	277	0	277
	Left-Through-Right		0							0				0				0	
EASTBOUND	Left	122	1	122	4		0	-1	121	1	121	0	121	1	121	0	121	1	121
	Left-Through		0							0				0				0	
	Through	733	3	207	46		0	421	1154	4	289	2	1156	4	289	0	1156	4	289
	Through-Right		1							0				0				0	
	Right	95	0	95	4		0	17	112	1	38	0	112	1	38	0	112	1	38
	Left-Through-Right		0							0				0				0	
WESTBOUND	Left	216	1	216	13		0	24	240	2	132	0	240	2	132	0	240	2	132
	Left-Through		0							0				0				0	
	Through	1114	3	319	73		0	290	1404	3	386	40	1444	3	396	0	1444	3	396
	Through-Right		1							1				1				1	
	Right	160	0	160	7		0	-20	140	0	140	0	140	0	140	0	140	0	140
	Left-Through-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 611 East-West: 441 SUM: 1052			North-South: 0 East-West: 0 SUM: 0			North-South: 648 East-West: 507 SUM: 1155				North-South: 650 East-West: 517 SUM: 1167				North-South: 650 East-West: 517 SUM: 1167			
VOLUME/CAPACITY (V/C) RATIO:		0.738			0.000			0.840				0.849				0.849			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.738			0.000			0.740				0.749				0.749			
LEVEL OF SERVICE (LOS):		C			A			C				C				C			
REMARKS:		Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				with Event Management Plan			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

0.002
NO

PROJECT IMPACT

0.011
NO

Δv/c after mitigation: 0.011
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Varie! Av			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:		GTC		Date: January 2020						
11		East-West Street: Victory BI			Projection Year: 2035			Peak Hour: 12 - 1 Sat			Reviewed by:				Project: Promenade (10k Seats)						
No. of Phases						3				3				4				4			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						1				1				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 0 SB-- 0		0		NB-- 0 SB-- 0		0		NB-- 0 SB-- 0		0		NB-- 0 SB-- 0		0			
ATSAC-1 or ATSAC+ATCS-2?				EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0			
Override Capacity						0				0				2				2			
						0				0				0				0			
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
				Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	126	1	126	2		0	-54	72	1	72	0	72	1	72	0	72	1	72		
	Left-Through		0							0				0				0			
	Through	0	0	212	13		0	418	418	2	209	0	418	2	209	0	418	2	209		
	Through-Right		1							0				0				0			
	Right	212	0	0	1		0	-178	34	1	5	0	34	1	5	0	34	1	5		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
SOUTHBOUND	Left	0	0	0	2		0	29	29	1	29	0	29	1	29	0	29	1	29		
	Left-Through		0							0				0				0			
	Through	0	0	0	25		0	241	241	2	121	0	241	2	121	0	241	2	121		
	Through-Right		0							0				0				0			
	Right	0	0	0	11		0	98	98	1	0	0	98	1	0	0	98	1	0		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
EASTBOUND	Left	0	1	0	8		0	215	215	1	215	0	215	1	215	0	215	1	215		
	Left-Through		0							0				0				0			
	Through	1333	3	367	67		0	489	1822	4	456	2	1824	4	456	0	1824	4	456		
	Through-Right		1							0				0				0			
	Right	133	0	133	5		0	-26	107	1	71	0	107	1	71	0	107	1	71		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
WESTBOUND	Left	174	1	174	2		0	-68	106	2	58	0	106	2	58	0	106	2	58		
	Left-Through		0							0				0				0			
	Through	1518	3	380	55		0	527	2045	3	528	40	2085	3	538	0	2085	3	538		
	Through-Right		1							1				1				1			
	Right	0	0	0	2		0	66	66	0	66	0	66	0	66	0	66	0	66		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
CRITICAL VOLUMES				North-South: 212		0		North-South: 238		238		North-South: 238		238		North-South: 238		238			
				East-West: 541		0		East-West: 743		743		East-West: 753		753		East-West: 753		753			
				SUM: 753		0		SUM: 981		981		SUM: 991		991		SUM: 991		991			
VOLUME/CAPACITY (V/C) RATIO:				0.528		0.000		0.713		0.713		0.721		0.721		0.721		0.721			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.528		0.000		0.613		0.613		0.621		0.621		0.621		0.621			
LEVEL OF SERVICE (LOS):				A		A		B		B		B		B		B		B			
REMARKS:				Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

0.085
NO

PROJECT IMPACT

0.093
NO

Δv/c after mitigation: 0.093
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			De Soto Av			Year of Count:			2016		Ambient Growth: (%) **			Conducted by:			GTC		Date:		January 2020		
12		East-West Street:			Victory BI			Projection Year:			2035		Peak Hour:			12 - 1 Sat		Reviewed by:			Project:		Promenade (10k Seats)		
No. of Phases								4						4						4					
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-- 3 SB-- 0			0			NB-- 3 SB-- 0			0			NB-- 3 SB-- 0			0			NB-- 3 SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 3			3			EB-- 0 WB-- 3			2			EB-- 0 WB-- 2			2			EB-- 0 WB-- 2		
Override Capacity					0			0			0			2			2			2			2		
					0			0			0			0			0			0			0		
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP						
					Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	2		0	137	245	2	135	0	245	2	135	0	245	2	135						
	Left-Through		0							0				0				0							
	Through	736	2	348	7		0	-10	726	3	242	1	727	3	242	0	727	3	242						
	Through-Right		1							0				0				0							
	Right	307	0	307	3		0	4	311	1	224	0	311	1	224	0	311	1	224						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
SOUTHBOUND	Left	100	1	100	2		0	-4	96	2	53	0	96	2	53	0	96	2	53						
	Left-Through		0							0				0				0							
	Through	787	2	336	15		0	115	902	4	226	7	909	4	227	0	909	4	227						
	Through-Right		1							0				0				0							
	Right	220	0	220	4		0	71	291	1	229	0	291	1	229	0	291	1	229						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
EASTBOUND	Left	206	2	113	7		0	20	226	2	124	0	226	2	124	0	226	2	124						
	Left-Through		0							0				0				0							
	Through	1166	3	325	44		0	148	1314	4	329	2	1316	4	329	0	1316	4	329						
	Through-Right		1							0				0				0							
	Right	134	0	134	6		0	75	209	1	142	0	209	1	142	0	209	1	142						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
WESTBOUND	Left	143	2	79	6		0	15	158	2	87	0	158	2	87	0	158	2	87						
	Left-Through		0							0				0				0							
	Through	1288	3	429	65		0	495	1783	3	474	40	1823	3	484	0	1823	3	484						
	Through-Right		0							1				1				1							
	Right	98	1	0	4		0	14	112	0	112	0	112	0	112	0	112	0	112						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
CRITICAL VOLUMES					North-South: 448			North-South: 0			North-South: 364			North-South: 364			North-South: 364								
					East-West: 542			East-West: 0			East-West: 598			East-West: 608			East-West: 608								
					SUM: 990			SUM: 0			SUM: 962			SUM: 972			SUM: 972								
VOLUME/CAPACITY (V/C) RATIO:					0.720			0.000			0.700			0.707			0.707								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.720			0.000			0.600			0.607			0.607								
LEVEL OF SERVICE (LOS):					C			A			A			B			B								
REMARKS:					Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan								

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.120
NO

PROJECT IMPACT

-0.113
NO

Δv/c after mitigation: -0.113
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Shoup Av	Year of Count:	2016	Ambient Growth: (%): **		Conducted by:	GTC	Date:	January 2020								
13	East-West Street:	Erwin St	Projection Year:	2035	Peak Hour:	12 - 1 Sat	Reviewed by:		Project:	Promenade (10k Seats)								
No. of Phases		3	3		4		4		4									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		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									
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 2	EB-- 0 WB-- 2		EB-- 0 WB-- 2		EB-- 0 WB-- 2		EB-- 0 WB-- 2									
Override Capacity		0	0		0		0		0									
MOVEMENT		2035 NO BUILD		NON-ESC PROJECT VOLS		FUTURE W/ WCSP W/ NON-ESC PROJ		FUTURE W/ WCSP W/ FULL PROJ		FUT W/ WCSP W/ FULL PROJ W/ EMP								
		Volume	No. of Lanes	Lane Volume	Project Traffic	Lane Volume	Delta 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	8	1	8	0	0	1	9	1	9	0	9	1	9	0	9	1	9
	Left-Through		0						0				0				0	
	Through	777	1	428	-1	0	23	800	2	400	0	800	2	400	0	800	2	400
	Through-Right		1						0				0				0	
	Right	78	0	78	0	0	47	125	1	83	0	125	1	83	60	185	1	143
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
SOUTHBOUND	Left	98	1	98	9	0	8	106	1	106	0	106	1	106	0	106	1	106
	Left-Through		0						0				0				0	
	Through	668	1	335	47	0	-36	632	1	317	0	632	1	317	0	632	1	317
	Through-Right		1						1				1				1	
	Right	2	0	2	0	0	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
EASTBOUND	Left	10	0	10	0	0	2	12	0	12	0	12	0	12	0	12	0	12
	Left-Through		0						0				0				0	
	Through	2	0	22	0	0	1	3	0	28	0	3	0	28	0	3	0	28
	Through-Right		0						0				0				0	
	Right	10	0	0	0	0	3	13	0	0	0	13	0	0	0	13	0	0
	Left-Through-Right		1						1				1				1	
	Left-Right		0						0				0				0	
WESTBOUND	Left	120	1	61	10	0	47	167	1	85	0	167	1	85	0	167	1	85
	Left-Through		1						1				1				1	
	Through	2	0	61	0	0	0	2	0	85	0	2	0	85	0	2	0	85
	Through-Right		0						0				0				0	
	Right	193	1	193	12	0	8	201	1	148	0	201	1	148	0	201	1	148
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
CRITICAL VOLUMES		North-South: 526 East-West: 215 SUM: 741	North-South: 0 East-West: 0 SUM: 0		North-South: 506 East-West: 176 SUM: 682		North-South: 506 East-West: 176 SUM: 682		North-South: 506 East-West: 176 SUM: 682									
VOLUME/CAPACITY (V/C) RATIO:		0.520	0.000		0.496		0.496		0.496									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.520	0.000		0.396		0.396		0.396									
LEVEL OF SERVICE (LOS):		A	A		A		A		A									
REMARKS:		Future 2035 No Build	Non_ESC Project Volumes Only		Delta Vol = WCSP Background + Non_ESC		Fut + WCSP + Non_ESC + ESC		with Event Management Plan									

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.124
NO

PROJECT IMPACT

-0.124
NO

Δv/c after mitigation: -0.124
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Randi Av/Nevada Av	Year of Count:	2016	Ambient Growth: (%): **		Conducted by:	GTC	Date:	January 2020								
14	East-West Street:	Erwin St	Projection Year:	2035	Peak Hour:	12 - 1 Sat	Reviewed by:		Project:	Promenade (10k Seats)								
No. of Phases		2	2		2		2		2									
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-- 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									
Override Capacity		0	0		0		0		0									
MOVEMENT		2035 NO BUILD		NON-ESC PROJECT VOLS		FUTURE W/ WCSP W/ NON-ESC PROJ		FUTURE W/ WCSP W/ FULL PROJ		FUT W/ WCSP W/ FULL PROJ W/ EMP								
		Volume	No. of Lanes	Lane Volume	Project Traffic	Lane Volume	Delta 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	13	0	13	0	0	-3	10	0	10	0	10	0	10	0	10	0	10
	Left-Through		0						0				0				0	
	Through	22	0	75	0	0	2	24	0	93	0	24	0	93	0	24	0	93
	Through-Right		0						0				0				0	
	Right	40	0	0	-1	0	19	59	0	0	0	59	0	0	0	59	0	0
	Left-Through-Right		1						1				1				1	
	Left-Right		0						0				0				0	
SOUTHBOUND	Left	37	0	37	0	0	11	48	0	48	0	48	0	48	0	48	0	48
	Left-Through		1						1				1				1	
	Through	31	0	68	0	0	0	31	0	79	0	31	0	79	0	31	0	79
	Through-Right		0						0				0				0	
	Right	29	1	20	0	0	9	38	1	30	0	38	1	30	0	38	1	30
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
EASTBOUND	Left	19	1	19	3	0	-2	17	1	17	0	17	1	17	0	17	1	17
	Left-Through		0						0				0				0	
	Through	185	1	107	42	0	43	228	1	125	7	235	1	128	59	294	1	158
	Through-Right		1						1				1				1	
	Right	28	0	28	3	0	-7	21	0	21	0	21	0	21	0	21	0	21
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
WESTBOUND	Left	39	1	39	4	0	10	49	1	49	0	49	1	49	0	49	1	49
	Left-Through		0						0				0				0	
	Through	351	1	200	30	0	49	400	1	237	1	401	1	237	0	401	1	237
	Through-Right		1						1				1				1	
	Right	48	0	48	6	0	25	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: 112 East-West: 219 SUM: 331	North-South: 0 East-West: 0 SUM: 0	North-South: 141 East-West: 254 SUM: 395	North-South: 141 East-West: 254 SUM: 395	North-South: 141 East-West: 254 SUM: 395	North-South: 141 East-West: 254 SUM: 395	North-South: 141 East-West: 254 SUM: 395	North-South: 141 East-West: 254 SUM: 395	North-South: 141 East-West: 254 SUM: 395								
VOLUME/CAPACITY (V/C) RATIO:		0.221	0.000	0.263	0.263	0.263	0.263	0.263	0.263	0.263								
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.221	0.000	0.163	0.163	0.163	0.163	0.163	0.163	0.163								
LEVEL OF SERVICE (LOS):		A	A	A	A	A	A	A	A	A								
REMARKS:		Future 2035 No Build	Non-ESC Project Volumes Only	Delta Vol = WCSP Background + Non-ESC	Fut + WCSP + Non-ESC + ESC	with Event Management Plan												

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.058
NO

PROJECT IMPACT

-0.058
NO

Δv/c after mitigation: -0.058
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon Bl			Year of Count: 2016		Ambient Growth: (%) : **				Conducted by:		GTC		Date: January 2020				
15		East-West Street: Erwin St			Projection Year: 2035		Peak Hour: 12 - 1 Sat				Reviewed by:				Project: Promenade (10k Seats)				
		No. of Phases			2				2				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	NB-- 0 SB-- 0		0	0	NB-- 0 SB-- 0		0	0	NB-- 0 SB-- 0		0	0		
		ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0	0	EB-- 0 WB-- 0		0	3	EB-- 0 WB-- 3		0	3	EB-- 0 WB-- 3		0	3		
		Override Capacity			0				0				2				2		
					0				0				0				0		
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	50	1	50	7		0	26	76	1	76	0	76	1	76	0	76	1	76
	Left-Through		0							0				0				0	
	Through	1775	2	628	43		0	20	1795	3	473	3	1798	3	474	0	1798	3	474
	Through-Right		1							1				1				1	
	Right	110	0	110	9		0	-14	96	0	96	0	96	0	96	0	96	0	96
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	159	1	159	118		0	-117	42	1	42	34	76	1	76	0	76	1	76
	Left-Through		0							0				0				0	
	Through	1689	2	579	-22		0	-13	1676	2	577	73	1749	2	601	0	1749	2	601
	Through-Right		1							1				1				1	
	Right	49	0	49	-1		0	5	54	0	54	0	54	0	54	0	54	0	54
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	69	1	69	10		0	21	90	1	90	0	90	1	90	0	90	1	90
	Left-Through		0							0				0				0	
	Through	135	1	119	20		0	42	177	1	177	0	177	1	177	60	237	1	226
	Through-Right		1							1				1				1	
	Right	102	0	102	23		0	105	207	0	169	7	214	0	176	0	214	0	214
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	144	1	144	-1		0	-2	142	2	78	0	142	2	78	0	142	2	78
	Left-Through		0							0				0				0	
	Through	217	1	152	-1		0	19	236	2	118	1	237	2	119	0	237	2	119
	Through-Right		1							0				0				0	
	Right	86	0	86	-1		0	-2	84	1	42	3	87	1	11	0	87	1	11
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 787		787	North-South: 0		0	North-South: 653		653	North-South: 677		677	North-South: 677		677	North-South: 304		304
		East-West: 263		263	East-West: 0		0	East-West: 255		255	East-West: 255		255	East-West: 304		304	East-West: 981		981
		SUM: 1050		1050	SUM: 0		0	SUM: 908		908	SUM: 932		932	SUM: 981		981	SUM: 981		981
VOLUME/CAPACITY (V/C) RATIO:				0.700			0.000			0.660			0.678			0.713			0.713
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.700			0.000			0.560			0.578			0.613			0.613
LEVEL OF SERVICE (LOS):				B			A			A			A			B			B
REMARKS:		Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC				Fut + WCSP + Non-ESC + ESC				w/ EMP (does not include 3% TCO credit)			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.140
NO

PROJECT IMPACT

-0.122
NO

Δv/c after mitigation: -0.087
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Warner Drive North	Year of Count:	2016	Ambient Growth: (%): **		Conducted by:	GTC	Date:	January 2020									
16	East-West Street:	Erwin Street	Projection Year:	2035	Peak Hour:	12 - 1 Sat	Reviewed by:		Project:	Promenade (10k Seats)									
No. of Phases		0	0		3		3		3										
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-- 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										
Override Capacity		1200	1200		2		2		2										
MOVEMENT		2035 NO BUILD	NON-ESC PROJECT VOLS		FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP						
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	0	1	0	121		0	121	121	2	67	3	124	2	68	0	124	2	68
	Left-Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	1	0	478		0	478	478	1	402	4	482	1	392	0	482	1	392
SOUTHBOUND	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
	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Through-Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	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
	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left-Through	0	1	0	153		0	153	153	1	153	27	180	1	180	0	180	1	180
	Through	0	2	0	0		0	682	682	2	341	0	682	2	341	0	682	2	341
	Through-Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 0	East-West: 0	SUM: 0	North-South: 0	East-West: 0	SUM: 0	North-South: 402	East-West: 341	SUM: 743	North-South: 392	East-West: 366	SUM: 758	North-South: 392	East-West: 423	SUM: 815			
VOLUME/CAPACITY (V/C) RATIO:		0.000	0.000	0.000	0.000	0.000	0.000	0.521	0.532	0.572									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.000	0.000	0.000	0.000	0.000	0.421	0.432	0.472										
LEVEL OF SERVICE (LOS):		A	A	A	A	A	A	A	A										
REMARKS:		Not analyzed under WCSP		Non-ESC Project Volumes Only		Delta Vol = WCSP Background + Non-ESC		Fut + WCSP + Non-ESC + ESC		w/ EMP (does not include 3% TCO credit)									

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

0.421
NO

PROJECT IMPACT

0.432
NO

Δv/c after mitigation: 0.472
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Owensmouth Av			Year of Count:			2016		Ambient Growth: (%) **			Conducted by:			GTC		Date:		January 2020	
17		East-West Street:			Erwin St			Projection Year:			2035		Peak Hour:			12 - 1 Sat		Reviewed by:			Project:		Promenade (10k Seats)	
No. of Phases								2			2			4			4			4			4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?								0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			0			0			0			0			0			0	
					EB-- 0 WB-- 0			0			0			0			0			0			0	
ATSAC-1 or ATSAC+ATCS-2?								0			0			2			2			2			2	
Override Capacity								0			0			0			0			0			0	
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP					
					Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	58	1	58	-5		0	32	90	2	50	0	90	2	50	0	90	2	50					
	Left-Through		0							0				0				0						
	Through	312	1	170	-17		0	-7	305	2	153	1	306	2	153	0	306	2	153					
	Through-Right		1							0				0				0						
	Right	28	0	28	-2		0	8	36	1	0	1	37	1	0	0	37	1	0					
	Left-Through-Right		0							0				0				0						
	Left-Right		0							0				0				0						
SOUTHBOUND	Left	63	1	63	11		0	8	71	1	71	0	71	1	71	0	71	1	71					
	Left-Through		0							0				0				0						
	Through	402	1	290	70		0	69	471	2	236	60	531	2	266	0	531	2	266					
	Through-Right		1							0				0				0						
	Right	177	0	177	36		0	69	246	2	81	20	266	2	91	0	266	2	91					
	Left-Through-Right		0							0				0				0						
	Left-Right		0							0				0				0						
EASTBOUND	Left	142	1	142	133		0	57	199	2	109	3	202	2	111	0	202	2	111					
	Left-Through		0							0				0				0						
	Through	310	1	187	236		0	44	354	2	177	1	355	2	178	0	355	2	178					
	Through-Right		1							0				0				0						
	Right	63	0	63	49		0	11	74	1	24	0	74	1	24	0	74	1	24					
	Left-Through-Right		0							0				0				0						
	Left-Right		0							0				0				0						
WESTBOUND	Left	44	1	44	3		0	10	54	1	54	27	81	1	81	0	81	1	81					
	Left-Through		0							0				0				0						
	Through	389	1	231	29		0	114	503	2	252	7	510	2	255	0	510	2	255					
	Through-Right		1							0				0				0						
	Right	72	0	72	6		0	16	88	1	17	0	88	1	17	0	88	1	17					
	Left-Through-Right		0							0				0				0						
	Left-Right		0							0				0				0						
CRITICAL VOLUMES					North-South: 348			North-South: 0			North-South: 286			North-South: 316			North-South: 316							
					East-West: 373			East-West: 0			East-West: 361			East-West: 366			East-West: 366							
					SUM: 721			SUM: 0			SUM: 647			SUM: 682			SUM: 682							
VOLUME/CAPACITY (V/C) RATIO:					0.481			0.000			0.471			0.496			0.496							
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.481			0.000			0.371			0.396			0.396							
LEVEL OF SERVICE (LOS):					A			A			A			A			A							
REMARKS:					Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC			Fut + WCSP + Non-ESC + ESC			w/ EMP (does not include 3% TCO credit)							

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.110
NO

PROJECT IMPACT

-0.085
NO

Δv/c after mitigation: -0.085
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Canoga Av			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:		GTC		Date: January 2020				
18		East-West Street: Erwin St			Projection Year: 2035			Peak Hour: 12 - 1 Sat			Reviewed by:				Project: Promenade (10k Seats)				
<div>No. of Phases</div> <div>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?</div> <div>Right Turns: FREE-1, NRTOR-2 or OLA-3?</div> <div>ATSAC-1 or ATSAC+ATCS-2?</div> <div>Override Capacity</div>																			
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	166	1	166	8		0	12	178	2	98	0	178	2	98	0	178	2	98
	Left-Through		0							0				0				0	
	Through	1051	2	397	44		0	50	1101	2	395	0	1101	2	395	0	1101	2	395
	Through-Right		1							1				1				1	
	Right	141	0	141	3		0	-56	85	0	85	0	85	0	85	0	85	0	85
	Left-Through-Right		0							0				0				0	
SOUTHBOUND	Left	35	1	35	3		0	35	70	1	70	0	70	1	70	0	70	1	70
	Left-Through		0							0				0				0	
	Through	1064	2	401	47		0	-29	1035	2	418	0	1035	2	420	0	1035	2	420
	Through-Right		1							1				1				1	
	Right	139	0	139	11		0	80	219	0	219	7	226	0	226	0	226	0	226
	Left-Through-Right		0							0				0				0	
EASTBOUND	Left	78	1	78	11		0	33	111	2	61	1	112	2	62	0	112	2	62
	Left-Through		0							0				0				0	
	Through	197	1	174	24		0	41	238	2	119	1	239	2	120	0	239	2	120
	Through-Right		1							0				0				0	
	Right	150	0	150	14		0	2	152	1	152	0	152	1	152	0	152	1	152
	Left-Through-Right		0							0				0				0	
WESTBOUND	Left	66	1	66	1		0	-21	45	2	25	0	45	2	25	0	45	2	25
	Left-Through		0							0				0				0	
	Through	192	1	129	6		0	19	211	2	106	27	238	2	119	0	238	2	119
	Through-Right		1							0				0				0	
	Right	65	0	65	3		0	50	115	1	115	0	115	1	115	0	115	1	115
	Left-Through-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 567 East-West: 240 SUM: 807			North-South: 0 East-West: 0 SUM: 0			North-South: 516 East-West: 177 SUM: 693				North-South: 518 East-West: 181 SUM: 699				North-South: 518 East-West: 181 SUM: 699			
VOLUME/CAPACITY (V/C) RATIO:		0.566			0.000			0.504				0.508				0.508			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.566			0.000			0.404				0.408				0.408			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			
REMARKS:		Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				with Event Management Plan			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.162
NO

PROJECT IMPACT

-0.158
NO

Δv/c after mitigation: -0.158
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: De Soto Av			Year of Count: 2016		Ambient Growth: (%) **				Conducted by:		GTC		Date: January 2020				
19		East-West Street: Erwin St			Projection Year: 2035		Peak Hour: 12 - 1 Sat				Reviewed by:				Project: Promenade (10k Seats)				
<div>No. of Phases</div> <div>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?</div> <div>Right Turns: FREE-1, NRTOR-2 or OLA-3?</div> <div>ATSAC-1 or ATSAC+ATCS-2?</div> <div>Override Capacity</div>					3						3				3				
					2						2				2				
		NB-- 0 SB-- 0			0		NB-- 0 SB-- 0				0		NB-- 0 SB-- 0		0				
		EB-- 0 WB-- 0			0		EB-- 0 WB-- 0				0		EB-- 0 WB-- 0		0				
					0						2				2				
					0						0				0				
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	118	1	118	-2		0	13	131	1	131	0	131	1	131	0	131	1	131
	Left-Through		0							0			0				0		
	Through	1054	2	357	-17		0	74	1128	2	382	0	1128	2	382	0	1128	2	382
	Through-Right		1							1			1				1		
	Right	17	0	17	0		0	1	18	0	18	0	18	0	18	0	18	0	18
	Left-Through-Right		0							0				0			0		
SOUTHBOUND	Left	12	1	12	0		0	1	13	1	13	0	13	1	13	0	13	1	13
	Left-Through		0							0			0				0		
	Through	975	2	355	20		0	39	1014	4	254	0	1014	4	254	0	1014	4	254
	Through-Right		1							0			0				0		
	Right	89	0	89	2		0	29	118	1	79	7	125	1	86	0	125	1	86
	Left-Through-Right		0							0				0			0		
EASTBOUND	Left	89	1	78	2		0	15	104	1	79	1	105	1	79	0	105	1	79
	Left-Through		0							0			0				0		
	Through	13	0	78	0		0	1	14	0	79	1	15	0	79	0	15	0	79
	Through-Right		0							0			0				0		
	Right	132	1	0	3		0	-14	118	1	0	0	118	1	0	0	118	1	0
	Left-Through-Right		1							1				1			1		
WESTBOUND	Left	12	1	12	0		0	1	13	1	13	0	13	1	13	0	13	1	13
	Left-Through		0							0			0				0		
	Through	12	1	12	0		0	4	16	1	16	20	36	1	27	0	36	1	27
	Through-Right		1							1			1				1		
	Right	17	0	11	0		0	0	17	0	11	0	17	0	17	0	17	0	17
	Left-Through-Right		0							0				0			0		
CRITICAL VOLUMES		North-South: 473 East-West: 90 SUM: 563			North-South: 0 East-West: 0 SUM: 0			North-South: 395 East-West: 95 SUM: 490				North-South: 395 East-West: 106 SUM: 501				North-South: 395 East-West: 106 SUM: 501			
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		0.395 0.395 A			0.000 0.000 A			0.344 0.244 A				0.352 0.252 A				0.352 0.252 A			
REMARKS:		Refer to Traffix Analysis			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				with Event Management Plan			

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon Bl			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:		GTC		Date: January 2020						
20		East-West Street: Calvert St/Promenade Blvd			Projection Year: 2035			Peak Hour: 12 - 1 Sat			Reviewed by:				Project: Promenade (10k Seats)						
No. of Phases				3		3		4		4		4		4							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0		0		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		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0							
ATSAC-1 or ATSAC+ATCS-2?				EB-- 0 WB-- 2		EB-- 0 WB-- 2		EB-- 0 WB-- 3		EB-- 0 WB-- 3		EB-- 0 WB-- 3		EB-- 0 WB-- 3							
Override Capacity				0		0		2		2		2		2							
				0		0		0		0		0		0							
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
				Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	144	1	144	-5	0	7	151	1	151	0	151	1	151	0	151	1	151			
	Left-Through		0						0				0				0				
	Through	2036	2	741	-80	0	158	2194	3	624	0	2194	3	641	0	2194	3	666			
	Through-Right		1						1				1				1				
	Right	186	0	186	303	0	117	303	0	303	66	369	0	369	100	469	0	469			
	Left-Through-Right		0						0				0				0				
	Left-Right		0						0				0				0				
SOUTHBOUND	Left	145	1	145	120	0	-25	120	1	120	46	166	1	166	0	166	1	166			
	Left-Through		0						0				0				0				
	Through	1822	2	911	88	0	-222	1600	2	800	34	1634	2	817	0	1634	2	817			
	Through-Right		0						0				0				0				
	Right	71	1	71	5	0	38	109	1	109	0	109	1	109	0	109	1	109			
	Left-Through-Right		0						0				0				0				
	Left-Right		0						0				0				0				
EASTBOUND	Left	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0			
	Left-Through		0						0				0				0				
	Through	0	0	0	0	0	0	0	0	79	0	0	0	79	0	0	0	79			
	Through-Right		0						1				1				1				
	Right	97	1	25	28	0	-18	79	0	0	0	79	0	0	0	79	0	0			
	Left-Through-Right		0						0				0				0				
	Left-Right		0						0				0				0				
WESTBOUND	Left	0	0	0	324	0	324	324	2	178	10	334	2	184	0	334	2	184			
	Left-Through		0						0				0				0				
	Through	0	0	0	0	0	0	0	0	247	0	0	0	249	0	0	0	249			
	Through-Right		0						1				1				1				
	Right	246	2	135	494	0	248	494	1	0	3	497	1	0	0	497	1	0			
	Left-Through-Right		0						0				0				0				
	Left-Right		0						0				0				0				
CRITICAL VOLUMES				North-South: 1055 East-West: 135 SUM: 1190		North-South: 0 East-West: 0 SUM: 0		North-South: 951 East-West: 257 SUM: 1208		North-South: 968 East-West: 263 SUM: 1231		North-South: 968 East-West: 263 SUM: 1231									
VOLUME/CAPACITY (V/C) RATIO:				0.835		0.000		0.879		0.895		0.895									
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.835		0.000		0.779		0.795		0.795									
LEVEL OF SERVICE (LOS):				D		A		C		C		C									
REMARKS:				Future 2035 No Build		Non_ESC Project Volumes Only		Delta Vol = WCSP Background + Non_ESC		Fut + WCSP + Non_ESC + ESC		w/ EMP (does not include 3% TCO credit)									

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.056
NO

PROJECT IMPACT

-0.040
NO

Δv/c after mitigation: -0.040
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Owensmouth Av	Year of Count:	2016	Ambient Growth: (%): **		Conducted by:	GTC	Date:	January 2020								
21	East-West Street:	Promenade Blvd	Projection Year:	2035	Peak Hour:	12 - 1 Sat	Reviewed by:		Project:	Promenade (10k Seats)								
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-- 2 WB-- 0	EB-- 2 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																		
MOVEMENT		2035 NO BUILD		NON-ESC PROJECT VOLS		FUTURE W/ WCSP W/ NON-ESC PROJ		FUTURE W/ WCSP W/ FULL PROJ		FUT W/ WCSP W/ FULL PROJ W/ EMP								
		Volume	No. of Lanes	Lane Volume	Project Traffic	Lane Volume	Delta 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	59	0	-15	59	1	59	0	59	1	59	0	59	1	59
	Left-Through		0						0				0				0	
	Through	357	1	182	-43	0	-2	355	1	183	0	355	1	183	0	355	1	183
	Through-Right		1						1				1				1	
	Right	6	0	6	-2	0	5	11	0	11	0	11	0	11	0	11	0	11
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
SOUTHBOUND	Left	49	1	49	84	0	63	112	1	112	0	112	1	112	0	112	1	112
	Left-Through		0						0				0				0	
	Through	442	1	267	-56	0	15	457	1	272	27	484	1	315	0	484	1	315
	Through-Right		1						1				1				1	
	Right	92	0	92	86	0	-6	86	0	86	60	146	0	146	0	146	0	146
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
EASTBOUND	Left	57	0	57	12	0	-45	12	0	12	2	14	0	14	0	14	0	14
	Left-Through		1						1				1				1	
	Through	11	0	59	4	0	-7	4	0	11	0	4	0	11	0	4	0	11
	Through-Right		1						1				1				1	
	Right	50	0	59	7	0	-43	7	0	0	0	7	0	0	0	7	0	0
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
WESTBOUND	Left	3	0	3	0	0	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through		1						1				1				1	
	Through	7	0	7	0	0	-7	0	0	3	0	0	0	3	0	0	0	3
	Through-Right		1						1				1				1	
	Right	4	0	7	0	0	1	5	0	0	0	5	0	0	0	5	0	0
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
CRITICAL VOLUMES		North-South: 341 East-West: 64 SUM: 405	North-South: 0 East-West: 0 SUM: 0	North-South: 331 East-West: 15 SUM: 346	North-South: 374 East-West: 17 SUM: 391	North-South: 374 East-West: 17 SUM: 391	North-South: 374 East-West: 17 SUM: 391	North-South: 374 East-West: 17 SUM: 391	North-South: 374 East-West: 17 SUM: 391	North-South: 374 East-West: 17 SUM: 391								
VOLUME/CAPACITY (V/C) RATIO:		0.270	0.000	0.231	0.261	0.261	0.261	0.261	0.261	0.261								
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.270	0.000	0.131	0.161	0.161	0.161	0.161	0.161	0.161								
LEVEL OF SERVICE (LOS):		A	A	A	A	A	A	A	A	A								
REMARKS:		Future 2035 No Build	Non_ESC Project Volumes Only	Delta Vol = WCSP Background + Non_ESC	Fut + WCSP + Non_ESC + ESC	w/ EMP (does not include 3% TCO credit)												

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.139
NO

PROJECT IMPACT

-0.109
NO

Δv/c after mitigation: -0.109
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Shoup Av			Year of Count: 2016		Ambient Growth: (%) : **				Conducted by:		GTC		Date: January 2020				
22		East-West Street: Oxnard St			Projection Year: 2035		Peak Hour: 12 - 1 Sat				Reviewed by:				Project: Promenade (10k Seats)				
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						4		4		4				
		NB-- 0 SB-- 0			0		NB-- 0 SB-- 0				0		0		0				
		EB-- 0 WB-- 0			0		EB-- 0 WB-- 0				0		0		0				
					0						2		2		0				
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	36	1	36	0		0	36	1	36	0	36	1	36	0	36	1	36	
	Left-Through		0						0				0				0		
	Through	734	1	410	7		27	761	2	381	0	761	2	381	60	821	2	411	
	Through-Right		1						0				0				0		
	Right	86	0	86	1		15	101	1	67	0	101	1	67	0	101	1	67	
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	66	1	66	0		11	77	1	77	0	77	1	77	0	77	1	77	
	Left-Through		0						0				0				0		
	Through	639	1	362	7		95	734	1	405	0	734	1	405	0	734	1	405	
	Through-Right		1						1				1				1		
	Right	85	0	85	1		-10	75	0	75	0	75	0	75	0	75	0	75	
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	62	1	62	0		-6	56	1	56	0	56	1	56	0	56	1	56	
	Left-Through		0						0				0				0		
	Through	180	2	90	0		1	181	2	91	7	188	2	94	53	241	2	121	
	Through-Right		0						0				0				0		
	Right	30	1	12	0		0	30	1	12	0	30	1	12	0	30	1	12	
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	51	1	51	7		17	68	1	68	0	68	1	68	0	68	1	68	
	Left-Through		0						0				0				0		
	Through	183	1	183	17		-8	175	1	175	1	176	1	176	0	176	1	176	
	Through-Right		0						0				0				0		
	Right	73	1	40	8		17	90	1	52	0	90	1	52	0	90	1	52	
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 476 East-West: 245 SUM: 721			North-South: 0 East-West: 0 SUM: 0			North-South: 458 East-West: 231 SUM: 689				North-South: 458 East-West: 232 SUM: 690				North-South: 488 East-West: 232 SUM: 720			
VOLUME/CAPACITY (V/C) RATIO:		0.481			0.000			0.501				0.502				0.524			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.481			0.000			0.401				0.402				0.424			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			
REMARKS:		Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				with Event Management Plan			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.080
NO

PROJECT IMPACT

-0.079
NO

Δv/c after mitigation: -0.057
Fully mitigated? N/A

$\Delta v/c$ after mitigation:	0.237
Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Topanga Canyon Bl			Year of Count:			2016		Ambient Growth: (%) **					Conducted by:		GTC		Date:		January 2020	
24		East-West Street:			Oxnard St			Projection Year:			2035		Peak Hour:			12 - 1 Sat		Reviewed by:				Project:		Promenade (10k Seats)	
				No. of Phases						3						4						4			
				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			0			0			0			0			0			
				ATSAC-1 or ATSAC+ATCS-2?			EB-- 0 WB-- 3			0			3			0			3			0			
				Override Capacity						0			0			2			2			0			
										0			0			0			0			0			
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP							
				Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	147	1	147	11		0	16	163	1	163	0	163	1	163	0	163	1	163						
	Left-Through		0							0				0				0							
	Through	1977	2	728	132		0	-121	1856	3	619	180	2036	3	679	6	2042	3	681						
	Through-Right		1							0				0				0							
	Right	208	0	208	23		0	116	324	1	227	119	443	1	345	-119	324	1	226						
	Left-Through-Right		0							0				0				0							
	Left-Right		0							0				0				0							
SOUTHBOUND	Left	207	1	207	-10		0	-6	201	2	111	34	235	2	129	0	235	2	129						
	Left-Through		0							0				0				0							
	Through	1579	2	541	282		0	-311	1268	2	437	9	1277	2	440	0	1277	2	440						
	Through-Right		1							1				1				1							
	Right	45	0	45	-2		0	-3	42	0	42	1	43	0	43	0	43	0	43						
	Left-Through-Right		0							0				0				0							
	Left-Right		0							0				0				0							
EASTBOUND	Left	133	1	133	4		0	7	140	1	140	7	147	1	147	27	174	1	174						
	Left-Through		0							0				0				0							
	Through	306	2	153	10		0	27	333	2	167	7	340	2	170	27	367	2	184						
	Through-Right		0							0				0				0							
	Right	149	1	76	5		0	29	178	1	15	0	178	1	15	0	178	1	15						
	Left-Through-Right		0							0				0				0							
	Left-Right		0							0				0				0							
WESTBOUND	Left	215	1	215	-42		0	137	352	2	194	6	358	2	197	0	358	2	197						
	Left-Through		0							0				0				0							
	Through	226	2	113	0		0	33	259	2	130	1	260	2	130	0	260	2	130						
	Through-Right		0							0				0				0							
	Right	122	1	0	20		0	-9	113	1	2	60	173	1	44	0	173	1	44						
	Left-Through-Right		0							0				0				0							
	Left-Right		0							0				0				0							
CRITICAL VOLUMES				North-South: 935			North-South: 0			North-South: 730			North-South: 808			North-South: 810									
				East-West: 368			East-West: 0			East-West: 361			East-West: 367			East-West: 381									
				SUM: 1303			SUM: 0			SUM: 1091			SUM: 1175			SUM: 1191									
VOLUME/CAPACITY (V/C) RATIO:				0.914			0.000			0.793			0.855			0.866									
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.914			0.000			0.693			0.755			0.766									
LEVEL OF SERVICE (LOS):				E			A			B			C			C									
REMARKS:				Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			w/ EMP (does not include 3% TCO credit)									

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.221
NO

PROJECT IMPACT

-0.159
NO

Δv/c after mitigation: -0.148
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Warner Drive South			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:			GTC			Date: January 2020		
25		East-West Street:			Oxnard St			Projection Year: 2035			Peak Hour: 12 - 1 Sat			Reviewed by:						Project: Promenade (10k Seats)		
No. of Phases								3						4						4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?								1						0						0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 2			0 1			0 0			NB-- 0 SB-- 0			0 0			NB-- 0 SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			0 0			0 0			EB-- 0 WB-- 0			0 0			EB-- 0 WB-- 0		
Override Capacity					0			0			2			0			2			0		
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
					Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	0	69	1		0	-14	55	1	55	0	55	1	55	0	55	1	55			
	Left-Through		0							0				0				0				
	Through	6	0	146	0		0	-6	0	0	37	0	0	0	37	0	0	0	37			
	Through-Right		0				1			1				1				1				
	Right	71	0	0	2		0	3	74	1	0	0	74	1	0	0	74	1	0			
	Left-Through-Right		1				0			0				0				0				
	Left-Right		0				0			0				0				0				
SOUTHBOUND	Left	87	0	87	174		0	87	174	1	174	7	181	1	181	0	181	1	181			
	Left-Through		1							0				0				0				
	Through	2	0	89	20		0	18	20	0	191	0	20	0	195	0	20	0	195			
	Through-Right		0				1			1				1				1				
	Right	155	1	155	362		0	207	362	1	0	7	369	1	0	0	369	1	0			
	Left-Through-Right		0				0			0				0				0				
	Left-Right		0				0			0				0				0				
EASTBOUND	Left	294	1	294	166		0	-128	166	2	91	159	325	2	179	-93	232	2	128			
	Left-Through		0							0				0				0				
	Through	423	2	212	122		0	202	625	1	323	0	625	1	323	0	625	1	323			
	Through-Right		0				1			1				1				1				
	Right	33	1	0	4		0	-12	21	0	21	0	21	0	21	0	21	0	21			
	Left-Through-Right		0				0			0				0				0				
	Left-Right		0				0			0				0				0				
WESTBOUND	Left	6	1	6	1		0	0	6	1	6	0	6	1	6	0	6	1	6			
	Left-Through		0							0				0				0				
	Through	400	2	200	49		0	189	589	2	295	60	649	2	325	0	649	2	325			
	Through-Right		0				0			0				0				0				
	Right	141	1	98	97		0	-44	97	1	10	93	190	1	100	0	190	1	100			
	Left-Through-Right		0				0			0				0				0				
	Left-Right		0				0			0				0				0				
CRITICAL VOLUMES					North-South: 301			North-South: 0			North-South: 246			North-South: 250			North-South: 250					
					East-West: 494			East-West: 0			East-West: 386			East-West: 504			East-West: 453					
					SUM: 795			SUM: 0			SUM: 632			SUM: 754			SUM: 703					
VOLUME/CAPACITY (V/C) RATIO:					0.558			0.000			0.460			0.548			0.511					
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.558			0.000			0.360			0.448			0.411					
LEVEL OF SERVICE (LOS):					A			A			A			A			A					
REMARKS:					Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			w/ EMP (does not include 3% TCO credit)					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.198
NO

-0.110
NO

Δv/c after mitigation: -0.147
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Owensmouth Av	Year of Count:	2016	Ambient Growth: (%): **		Conducted by:	GTC	Date:	January 2020								
26	East-West Street:	Oxnard St	Projection Year:	2035	Peak Hour:	12 - 1 Sat	Reviewed by:		Project:	Promenade (10k Seats)								
No. of Phases		2	2		2		2		2									
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-- 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									
Override Capacity		0	0		0		0		0									
MOVEMENT		2035 NO BUILD		NON-ESC PROJECT VOLS		FUTURE W/ WCSP W/ NON-ESC PROJ		FUTURE W/ WCSP W/ FULL PROJ		FUT W/ WCSP W/ FULL PROJ W/ EMP								
		Volume	No. of Lanes	Lane Volume	Project Traffic	Lane Volume	Delta 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	42	1	42	-10	0	11	53	1	53	7	60	1	60	0	60	1	60
	Left-Through		0						0				0				0	
	Through	214	1	119	-39	0	-7	207	1	119	0	207	1	119	0	207	1	119
	Through-Right		1						1				1				1	
	Right	24	0	24	-6	0	6	30	0	30	0	30	0	30	0	30	0	30
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
SOUTHBOUND	Left	91	1	91	1	0	15	106	1	106	0	106	1	106	0	106	1	106
	Left-Through		0						0				0				0	
	Through	314	1	203	2	0	1	315	1	204	0	315	1	217	0	315	1	217
	Through-Right		1						1				1				1	
	Right	92	0	92	1	0	0	92	0	92	27	119	0	119	0	119	0	119
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
EASTBOUND	Left	80	1	80	45	0	23	103	1	103	0	103	1	103	0	103	1	103
	Left-Through		0						0				0				0	
	Through	342	2	171	148	0	-11	331	2	166	6	337	2	169	0	337	2	169
	Through-Right		0						0				0				0	
	Right	36	1	15	28	0	24	60	1	34	1	61	1	31	0	61	1	31
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
WESTBOUND	Left	93	1	93	3	0	14	107	1	107	0	107	1	107	0	107	1	107
	Left-Through		0						0				0				0	
	Through	320	2	160	10	0	50	370	2	185	119	489	2	245	0	489	2	245
	Through-Right		0						0				0				0	
	Right	17	1	0	0	0	2	19	1	0	0	19	1	0	0	19	1	0
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
CRITICAL VOLUMES		North-South: 245 East-West: 264 SUM: 509	North-South: 0 East-West: 0 SUM: 0	North-South: 257 East-West: 288 SUM: 545	North-South: 277 East-West: 348 SUM: 625	North-South: 277 East-West: 348 SUM: 625												
VOLUME/CAPACITY (V/C) RATIO:		0.339	0.000	0.363	0.417	0.417												
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.339	0.000	0.263	0.317	0.317												
LEVEL OF SERVICE (LOS):		A	A	A	A	A												
REMARKS:		Future 2035 No Build	Non_ESC Project Volumes Only	Delta Vol = WCSP Background + Non_ESC	Fut + WCSP + Non_ESC + ESC	w/ EMP (does not include 3% TCO credit)												

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.076
NO

PROJECT IMPACT

-0.022
NO

Δv/c after mitigation: -0.022
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Canoga Av			Year of Count: 2016		Ambient Growth: (%) **				Conducted by:		GTC		Date: January 2020				
27		East-West Street: Oxnard St			Projection Year: 2035		Peak Hour: 12 - 1 Sat				Reviewed by:				Project: Promenade (10k Seats)				
<div>No. of Phases</div> <div>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?</div> <div>Right Turns: FREE-1, NRTOR-2 or OLA-3?</div> <div>ATSAC-1 or ATSAC+ATCS-2?</div> <div>Override Capacity</div>					2						3				3				
					0						0				0				
		NB-- 0 SB-- 0			0		NB-- 0 SB-- 0				0		NB-- 0 SB-- 0		0				
		EB-- 0 WB-- 0			0		EB-- 0 WB-- 0				0		EB-- 0 WB-- 0		0				
					0						2				2				
					0						0				0				
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	2		0	10	72	2	40	100	172	2	95	0	172	2	95
	Left-Through		0							0				0				0	
	Through	1140	2	412	31		0	-95	1045	3	348	0	1045	3	348	0	1045	3	348
	Through-Right		1							0				0				0	
	Right	97	0	97	4		0	10	107	1	73	0	107	1	73	0	107	1	73
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	120	1	120	-2		0	7	127	1	127	0	127	1	127	0	127	1	127
	Left-Through		0							0				0				0	
	Through	190	2	95	-4		0	3	193	3	64	0	193	3	64	0	193	3	64
	Through-Right		1							0				0				0	
	Right	117	0	104	-2		0	-4	113	1	101	0	113	1	101	0	113	1	101
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	27	1	27	4		0	-3	24	1	24	0	24	1	24	0	24	1	24
	Left-Through		0							0				0				0	
	Through	1156	2	578	242		0	114	1270	2	635	1	1271	2	636	0	1271	2	636
	Through-Right		0							0				0				0	
	Right	209	1	178	42		0	13	222	1	202	5	227	1	180	0	227	1	180
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	59	1	59	5		0	10	69	1	69	0	69	1	69	0	69	1	69
	Left-Through		0							0				0				0	
	Through	220	1	159	20		0	54	274	2	137	20	294	2	147	0	294	2	147
	Through-Right		1							0				0				0	
	Right	97	0	97	7		0	-1	96	1	33	0	96	1	33	0	96	1	33
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 532 East-West: 637 SUM: 1169			North-South: 0 East-West: 0 SUM: 0			North-South: 475 East-West: 704 SUM: 1179				North-South: 475 East-West: 705 SUM: 1180				North-South: 475 East-West: 705 SUM: 1180			
VOLUME/CAPACITY (V/C) RATIO:		0.779			0.000			0.827				0.828				0.828			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.779			0.000			0.727				0.728				0.728			
LEVEL OF SERVICE (LOS):		C			A			C				C				C			
REMARKS:		Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				with Event Management Plan			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.052
NO

PROJECT IMPACT

-0.051
NO

Δv/c after mitigation: -0.051
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: De Soto Av			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:		GTC		Date: January 2020				
28		East-West Street: Oxnard St			Projection Year: 2035			Peak Hour: 12 - 1 Sat			Reviewed by:				Project: Promenade (10k Seats)				
<div>No. of Phases</div> <div>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?</div> <div>Right Turns: FREE-1, NRTOR-2 or OLA-3?</div> <div>ATSAC-1 or ATSAC+ATCS-2?</div> <div>Override Capacity</div>																			
		2			2			2			2		2						
		0			0			0			0		0						
		0			0			0			0		0						
		NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0		NB-- 0 SB-- 0						
		EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0		EB-- 0 WB-- 0						
		0			0			2			2		2						
		0			0			0			0		0						
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	102	1	102	-1		0	-7	95	1	95	7	102	1	102	0	102	1	102
	Left-Through		0							0			0					0	
	Through	1065	2	374	-9		0	55	1120	3	373	0	1120	3	373	0	1120	3	373
	Through-Right		1							0			0					0	
	Right	58	0	58	-1		0	10	68	1	33	0	68	1	33	0	68	1	33
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0			0				0		
SOUTHBOUND	Left	38	1	38	-1		0	2	40	1	40	0	40	1	40	0	40	1	40
	Left-Through		0							0			0					0	
	Through	1009	2	356	-10		0	83	1092	4	273	0	1092	4	273	0	1092	4	273
	Through-Right		1							0			0					0	
	Right	59	0	59	0		0	5	64	1	35	0	64	1	35	0	64	1	35
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0			0				0		
EASTBOUND	Left	65	1	65	6		0	-7	58	1	58	0	58	1	58	0	58	1	58
	Left-Through		0							0			0					0	
	Through	121	1	121	11		0	-15	106	1	106	0	106	1	106	0	106	1	106
	Through-Right		0							0			0					0	
	Right	142	1	91	16		0	14	156	1	109	1	157	1	106	0	157	1	106
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0			0				0		
WESTBOUND	Left	48	1	48	3		0	23	71	1	71	0	71	1	71	0	71	1	71
	Left-Through		0							0			0					0	
	Through	134	1	79	6		0	-8	126	1	76	0	126	1	76	0	126	1	76
	Through-Right		1							1			1					1	
	Right	24	0	24	1		0	2	26	0	26	0	26	0	26	0	26	0	26
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0			0				0		
CRITICAL VOLUMES		North-South: 458 East-West: 169 SUM: 627			North-South: 0 East-West: 0 SUM: 0			North-South: 413 East-West: 180 SUM: 593			North-South: 413 East-West: 177 SUM: 590			North-South: 413 East-West: 177 SUM: 590					
VOLUME/CAPACITY (V/C) RATIO:		0.418			0.000			0.395			0.393			0.393					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.418			0.000			0.295			0.293			0.293					
LEVEL OF SERVICE (LOS):		A			A			A			A			A					
REMARKS:		Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.123
NO

PROJECT IMPACT

-0.125
NO

Δv/c after mitigation: -0.125
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Canoga Av	Year of Count:	2016	Ambient Growth: (%) **		Conducted by:	GTC	Date:	January 2020								
29	East-West Street:	Califa St	Projection Year:	2035	Peak Hour:	12 - 1 Sat	Reviewed by:		Project:	Promenade (10k Seats)								
No. of Phases		2	2		2		2		2									
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-- 0	NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0									
ATSAC-1 or ATSAC+ATCS-2?		EB-- 2 WB-- 0	EB-- 2 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0									
Override Capacity		0	0		0		0		0									
MOVEMENT		2035 NO BUILD		NON-ESC PROJECT VOLS		FUTURE W/ WCSP W/ NON-ESC PROJ		FUTURE W/ WCSP W/ FULL PROJ		FUT W/ WCSP W/ FULL PROJ W/ EMP								
		Volume	No. of Lanes	Lane Volume	Project Traffic	Lane Volume	Delta 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	96	1	96	1	0	15	111	1	111	0	111	1	111	0	111	1	111
	Left-Through		0						0				0				0	
	Through	1505	2	506	18	0	-21	1484	2	501	100	1584	2	535	0	1584	2	535
	Through-Right		1						1				1				1	
	Right	14	0	14	0	0	6	20	0	20	0	20	0	20	0	20	0	20
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
SOUTHBOUND	Left	20	1	20	1	0	7	27	1	27	0	27	1	27	0	27	1	27
	Left-Through		0						0				0				0	
	Through	1149	2	395	32	0	-17	1132	2	391	5	1137	2	392	0	1137	2	392
	Through-Right		1						1				1				1	
	Right	35	0	35	1	0	5	40	0	40	0	40	0	40	0	40	0	40
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
EASTBOUND	Left	78	1	78	10	0	-19	59	1	59	0	59	1	59	0	59	1	59
	Left-Through		0						0				0				0	
	Through	20	1	20	5	0	8	28	1	28	0	28	1	28	0	28	1	28
	Through-Right		0						0				0				0	
	Right	67	1	67	9	0	-13	54	1	0	0	54	1	0	0	54	1	0
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
WESTBOUND	Left	14	1	14	0	0	0	14	1	14	0	14	1	14	0	14	1	14
	Left-Through		0						0				0				0	
	Through	23	1	23	0	0	9	32	1	32	0	32	1	32	0	32	1	32
	Through-Right		1						0				0				0	
	Right	26	0	16	0	0	-2	24	1	11	0	24	1	11	0	24	1	11
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
CRITICAL VOLUMES		North-South: 526 East-West: 101 SUM: 627	North-South: 0 East-West: 0 SUM: 0	North-South: 528 East-West: 91 SUM: 619	North-South: 562 East-West: 91 SUM: 653	North-South: 562 East-West: 91 SUM: 653												
VOLUME/CAPACITY (V/C) RATIO:		0.418	0.000	0.413	0.435	0.435												
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.418	0.000	0.313	0.335	0.335												
LEVEL OF SERVICE (LOS):		A	A	A	A	A												
REMARKS:		Future 2035 No Build	Non-ESC Project Volumes Only	Delta Vol = WCSP Background + Non-ESC	Fut + WCSP + Non-ESC + ESC	with Event Management Plan												

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.105
NO

PROJECT IMPACT

-0.083
NO

Δv/c after mitigation: -0.083
Fully mitigated? N/A

$\Delta v/c$ after mitigation:	0.009
Fully mitigated?	N/A

04 FP SAT 12-1 PM.xlsm

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon BI			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:		GTC		Date: January 2020		
33		East-West Street: Burbank BI			Projection Year: 2035			Peak Hour: 12 - 1 Sat			Reviewed by:				Project: Promenade (10k Seats)		
		No. of Phases			3			3			3		3		3		
		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-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		
		ATSAC-1 or ATSAC+ATCS-2?			0			0			0		0		0		
		Override Capacity			0			0			2		2		2		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0									

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.253
NO

PROJECT IMPACT

-0.213
NO

Δv/c after mitigation: -0.232
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Owensmouth Av	Year of Count:	2016	Ambient Growth: (%): **		Conducted by:	GTC	Date:	January 2020									
34	East-West Street:	Burbank Bl	Projection Year:	2035	Peak Hour:	12 - 1 Sat	Reviewed by:		Project:	Promenade (10k Seats)									
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-- 2	NB-- 0 SB-- 2	NB-- 0 SB-- 2	NB-- 0 SB-- 2	NB-- 0 SB-- 2	NB-- 0 SB-- 2	NB-- 0 SB-- 2	NB-- 0 SB-- 2	NB-- 0 SB-- 2									
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																			
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ			FUTURE W/ WCSP W/ FULL PROJ			FUT W/ WCSP W/ FULL PROJ W/ EMP					
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	28	1	28	0		0	5	33	1	33	0	33	1	33	0	33	1	33
	Left-Through		0							0				0				0	
	Through	16	0	56	0		0	-2	14	0	50	0	14	0	50	0	14	0	50
	Through-Right		1							1				1				1	
	Right	40	0	0	0		0	-4	36	0	0	0	36	0	0	0	36	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	118	1	118	2		0	-35	83	1	83	0	83	1	83	0	83	1	83
	Left-Through		0							0				0				0	
	Through	25	1	25	1		0	1	26	1	26	0	26	1	26	0	26	1	26
	Through-Right		0							0				0				0	
	Right	196	1	196	6		0	-2	194	1	140	0	194	1	140	0	194	1	140
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	113	1	113	-11		0	-4	109	1	109	0	109	1	109	0	109	1	109
	Left-Through		0							0				0				0	
	Through	241	2	121	-21		0	-19	222	2	111	0	222	2	111	0	222	2	111
	Through-Right		0							0				0				0	
	Right	39	1	25	-4		0	4	43	1	27	0	43	1	27	0	43	1	27
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	21	1	21	0		0	-3	18	1	18	0	18	1	18	0	18	1	18
	Left-Through		0							0				0				0	
	Through	232	1	160	3		0	-18	214	1	142	0	214	1	142	0	214	1	142
	Through-Right		1							1				1				1	
	Right	87	0	87	1		0	-17	70	0	70	0	70	0	70	0	70	0	70
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 224 East-West: 273 SUM: 497	North-South: 0 East-West: 0 SUM: 0	North-South: 173 East-West: 251 SUM: 424	North-South: 173 East-West: 251 SUM: 424	North-South: 173 East-West: 251 SUM: 424	North-South: 173 East-West: 251 SUM: 424	North-South: 173 East-West: 251 SUM: 424	North-South: 173 East-West: 251 SUM: 424	North-South: 173 East-West: 251 SUM: 424									
VOLUME/CAPACITY (V/C) RATIO:		0.331	0.000	0.283	0.283	0.283	0.283	0.283	0.283	0.283									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.331	0.000	0.183	0.183	0.183	0.183	0.183	0.183	0.183									
LEVEL OF SERVICE (LOS):		A	A	A	A	A	A	A	A	A									
REMARKS:		Future 2035 No Build	Non_ESC Project Volumes Only	Delta Vol = WCSP Background + Non_ESC	Fut + WCSP + Non_ESC + ESC	with Event Management Plan													

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.148
NO

PROJECT IMPACT

-0.148
NO

Δv/c after mitigation: -0.148
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Canoga Av			Year of Count: 2016		Ambient Growth: (%) **				Conducted by:		GTC		Date: January 2020				
35		East-West Street: Burbank Bl			Projection Year: 2035		Peak Hour: 12 - 1 Sat				Reviewed by:				Project: Promenade (10k Seats)				
<div>No. of Phases</div> <div>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?</div> <div>Right Turns: FREE-1, NRTOR-2 or OLA-3?</div> <div>ATSAC-1 or ATSAC+ATCS-2?</div> <div>Override Capacity</div>					3						3				3				
		NB-- 0 SB-- 0			0		NB-- 0 SB-- 0				0		0		0				
		EB-- 0 WB-- 0			0		EB-- 0 WB-- 0				3		3		3				
					0						2		2		2				
					0						0		0		0				
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	40	1	40	0		0	15	55	2	30	0	55	2	30	0	55	2	30
	Left-Through		0							0				0				0	
	Through	1181	2	436	5		0	120	1301	3	434	100	1401	3	467	0	1401	3	467
	Through-Right		1							0				0				0	
	Right	126	0	126	0		0	3	129	2	0	0	129	2	0	0	129	2	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	74	1	74	3		0	2	76	1	76	0	76	1	76	0	76	1	76
	Left-Through		0							0				0				0	
	Through	71	2	33	3		0	4	75	2	36	5	80	2	38	0	80	2	38
	Through-Right		1							1				1				1	
	Right	28	0	28	1		0	5	33	0	33	0	33	0	33	0	33	0	33
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	107	1	107	2		0	3	110	1	110	0	110	1	110	0	110	1	110
	Left-Through		0							0				0				0	
	Through	1001	2	347	28		0	-52	949	2	332	0	949	2	332	0	949	2	332
	Through-Right		1							1				1				1	
	Right	40	0	40	1		0	6	46	0	46	0	46	0	46	0	46	0	46
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	168	1	168	1		0	-21	147	1	147	0	147	1	147	0	147	1	147
	Left-Through		0							0				0				0	
	Through	155	2	78	1		0	-5	150	2	75	0	150	2	75	0	150	2	75
	Through-Right		0							0				0				0	
	Right	82	1	45	1		0	8	90	1	14	0	90	1	14	0	90	1	14
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 510			North-South: 0			North-South: 510				North-South: 543				North-South: 543			
		East-West: 515			East-West: 0			East-West: 479				East-West: 479				East-West: 479			
		SUM: 1025			SUM: 0			SUM: 989				SUM: 1022				SUM: 1022			
VOLUME/CAPACITY (V/C) RATIO:					0.719			0.694				0.717				0.717			
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.719			0.594				0.617				0.617			
LEVEL OF SERVICE (LOS):					C			A				B				B			
REMARKS:		Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC				Fut + WCSP + Non-ESC + ESC				with Event Management Plan			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.125
NO

PROJECT IMPACT

-0.102
NO

Δv/c after mitigation: -0.102
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			De Soto Av			Year of Count:			2016		Ambient Growth: (%) **			Conducted by:			GTC			Date:		January 2020	
36		East-West Street:			Burbank Bl			Projection Year:			2035		Peak Hour:			12 - 1 Sat		Reviewed by:			Project:			Promenade (10k Seats)	
No. of Phases								3						2						2					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?								2						0						0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0			NB-- 0 SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			EB-- 0 WB-- 0		
Override Capacity								0						2						2					
								0						0						0					
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP						
					Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	43	1	43	0		0	22	65	1	65	0	65	1	65	0	65	1	65						
	Left-Through		0							0				0				0							
	Through	1226	3	409	-3		0	60	1286	3	429	7	1293	3	431	0	1293	3	431						
	Through-Right		0							0				0				0							
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0							
	Left-Through-Right		0							0				0				0							
Left-Right		0								0				0			0								
SOUTHBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0							
	Left-Through		0							0				0				0							
	Through	1084	2	392	32		0	-2	1082	2	393	1	1083	2	393	0	1083	2	393						
	Through-Right		1							1				1				1							
	Right	93	0	93	3		0	3	96	0	96	0	96	0	96	0	96	0	96						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
EASTBOUND	Left	110	2	61	-1		0	-5	105	2	58	0	105	2	58	0	105	2	58						
	Left-Through		0							0				0				0							
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0							
	Through-Right		0							0				0				0							
	Right	86	2	26	-1		0	9	95	2	20	0	95	2	20	0	95	2	20						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
WESTBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0							
	Left-Through		0							0				0				0							
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0							
	Through-Right		0							0				0				0							
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0							
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
CRITICAL VOLUMES					North-South: 435			0			North-South: 458			458			North-South: 458			458					
					East-West: 61			0			East-West: 58			58			East-West: 58			58					
					SUM: 496			0			SUM: 516			516			SUM: 516			516					
VOLUME/CAPACITY (V/C) RATIO:					0.348			0.000			0.344			0.344			0.344			0.344					
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.348			0.000			0.244			0.244			0.244			0.244					
LEVEL OF SERVICE (LOS):					A			A			A			A			A			A					
REMARKS:					Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan								

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.104
NO

PROJECT IMPACT

-0.104
NO

Δv/c after mitigation: -0.104
Fully mitigated? N/A

$\Delta v/c$ after mitigation:	-0.224
Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	US 101 EB Ramps	Year of Count:	2016	Ambient Growth: (%) **		Conducted by:	GTC	Date:	January 2020								
38	East-West Street:	Ventura BI	Projection Year:	2035	Peak Hour:	12 - 1 Sat	Reviewed by:		Project:	Promenade (10k Seats)								
No. of Phases		3	3		2		2		2									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 0 EB-- 0 WB-- 0	NB-- 1 SB-- 0 EB-- 0 WB-- 0		NB-- 1 SB-- 0 EB-- 0 WB-- 0		NB-- 1 SB-- 0 EB-- 0 WB-- 0		NB-- 1 SB-- 0 EB-- 0 WB-- 0									
ATSAC-1 or ATSAC+ATCS-2?		0	0		0		0		0									
Override Capacity		0	0		0		0		0									
MOVEMENT		2035 NO BUILD		NON-ESC PROJECT VOLS		FUTURE W/ WCSP W/ NON-ESC PROJ		FUTURE W/ WCSP W/ FULL PROJ		FUT W/ WCSP W/ FULL PROJ W/ EMP								
		Volume	No. of Lanes	Lane Volume	Project Traffic	Lane Volume	Delta 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	1334	0	0	12	0	169	1503	0	0	113	1616	0	0	-113	1503	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	1467	1	1467	19	0	109	1576	2	867	0	1576	2	867	0	1576	2	867
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	930	2	465	12	0	18	948	2	474	27	975	2	488	0	975	2	488
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1021	2	357	6	0	28	1049	2	367	4	1053	2	368	0	1053	2	368
	Through-Right	49	1	49	0	0	3	52	1	52	0	52	1	52	0	52	1	52
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 0 East-West: 1824 SUM: 1824	North-South: 0 East-West: 0 SUM: 0	North-South: 0 East-West: 1234 SUM: 1234	North-South: 0 East-West: 1235 SUM: 1235	North-South: 0 East-West: 1235 SUM: 1235	North-South: 0 East-West: 1235 SUM: 1235	North-South: 0 East-West: 1235 SUM: 1235	North-South: 0 East-West: 1235 SUM: 1235	North-South: 0 East-West: 1235 SUM: 1235								
VOLUME/CAPACITY (V/C) RATIO:		1.280	0.000	0.823	0.823	0.823	0.823	0.823	0.823	0.823								
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.280	0.000	0.723	0.723	0.723	0.723	0.723	0.723	0.723								
LEVEL OF SERVICE (LOS):		F	A	C	C	C	C	C	C	C								
REMARKS:		Future 2035 No Build	Non-ESC Project Volumes Only	Delta Vol = WCSP Background + Non-ESC	Fut + WCSP + Non-ESC + ESC	with Event Management Plan												

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.557
NO

PROJECT IMPACT

-0.557
NO

Δv/c after mitigation: -0.557
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon Bl			Year of Count: 2016			Ambient Growth: (%) : **			Conducted by:		GTC		Date: January 2020						
39		East-West Street: US-101 WB Off-ramp			Projection Year: 2035			Peak Hour: 12 - 1 Sat			Reviewed by:				Project: Promenade (10k Seats)						
No. of Phases						3				0				0							
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-- 1		0 1		NB-- 0 SB-- 1		0 0		NB-- 0 SB-- 0		0 0		0 0					
ATSAC-1 or ATSAC+ATCS-2?				EB-- 1 WB-- 0		0 0		EB-- 1 WB-- 0		0 1		EB-- 1 WB-- 1		0 1		0 1					
Override Capacity						0 0				2 1500		2 1500		2 1500		2 1500					
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
				Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through		0						0				0				0				
	Through	1972	3	657	2		0	210	2182	3	727	159	2341	3	780	-113	2228	3	743		
	Through-Right		0						0				0				0				
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-Right		0						0				0				0				
Left-Right		0						0				0				0					
SOUTHBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through		0						0				0				0				
	Through	1738	3	579	23		0	-116	1622	3	541	12	1634	3	545	0	1634	3	545		
	Through-Right		0						0				0				0				
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-Right		0						0				0				0				
Left-Right		0						0				0				0					
EASTBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through		0						0				0				0				
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Through-Right		0						0				0				0				
	Right	566	0	0	0		0	-3	563	0	0	0	563	0	0	0	563	0	0		
	Left-Through-Right		0						0				0				0				
Left-Right		0						0				0				0					
WESTBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through		0						0				0				0				
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Through-Right		0						0				0				0				
	Right	714	2	393	43		0	46	760	0	0	133	893	0	0	0	893	0	0		
	Left-Through-Right		0						0				0				0				
Left-Right		0						0				0				0					
CRITICAL VOLUMES				North-South: 657 East-West: 393 SUM: 1050		North-South: 0 East-West: 0 SUM: 0		North-South: 727 East-West: 0 SUM: 727		North-South: 780 East-West: 0 SUM: 780		North-South: 743 East-West: 0 SUM: 743									
VOLUME/CAPACITY (V/C) RATIO:				0.737		0.000		0.485		0.520		0.495									
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.737		0.000		0.385		0.420		0.395									
LEVEL OF SERVICE (LOS):				C		A		A		A		A									
REMARKS:				Future 2035 No Build		Non_ESC Project Volumes Only		Delta Vol = WCSP Background + Non_ESC		Fut + WCSP + Non_ESC + ESC		with Event Management Plan									

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.352
NO

PROJECT IMPACT

-0.317
NO

Δv/c after mitigation: -0.342
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon Bl			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:		GTC		Date: January 2020				
40		East-West Street: Clarendon St			Projection Year: 2035			Peak Hour: 12 - 1 Sat			Reviewed by:				Project: Promenade (10k Seats)				
		No. of Phases			3			3			4			4			4		
		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2		
		Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0	2	NB-- 0 SB-- 0		2	NB-- 0 SB-- 0		2	NB-- 0 SB-- 0		2	NB-- 0 SB-- 0		2		
		ATSAC-1 or ATSAC+ATCS-2?		EB-- 2 WB-- 2	2	EB-- 2 WB-- 2		2	EB-- 0 WB-- 3		3	EB-- 0 WB-- 3		3	EB-- 0 WB-- 3		3		
		Override Capacity			0			0			2			2			2		
					0			0			0			0			0		
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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		0	8	70	1	70	0	70	1	70	0	70	1	70
	Left-Through		0							0				0				0	
	Through	2133	2	737	31		0	203	2336	2	808	159	2495	2	861	-113	2382	2	823
	Through-Right		1							1				1				1	
	Right	79	0	79	0		0	9	88	0	88	0	88	0	88	0	88	0	88
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	327	1	327	6		0	29	356	1	356	0	356	1	356	0	356	1	356
	Left-Through		0							0				0				0	
	Through	1326	2	501	28		0	117	1443	2	545	5	1448	2	547	0	1448	2	547
	Through-Right		1							1				1				1	
	Right	176	0	176	3		0	17	193	0	193	0	193	0	193	0	193	0	193
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	266	1	190	0		0	30	296	2	163	0	296	2	163	0	296	2	163
	Left-Through		0							0				0				0	
	Through	53	0	190	0		0	6	59	0	127	0	59	0	127	0	59	0	127
	Through-Right		0							1				1				1	
	Right	61	0	0	0		0	7	68	0	0	0	68	0	0	0	68	0	0
	Left-Through-Right		1							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	33	0	33	0		0	4	37	0	37	0	37	0	37	0	37	0	37
	Left-Through		1							1				1				1	
	Through	19	0	52	0		0	3	22	0	59	0	22	0	59	0	22	0	59
	Through-Right		0							0				0				0	
	Right	184	1	184	0		0	21	205	2	0	0	205	2	0	0	205	2	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 1064 East-West: 374 SUM: 1438			North-South: 0 East-West: 0 SUM: 0			North-South: 1164 East-West: 222 SUM: 1386				North-South: 1217 East-West: 222 SUM: 1439				North-South: 1179 East-West: 222 SUM: 1401			
VOLUME/CAPACITY (V/C) RATIO:					1.009							1.008							
V/C LESS ATSAC/ATCS ADJUSTMENT:					1.009							0.908							
LEVEL OF SERVICE (LOS):					F							E							
REMARKS:		Refer to Traffix Analysis			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				with Event Management Plan			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.101
NO

PROJECT IMPACT

-0.062
NO

Δv/c after mitigation: -0.090
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon BI			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:		GTC		Date: January 2020								
41		East-West Street: Ventura BI			Projection Year: 2035			Peak Hour: 12 - 1 Sat			Reviewed by:				Project: Promenade (10k Seats)								
		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-- 0		0		0	NB-- 3 SB-- 0			0	NB-- 3 SB-- 0			0	0						
		ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 2		2		2	EB-- 0 WB-- 3			3	EB-- 0 WB-- 3			3	3						
		Override Capacity			0		0		2		2		2		2		2						
					0		0		0		0		0		0		0						
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP							
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	145	1	145	-1		0	9	154	1	154	0	154	1	154	0	154	1	154				
	Left-Through		0							0				0				0					
	Through	1103	3	368	-10		0	110	1213	3	404	20	1233	3	411	0	1233	3	411				
	Through-Right		0							0				0				0					
	Right	251	1	202	-2		0	2	253	1	153	0	253	1	153	0	253	1	153				
	Left-Through-Right		0							0				0				0					
Left-Right		0							0				0				0						
SOUTHBOUND	Left	286	1	286	10		0	13	299	2	164	0	299	2	164	0	299	2	164				
	Left-Through		0							0				0				0					
	Through	864	2	327	26		0	8	872	2	291	1	873	2	291	0	873	2	291				
	Through-Right		1							1				1				1					
	Right	116	0	116	4		0	0	116	1	0	4	120	1	0	0	120	1	0				
	Left-Through-Right		0							0				0				0					
Left-Right		0							0				0				0						
EASTBOUND	Left	610	2	336	12		0	61	671	3	235	139	810	3	284	-112	698	3	244				
	Left-Through		0							0				0				0					
	Through	755	2	295	14		0	7	762	2	296	0	762	2	296	0	762	2	296				
	Through-Right		1							1				1				1					
	Right	130	0	130	2		0	-4	126	0	126	0	126	0	126	0	126	0	126				
	Left-Through-Right		0							0				0				0					
Left-Right		0							0				0				0						
WESTBOUND	Left	179	2	98	2		0	2	181	2	100	0	181	2	100	0	181	2	100				
	Left-Through		0							0				0				0					
	Through	785	2	393	11		0	10	795	2	398	0	795	2	398	0	795	2	398				
	Through-Right		0							0				0				0					
	Right	397	1	397	5		0	57	454	2	86	0	454	2	86	0	454	2	86				
	Left-Through-Right		0							0				0				0					
Left-Right		0							0				0				0						
CRITICAL VOLUMES		North-South: 654 East-West: 733 SUM: 1387			North-South: 0 East-West: 0 SUM: 0			North-South: 568 East-West: 633 SUM: 1201				North-South: 575 East-West: 682 SUM: 1257				North-South: 575 East-West: 642 SUM: 1217							
VOLUME/CAPACITY (V/C) RATIO:					1.009			0.000				0.873				0.914				0.885			
V/C LESS ATSAC/ATCS ADJUSTMENT:					1.009			0.000				0.773				0.814				0.785			
LEVEL OF SERVICE (LOS):					F			A				C				D				C			
REMARKS:		Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				with Event Management Plan							

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.236
NO

PROJECT IMPACT

-0.195
NO

Δv/c after mitigation: -0.224
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Canoga Av			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:		GTC		Date: January 2020						
42		East-West Street: US 101 WB Off Ramp			Projection Year: 2035			Peak Hour: 12 - 1 Sat			Reviewed by:				Project: Promenade (10k Seats)						
No. of Phases						3				2				2				2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						2				0				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 0 SB-- 0		0		NB-- 0 SB-- 0		0		NB-- 0 SB-- 0		0		NB-- 0 SB-- 0		0			
ATSAC-1 or ATSAC+ATCS-2?				EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0			
Override Capacity						0				2				2				2			
						0				0				0				0			
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
				Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through		0						0				0				0				
	Through	690	3	230	4		0	-24	666	3	222	7	673	3	224	0	673	3	224		
	Through-Right		0						0				0				0				
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-Right		0						0				0				0				
Left-Right		0						0				0				0					
SOUTHBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through		0						0				0				0				
	Through	1239	4	310	37		0	45	1284	4	321	5	1289	4	322	0	1289	4	322		
	Through-Right		0						0				0				0				
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-Right		0						0				0				0				
Left-Right		0						0				0				0					
EASTBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through		0						0				0				0				
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through-Right		0						0				0				0				
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-Right		0						0				0				0				
Left-Right		0						0				0				0					
WESTBOUND	Left	260	1	260	0		0	-13	247	1	247	0	247	1	247	0	247	1	247		
	Left-Through		0						0				0				0				
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through-Right		0						0				0				0				
	Right	613	2	337	-2		0	-12	601	2	331	93	694	2	382	0	694	2	382		
	Left-Through-Right		0						0				0				0				
Left-Right		0						0				0				0					
CRITICAL VOLUMES				North-South: 310		North-South: 0		North-South: 321				North-South: 322				North-South: 322					
				East-West: 337		East-West: 0		East-West: 331				East-West: 382				East-West: 382					
				SUM: 647		SUM: 0		SUM: 652				SUM: 704				SUM: 704					
VOLUME/CAPACITY (V/C) RATIO:				0.454		0.000		0.435				0.469				0.469					
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.454		0.000		0.335				0.369				0.369					
LEVEL OF SERVICE (LOS):				A		A		A				A				A					
REMARKS:				Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.119
NO

PROJECT IMPACT

-0.085
NO

Δv/c after mitigation: -0.085
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Canoga Av	Year of Count:	2016	Ambient Growth: (%): **		Conducted by:	GTC	Date:	January 2020								
43	East-West Street:	US 101 EB On Ramp	Projection Year:	2035	Peak Hour:	12 - 1 Sat	Reviewed by:		Project:	Promenade (10k Seats)								
No. of Phases		3	3		2		2		2									
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-- 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									
Override Capacity		0	0		0		0		0									
MOVEMENT		2035 NO BUILD		NON-ESC PROJECT VOLS		FUTURE W/ WCSP W/ NON-ESC PROJ		FUTURE W/ WCSP W/ FULL PROJ		FUT W/ WCSP W/ FULL PROJ W/ EMP								
		Volume	No. of Lanes	Lane Volume	Project Traffic	Lane Volume	Delta 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through																	
	Through	692	3	231	2	0	-21	671	3	224	7	678	3	226	0	678	3	226
	Through-Right																	
	Right	346	1	346	1	0	-24	322	1	322	0	322	1	322	0	322	1	322
	Left-Through-Right																	
	Left-Right																	
SOUTHBOUND	Left	737	2	405	19	0	0	737	2	405	5	742	2	408	0	742	2	408
	Left-Through																	
	Through	797	2	399	21	0	29	826	2	413	1	827	2	414	0	827	2	414
	Through-Right																	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right																	
	Left-Right																	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through																	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right																	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right																	
	Left-Right																	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through																	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right																	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right																	
	Left-Right																	
CRITICAL VOLUMES		North-South: 751 East-West: 0 SUM: 751	North-South: 0 East-West: 0 SUM: 0	North-South: 0 East-West: 0 SUM: 0	North-South: 727 East-West: 0 SUM: 727	North-South: 730 East-West: 0 SUM: 730	North-South: 730 East-West: 0 SUM: 730	North-South: 730 East-West: 0 SUM: 730	North-South: 730 East-West: 0 SUM: 730	North-South: 730 East-West: 0 SUM: 730								
VOLUME/CAPACITY (V/C) RATIO:		0.527	0.000	0.485	0.487	0.487												
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.527	0.000	0.385	0.387	0.387												
LEVEL OF SERVICE (LOS):		A	A	A	A	A												
REMARKS:		Future 2035 No Build	Non_ESC Project Volumes Only	Delta Vol = WCSP Background + Non_ESC	Fut + WCSP + Non_ESC + ESC	with Event Management Plan												

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.142
NO

PROJECT IMPACT

-0.140
NO

Δv/c after mitigation: -0.140
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Canoga Av			Year of Count: 2016		Ambient Growth: (%) **				Conducted by:		GTC		Date: January 2020				
44		East-West Street: Ventura BI			Projection Year: 2035		Peak Hour: 12 - 1 Sat				Reviewed by:				Project: Promenade (10k Seats)				
		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																	
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	143	1	143	0		0	-1	142	1	142	0	142	1	142	0	142	1	142
	Left-Through		0							0				0				0	
	Through	268	1	164	0		0	-17	251	1	154	7	258	1	158	0	258	1	158
	Through-Right		1							1				1				1	
	Right	60	0	60	0		0	-3	57	0	57	0	57	0	57	0	57	0	57
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	221	1	221	6		0	2	223	1	223	0	223	1	223	0	223	1	223
	Left-Through		0							0				0				0	
	Through	251	1	251	8		0	9	260	1	260	1	261	1	261	0	261	1	261
	Through-Right		0							0				0				0	
	Right	299	1	61	9		0	9	308	1	73	0	308	1	73	0	308	1	73
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	432	2	238	0		0	-5	427	2	235	0	427	2	235	0	427	2	235
	Left-Through		0							0				0				0	
	Through	1054	2	527	1		0	16	1070	2	535	0	1070	2	535	0	1070	2	535
	Through-Right		0							0				0				0	
	Right	122	1	51	1		0	6	128	1	57	0	128	1	57	0	128	1	57
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	77	1	77	1		0	1	78	1	78	0	78	1	78	0	78	1	78
	Left-Through		0							0				0				0	
	Through	1080	3	360	2		0	5	1085	3	362	0	1085	3	362	0	1085	3	362
	Through-Right		0							0				0				0	
	Right	261	1	40	1		0	-12	249	1	26	0	249	1	26	0	249	1	26
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 394			North-South: 0			North-South: 402				North-South: 403				North-South: 403			
		East-West: 604			East-West: 0			East-West: 613				East-West: 613				East-West: 613			
		SUM: 998			SUM: 0			SUM: 1015				SUM: 1016				SUM: 1016			
VOLUME/CAPACITY (V/C) RATIO:					0.700			0.000				0.738				0.739			
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.700			0.000				0.638				0.639			
LEVEL OF SERVICE (LOS):					C			A				B				B			
REMARKS:		Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC				Fut + WCSP + Non-ESC + ESC				with Event Management Plan			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.062
NO

PROJECT IMPACT

-0.061
NO

Δv/c after mitigation: -0.061
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			De Soto Av			Year of Count:			2016			Ambient Growth: (%) **			Conducted by:			GTC			Date:		January 2020		
45		East-West Street:			US 101 WB Ramps			Projection Year:			2035			Peak Hour:			12 - 1 Sat			Reviewed by:			Project:			Promenade (10k Seats)	
No. of Phases					3			3			3			3			3			3			3				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					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				
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 2			EB-- 0 WB-- 2			EB-- 0 WB-- 2			EB-- 0 WB-- 2			EB-- 0 WB-- 2			EB-- 0 WB-- 2			EB-- 0 WB-- 2				
Override Capacity					0			0			0			2			2			2			2				
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP								
					Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	154	1	154	-1	0	1	155	1	155	0	155	1	155	0	155	1	155									
	Left-Through		0						0				0				0										
	Through	993	2	497	0	0	-33	960	3	320	7	967	3	322	0	967	3	322									
	Through-Right		0						0				0				0										
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
	Left-Through-Right		0						0				0				0										
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
	Left-Through		0						0				0				0										
	Through	1015	4	254	28	0	132	1147	4	287	1	1148	4	287	0	1148	4	287									
	Through-Right		0						0				0				0										
	Right	275	1	275	7	0	5	280	2	154	0	280	2	154	0	280	2	154									
	Left-Through-Right		0						0				0				0										
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
	Left-Through		0						0				0				0										
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
	Through-Right		0						0				0				0										
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
	Left-Through-Right		0						0				0				0										
WESTBOUND	Left	225	1	207	-2	0	19	244	1	220	0	244	1	220	0	244	1	220									
	Left-Through		0						0				0				0										
	Through	0	0	207	0	0	0	0	0	220	0	0	0	220	0	0	0	220									
	Through-Right		0						0				0				0										
	Right	395	1	0	-2	0	22	417	1	0	0	417	1	0	0	417	1	0									
	Left-Through-Right		1						1				1				1										
CRITICAL VOLUMES		North-South: 497			North-South: 0			North-South: 442			North-South: 442			North-South: 442			North-South: 442										
		East-West: 207			East-West: 0			East-West: 220			East-West: 220			East-West: 220			East-West: 220										
		SUM: 704			SUM: 0			SUM: 662			SUM: 662			SUM: 662			SUM: 662										
VOLUME/CAPACITY (V/C) RATIO:		0.494			0.000			0.465			0.465			0.465			0.465										
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.494			0.000			0.365			0.365			0.365			0.365										
LEVEL OF SERVICE (LOS):		A			A			A			A			A			A										
REMARKS:		Refer to Traffix Analysis			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				with Event Management Plan											

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.129
NO

PROJECT IMPACT

-0.129
NO

Δv/c after mitigation: -0.129
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			De Soto Av			Year of Count:			2016		Ambient Growth: (%) **			Conducted by:			GTC		Date:		January 2020					
46		East-West Street:			US 101 EB Ramps			Projection Year:			2035		Peak Hour:			12 - 1 Sat		Reviewed by:					Project:		Promenade (10k Seats)			
No. of Phases											3					3							3					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?											2					0							0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?					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		
ATSAC-1 or ATSAC+ATCS-2?											0					2							2					
Override Capacity											0					0							0					
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP									
					Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Left-Through		0						0					0			0		0			0						
	Through	554	3	185	-19		0	-16	538	4	135	7	545	4	136	0	545	4	136	0	545	4	136					
	Through-Right		0							0				0			0		0			0						
	Right	243	1	243	-9		0	4	247	1	247	0	247	1	247	0	247	1	247	0	247	1	247					
	Left-Through-Right		0							0				0			0		0			0						
Left-Right		0							0				0			0		0			0							
SOUTHBOUND	Left	492	2	271	5		0	-39	453	2	249	0	453	2	249	0	453	2	249	0	453	2	249					
	Left-Through		0							0				0				0				0						
	Through	767	2	384	8		0	-24	743	2	372	1	744	2	372	0	744	2	372	0	744	2	372					
	Through-Right		0							0				0				0				0						
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Left-Through-Right		0							0				0				0				0						
Left-Right		0							0				0				0				0							
EASTBOUND	Left	560	1	287	0		0	-25	535	1	274	0	535	1	274	0	535	1	274	0	535	1	274					
	Left-Through		1							1				1				1				1						
	Through	13	0	287	0		0	0	13	0	274	0	13	0	274	0	13	0	274	0	13	0	274					
	Through-Right		0							0				0				0				0						
	Right	564	1	564	2		0	-3	561	1	561	0	561	1	561	0	561	1	561	0	561	1	561					
	Left-Through-Right		0							0				0				0				0						
Left-Right		0							0				0				0				0							
WESTBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Left-Through		0							0				0				0				0						
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Through-Right		0							0				0				0				0						
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Left-Through-Right		0							0				0				0				0						
Left-Right		0							0				0				0				0							
CRITICAL VOLUMES		North-South: 514			East-West: 564			SUM: 1078			North-South: 0			East-West: 0			SUM: 0			North-South: 496			East-West: 561			SUM: 1057		
VOLUME/CAPACITY (V/C) RATIO:					0.756						0.000						0.742						0.742					
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.756						0.000						0.642						0.642					
LEVEL OF SERVICE (LOS):					C						A						B						B					
REMARKS:		Refer to Traffix Analysis			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan														

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.114
NO

PROJECT IMPACT

-0.114
NO

Δv/c after mitigation: -0.114
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			De Soto Av			Year of Count:			2016		Ambient Growth: (%) **			Conducted by:			GTC		Date:		January 2020								
47		East-West Street:			Ventura BI			Projection Year:			2035		Peak Hour:			12 - 1 Sat		Reviewed by:					Project:		Promenade (10k Seats)						
No. of Phases								3						4						4						4					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?								1						0						0						0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 2						NB-- 0 SB-- 1						NB-- 0 SB-- 3						NB-- 0 SB-- 3						3		
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 2						EB-- 0 WB-- 2						EB-- 0 WB-- 3						EB-- 0 WB-- 3						3		
Override Capacity					0						0						2						2						2		
					0						0						0						0						0		
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP												
					Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	45	1	45	0		0	4	49	1	49	0	49	1	49	0	49	1	49	0	49	1	49								
	Left-Through		0							0				0				0				0									
	Through	208	1	156	1		0	10	218	2	109	7	225	2	113	0	225	2	113	0	225	2	113								
	Through-Right		1							0				0				0				0									
	Right	104	0	104	1		0	19	123	1	92	0	123	1	92	0	123	1	92	0	123	1	92								
	Left-Through-Right		0							0				0				0				0									
	Left-Right		0							0				0				0				0									
SOUTHBOUND	Left	803	2	442	-18		0	166	969	2	533	0	969	2	533	0	969	2	533	0	969	2	533								
	Left-Through		0							0				0				0				0									
	Through	204	1	204	-3		0	-8	196	1	196	1	197	1	197	0	197	1	197	0	197	1	197								
	Through-Right		0							0				0				0				0									
	Right	376	1	376	-8		0	26	402	1	95	0	402	1	95	0	402	1	95	0	402	1	95								
	Left-Through-Right		0							0				0				0				0									
	Left-Right		0							0				0				0				0									
EASTBOUND	Left	293	1	293	7		0	14	307	1	307	0	307	1	307	0	307	1	307	0	307	1	307								
	Left-Through		0							0				0				0				0									
	Through	1094	2	384	25		0	57	1151	2	404	0	1151	2	404	0	1151	2	404	0	1151	2	404								
	Through-Right		1							1				1				1				1									
	Right	59	0	59	1		0	1	60	0	60	0	60	0	60	0	60	0	60	0	60	0	60								
	Left-Through-Right		0							0				0				0				0									
	Left-Right		0							0				0				0				0									
WESTBOUND	Left	53	1	53	1		0	10	63	1	63	0	63	1	63	0	63	1	63	0	63	1	63								
	Left-Through		0							0				0				0				0									
	Through	980	3	327	11		0	21	1001	3	334	0	1001	3	334	0	1001	3	334	0	1001	3	334								
	Through-Right		0							0				0				0				0									
	Right	295	1	295	4		0	98	393	1	0	0	393	1	0	0	393	1	0	0	393	1	0								
	Left-Through-Right		0							0				0				0				0									
	Left-Right		0							0				0				0				0									
CRITICAL VOLUMES					North-South: 598			North-South: 0			North-South: 642			North-South: 646			North-South: 646			North-South: 646			North-South: 646								
					East-West: 620			East-West: 0			East-West: 641			East-West: 641			East-West: 641			East-West: 641			East-West: 641								
					SUM: 1218			SUM: 0			SUM: 1283			SUM: 1287			SUM: 1287			SUM: 1287			SUM: 1287								
VOLUME/CAPACITY (V/C) RATIO:					0.855			0.000			0.933			0.936			0.936			0.936			0.936								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.855			0.000			0.833			0.836			0.836			0.836			0.836								
LEVEL OF SERVICE (LOS):					D			A			D			D			D			D			D								
REMARKS:					Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan														

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.022
NO

PROJECT IMPACT

-0.019
NO

Δv/c after mitigation: -0.019
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Topanga Canyon Bl	Year of Count:	2016	Ambient Growth: (%): **		Conducted by:	GTC	Date:	January 2020								
48	East-West Street:	Martinez St	Projection Year:	2035	Peak Hour:	12 - 1 Sat	Reviewed by:		Project:	Promenade (10k Seats)								
No. of Phases		2	2		2		2		2									
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-- 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									
Override Capacity		0	0		0		0		0									
MOVEMENT		2035 NO BUILD		NON-ESC PROJECT VOLS		FUTURE W/ WCSP W/ NON-ESC PROJ		FUTURE W/ WCSP W/ FULL PROJ		FUT W/ WCSP W/ FULL PROJ W/ EMP								
		Volume	No. of Lanes	Lane Volume	Project Traffic	Lane Volume	Delta 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	7	0	7	0	0	-2	5	0	5	0	5	0	5	0	5	0	5
	Left-Through	1	0	1	0	0	1	1293	1	663	1	1313	1	673	1	1313	1	673
	Through	1173	0	609	-18	0	120	0	0	663	20	1313	0	673	0	1313	0	673
	Through-Right	1	0	1	0	0	1	2	0	663	0	2	0	673	0	2	0	673
	Right	2	0	609	0	0	0	0	0	663	0	0	0	673	0	0	0	673
SOUTHBOUND	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
	Left	7	0	7	1	0	-1	6	0	6	0	6	0	6	0	6	0	6
	Left-Through	1	0	1	12	0	-6	1258	0	652	1	1259	0	652	0	1259	0	652
	Through	1264	0	658	0	0	0	9	0	652	0	9	0	652	0	9	0	652
EASTBOUND	Through-Right	1	0	1	1	0	1	0	0	652	0	0	0	652	0	0	0	652
	Right	9	0	658	0	0	0	0	0	652	0	0	0	652	0	0	0	652
	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
	Left	35	0	35	0	0	8	43	0	43	0	43	0	43	0	43	0	43
WESTBOUND	Left-Through	0	0	0	0	0	0	6	0	54	0	6	0	54	0	6	0	54
	Through	6	0	48	0	0	0	5	0	0	0	5	0	0	0	5	0	0
	Through-Right	0	0	0	0	0	-2	0	0	0	0	0	0	0	0	0	0	0
	Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	1	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0	0
CRITICAL VOLUMES	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	9	0	9	0	0	0	9	0	9	0	9	0	9	0	9	0	9
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	6	0	22	-1	0	2	8	0	26	0	8	0	26	0	8	0	26
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUME/CAPACITY (V/C) RATIO:	Right	7	0	0	0	0	2	9	0	0	0	9	0	0	0	9	0	0
	Left-Through-Right	1	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	North-South:	665	0	669	679	679	679	679	679	679	679	679	679	679	679	679	679	679
	East-West:	57	0	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69
V/C LESS ATSAC/ATCS ADJUSTMENT:	SUM:	722	0	738	748	748	748	748	748	748	748	748	748	748	748	748	748	748
	0.481	0.000	0.492	0.499	0.499	0.499	0.499	0.499	0.499	0.499	0.499	0.499	0.499	0.499	0.499	0.499	0.499	
	0.481	0.000	0.392	0.399	0.399	0.399	0.399	0.399	0.399	0.399	0.399	0.399	0.399	0.399	0.399	0.399	0.399	
	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
	LEVEL OF SERVICE (LOS):	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
REMARKS:		Future 2035 No Build		Non_ESC Project Volumes Only		Delta Vol = WCSP Background + Non_ESC		Fut + WCSP + Non_ESC + ESC		with Event Management Plan								

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.089
NO

PROJECT IMPACT

-0.082
NO

Δv/c after mitigation: -0.082
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon Bl			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:		GTC		Date: January 2020				
49		East-West Street: Mulholland Dr			Projection Year: 2035			Peak Hour: 12 - 1 Sat			Reviewed by:				Project: Promenade (10k Seats)				
		No. of Phases			3			3			4			4			4		
		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2		
		Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0	0	NB-- 0 SB-- 0		0	NB-- 0 SB-- 0		0	NB-- 0 SB-- 0		0	NB-- 0 SB-- 0		0		
		ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0	0	EB-- 0 WB-- 0		0	EB-- 0 WB-- 0		0	EB-- 0 WB-- 0		0	EB-- 0 WB-- 0		0		
		Override Capacity			0			0			2			2			2		
					0			0			0			0			0		
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	158	1	158	-1		0	44	202	1	202	0	202	1	202	0	202	1	202
	Left-Through		0							0				0				0	
	Through	652	1	334	-1		0	-8	644	1	333	20	664	1	343	0	664	1	343
	Through-Right		1							1				1				1	
	Right	16	0	16	0		0	6	22	0	22	0	22	0	22	0	22	0	22
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	15	0	15	0		0	-1	14	0	14	0	14	0	14	0	14	0	14
	Left-Through		1							1				1				1	
	Through	544	0	524	1		0	9	553	1	305	1	554	1	305	0	554	1	305
	Through-Right		1							0				0				0	
	Right	443	0	524	1		0	25	468	1	306	0	468	1	306	0	468	1	306
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	571	1	316	-12		0	9	580	1	325	0	580	1	325	0	580	1	325
	Left-Through		1							1				1				1	
	Through	61	0	316	-2		0	8	69	0	325	0	69	0	325	0	69	0	325
	Through-Right		0							0				0				0	
	Right	154	1	75	-3		0	30	184	1	83	0	184	1	83	0	184	1	83
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	13	0	13	0		0	2	15	0	15	0	15	0	15	0	15	0	15
	Left-Through		0							0				0				0	
	Through	58	0	126	-1		0	2	60	0	118	0	60	0	118	0	60	0	118
	Through-Right		0							0				0				0	
	Right	55	0	0	-1		0	-12	43	0	0	0	43	0	0	0	43	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 682 East-West: 442 SUM: 1124			North-South: 0 East-West: 0 SUM: 0			North-South: 508 East-West: 443 SUM: 951			North-South: 508 East-West: 443 SUM: 951			North-South: 508 East-West: 443 SUM: 951			North-South: 508 East-West: 443 SUM: 951		
VOLUME/CAPACITY (V/C) RATIO:					0.789						0.692						0.692		
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.789						0.592						0.592		
LEVEL OF SERVICE (LOS):					C						A						A		
REMARKS:		Refer to Traffix Analysis			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				with Event Management Plan			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.197
NO

PROJECT IMPACT

-0.197
NO

Δv/c after mitigation: -0.197
Fully mitigated? N/A

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19 Erwin/De Soto

Cycle (sec): 100 Critical Vol./Cap.(X): 0.403
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	0	1	2	0	1	1	0	1	0	1	1	0	1	1	0

Volume Module:

Base Vol:	118	1054	17	12	975	89	89	13	132	12	12	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	1054	17	12	975	89	89	13	132	12	12	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	1054	17	12	975	89	89	13	132	12	12	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	1054	17	12	975	89	89	13	132	12	12	17
PCE Adj:	1.00	1.00	1.00	6.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Volume:	118	1054	17	72	975	89	98	13	145	12	12	17

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.95	0.05	0.25	2.75	1.00	1.15	0.15	1.70	1.00	1.00	1.00
Final Sat.:	1425	4207	68	355	3920	1425	1634	217	2424	1425	1425	1425

Capacity Analysis Module:

Vol/Sat:	0.08	0.25	0.25	0.03	0.25	0.06	0.06	0.06	0.06	0.01	0.01	0.01
Crit Volume:	118			354			85			17		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #37 Shoup/Ventura Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.001
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	F

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Protected	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	0 1 0 1 0	1 1 0 0 1	1 0 2 1 0	1 0 3 0 1

Volume Module:

Base Vol:	66	207	180	407	112	271	135	1208	93	125	1330	486
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	207	180	407	112	271	135	1208	93	125	1330	486
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	207	180	407	112	271	135	1208	93	125	1330	486
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	207	180	407	112	271	135	1208	93	125	1330	486
PCE Adj:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	207	180	448	112	271	135	1208	93	125	1330	486

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.92	0.79	1.60	0.40	1.00	1.00	2.79	0.21	1.00	3.00	1.00
Final Sat.:	415	1302	1132	2280	570	1425	1425	3969	306	1425	4275	1425

Capacity Analysis Module:

Vol/Sat:	0.16	0.16	0.16	0.20	0.20	0.19	0.09	0.30	0.30	0.09	0.31	0.34
Crit Volume:			227	280					434			486
Crit Moves:			****	****					****			****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 Topanga Canyon Blvd/Clarendon

Cycle (sec):	100	Critical Vol./Cap.(X):	1.019
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	F

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Protected	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 2 1 0	1 0 2 1 0	1 0 1! 0 0	0 1 0 0 1

Volume Module:

Base Vol:	62 2133 79	327 1326 176	266 53 61	33 19 184
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	62 2133 79	327 1326 176	266 53 61	33 19 184
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	62 2133 79	327 1326 176	266 53 61	33 19 184
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	62 2133 79	327 1326 176	266 53 61	33 19 184
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.10 1.00 1.00	1.00 1.00 1.00
Final Volume:	62 2133 79	327 1326 176	293 53 61	33 19 184

Saturation Flow Module:

Sat/Lane:	1425 1425 1425	1425 1425 1425	1425 1425 1425	1425 1425 1425
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 2.89 0.11	1.00 2.65 0.35	1.44 0.26 0.30	0.63 0.37 1.00
Final Sat.:	1425 4122 153	1425 3774 501	2051 371 428	904 521 1425

Capacity Analysis Module:

Vol/Sat:	0.04 0.52 0.52	0.23 0.35 0.35	0.14 0.14 0.14	0.04 0.04 0.13
Crit Volume:	737	327	203	184
Crit Moves:	****	****	****	****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 US 101 WB Ramps/De Soto

Cycle (sec):	100	Critical Vol./Cap.(X):	0.508
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	4	0	0	0	1	0	1

Volume Module:

Base Vol:	154	993	0	0	1015	275	0	0	0	225	0	395
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	993	0	0	1015	275	0	0	0	225	0	395
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	154	993	0	0	1015	275	0	0	0	225	0	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	993	0	0	1015	275	0	0	0	225	0	395
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.10
Final Volume:	154	993	0	0	1015	275	0	0	0	248	0	435

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.08	0.01	1.91
Final Sat.:	1425	2850	0	0	5700	1425	0	0	0	1551	0	2724

Capacity Analysis Module:

Vol/Sat:	0.11	0.35	0.00	0.00	0.18	0.19	0.00	0.00	0.00	0.16	0.00	0.16
Crit Volume:	497			0			0			227		
Crit Moves:	****			****						****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #46 US 101 EB/De Soto

Cycle (sec):	100	Critical Vol./Cap.(X):	0.756
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	C

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Protected	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	0 0 3 0 1	2 0 2 0 0	1 1 0 0 1	0 0 0 0 0

Volume Module:

Base Vol:	0 554 243	492 767 0	560 13 564	0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 554 243	492 767 0	560 13 564	0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 554 243	492 767 0	560 13 564	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 554 243	492 767 0	560 13 564	0 0 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.10 1.00 1.00	1.10 1.00 1.00	1.00 1.00 1.00
Final Volume:	0 554 243	541 767 0	616 13 564	0 0 0

Saturation Flow Module:

Sat/Lane:	1425 1425 1425	1425 1425 1425	1425 1425 1425	1425 1425 1425
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	0.00 3.00 1.00	2.00 2.00 0.00	1.96 0.04 1.00	0.00 0.00 0.00
Final Sat.:	0 4275 1425	2850 2850 0	2791 59 1425	0 0 0

Capacity Analysis Module:

Vol/Sat:	0.00 0.13 0.17	0.19 0.27 0.00	0.22 0.22 0.40	0.00 0.00 0.00
Crit Volume:	243	271	564	0
Crit Moves:	****	****	****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #49 Topanga Canyon Blvd/Mulholland

Cycle (sec): 100 Critical Vol./Cap.(X): 0.808
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 97 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	1	1	0	0	1	0

Volume Module:

Base Vol:	158	652	16	15	544	443	571	61	154	13	58	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	652	16	15	544	443	571	61	154	13	58	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	652	16	15	544	443	571	61	154	13	58	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	652	16	15	544	443	571	61	154	13	58	55
PCE Adj:	1.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	652	16	60	544	443	628	61	154	13	58	55

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	0.03	1.12	0.85	1.82	0.18	1.00	0.10	0.46	0.44
Final Sat.:	1425	2782	68	45	1599	1206	2598	252	1425	147	656	622

Capacity Analysis Module:

Vol/Sat:	0.11	0.23	0.23	0.34	0.34	0.37	0.24	0.24	0.11	0.09	0.09	0.09
Crit Volume:	158					523	345			126		
Crit Moves:	****					****	****			****		

LOS Worksheets

Saturday 1 - 2 PM

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Shoup Av			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:		GTC		Date: January 2020				
1		East-West Street: Vanowen St			Projection Year: 2035			Peak Hour: 1 - 2 Sat			Reviewed by:				Project: Promenade (10k Seats)				
		No. of Phases			2			2			2			2			2		
		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-- 0	0	NB-- 0 SB-- 0		0	NB-- 0 SB-- 0		0	NB-- 0 SB-- 0		0	NB-- 0 SB-- 0		0		
		ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0	0	EB-- 0 WB-- 0		0	EB-- 0 WB-- 0		0	EB-- 0 WB-- 0		0	EB-- 0 WB-- 0		0		
		Override Capacity			0			0			2			2			2		
					0			0			0			0			0		
		MOVEMENT			2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ			FUTURE W/ WCSP W/ FULL PROJ			FUT W/ WCSP W/ FULL PROJ W/ EMP		
					Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	82	1	82	2		0	-8	74	1	74	0	74	1	74	0	74	1	74
	Left-Through		0							0			0				0		
	Through	554	2	277	13		0	7	561	2	281	0	561	2	281	0	561	2	281
	Through-Right		0							0			0				0		
	Right	78	1	39	2		0	-7	71	1	39	0	71	1	39	0	71	1	39
	Left-Through-Right		0							0				0			0		
	Left-Right		0							0			0				0		
SOUTHBOUND	Left	54	1	54	1		0	8	62	1	62	0	62	1	62	0	62	1	62
	Left-Through		0							0			0				0		
	Through	533	2	267	7		0	-19	514	2	257	0	514	2	257	0	514	2	257
	Through-Right		0							0			0				0		
	Right	68	1	0	1		0	4	72	1	1	0	72	1	1	0	72	1	1
	Left-Through-Right		0							0				0			0		
	Left-Right		0							0			0				0		
EASTBOUND	Left	143	1	143	1		0	0	143	1	143	0	143	1	143	0	143	1	143
	Left-Through		0							0			0				0		
	Through	659	1	366	5		0	11	670	2	335	43	713	2	357	0	713	2	357
	Through-Right		1							0			0				0		
	Right	72	0	72	0		0	-1	71	1	34	0	71	1	34	0	71	1	34
	Left-Through-Right		0							0				0			0		
	Left-Right		0							0			0				0		
WESTBOUND	Left	78	1	78	2		0	-13	65	1	65	0	65	1	65	0	65	1	65
	Left-Through		0							0			0				0		
	Through	701	2	351	14		0	-8	693	2	347	2	695	2	348	0	695	2	348
	Through-Right		0							0			0				0		
	Right	96	1	69	3		0	8	104	1	73	0	104	1	73	0	104	1	73
	Left-Through-Right		0							0				0			0		
	Left-Right		0							0			0				0		
		CRITICAL VOLUMES			North-South: 349		North-South: 0		North-South: 343		North-South: 343		North-South: 343		North-South: 343		North-South: 343		
					East-West: 494		East-West: 0		East-West: 490		East-West: 491		East-West: 491		East-West: 491		East-West: 491		
					SUM: 843		SUM: 0		SUM: 833		SUM: 834		SUM: 834		SUM: 834		SUM: 834		
		VOLUME/CAPACITY (V/C) RATIO:			0.562		0.000		0.555		0.556		0.556		0.556		0.556		
		V/C LESS ATSAC/ATCS ADJUSTMENT:			0.562		0.000		0.455		0.456		0.456		0.456		0.456		
		LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		
		REMARKS:			Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC			Fut + WCSP + Non-ESC + ESC			with Event Management Plan		

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.107
NO

PROJECT IMPACT

-0.106
NO

Δv/c after mitigation: -0.106
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon Bl			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:		GTC		Date: January 2020											
2		East-West Street: Vanowen St			Projection Year: 2035			Peak Hour: 1 - 2 Sat			Reviewed by:				Project: Promenade (10k Seats)											
		No. of Phases		3			3			3			3			3										
		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-- 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		0										
		ATSAC-1 or ATSAC+ATCS-2?		0			0			2			2			2										
		Override Capacity		0			0			0			0			0										
		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP										
		MOVEMENT																								
		Volume			No. of Lanes			Lane Volume			Delta Volume				Total Volume				No. of Lanes				Lane Volume			
NORTHBOUND	Left	109	1	109	3		0	12	121	2	67	2	123	2	68	0	123	2	68							
	Left-Through		0							0			0				0									
	Through	1024	2	512	28		0	41	1065	2	533	10	1075	2	538	0	1075	2	538							
	Through-Right		0							0			0				0									
	Right	197	1	152	8		0	75	272	2	94	0	272	2	94	0	272	2	94							
	Left-Through-Right		0							0				0				0								
	Left-Right		0							0			0				0									
SOUTHBOUND	Left	201	1	201	3		0	5	206	1	206	0	206	1	206	0	206	1	206							
	Left-Through		0							0			0				0									
	Through	1311	2	493	14		0	-43	1268	2	476	194	1462	2	540	0	1462	2	540							
	Through-Right		1							1			1				1									
	Right	167	0	167	3		0	-8	159	0	159	0	159	0	159	0	159	0	159							
	Left-Through-Right		0							0				0				0								
	Left-Right		0							0			0				0									
EASTBOUND	Left	100	1	100	1		0	4	104	2	57	0	104	2	57	0	104	2	57							
	Left-Through		0							0			0				0									
	Through	558	2	279	4		0	33	591	1	361	0	591	1	382	0	591	1	382							
	Through-Right		0							1			1				1									
	Right	119	1	65	0		0	11	130	0	130	43	173	0	173	0	173	0	173							
	Left-Through-Right		0							0				0				0								
	Left-Right		0							0			0				0									
WESTBOUND	Left	91	1	91	0		0	22	113	1	113	0	113	1	113	0	113	1	113							
	Left-Through		0							0			0				0									
	Through	579	1	424	1		0	12	591	2	296	0	591	2	296	0	591	2	296							
	Through-Right		1							0			0				0									
	Right	268	0	268	2		0	9	277	1	174	0	277	1	174	0	277	1	174							
	Left-Through-Right		0							0				0				0								
	Left-Right		0							0			0				0									
		CRITICAL VOLUMES			North-South: 713 East-West: 524 SUM: 1237			North-South: 0 East-West: 0 SUM: 0			North-South: 739 East-West: 474 SUM: 1213				North-South: 744 East-West: 495 SUM: 1239				North-South: 744 East-West: 495 SUM: 1239							
		VOLUME/CAPACITY (V/C) RATIO:			0.868			0.000			0.851				0.869				0.869							
		V/C LESS ATSAC/ATCS ADJUSTMENT:			0.868			0.000			0.751				0.769				0.769							
		LEVEL OF SERVICE (LOS):			D			A			C				C				C							
		REMARKS:			Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				with Event Management Plan							

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.117
NO

PROJECT IMPACT

-0.099
NO

Δv/c after mitigation: -0.099
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Owensmouth Av			Year of Count: 2016		Ambient Growth: (%) **				Conducted by:		GTC		Date: January 2020				
3		East-West Street: Vanowen St			Projection Year: 2035		Peak Hour: 1 - 2 Sat				Reviewed by:				Project: Promenade (10k Seats)				
		No. of Phases			2				2				3				3		
		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	NB-- 0 SB-- 0		0	0	NB-- 0 SB-- 0		0	0	NB-- 0 SB-- 0		0	0		
		ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0	0	EB-- 0 WB-- 0		0	0	EB-- 0 WB-- 0		0	0	EB-- 0 WB-- 0		0	0		
		Override Capacity			0				0				2				2		
					0				0				0				0		
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	81	1	81	5		0	-12	69	1	69	0	69	1	69	0	69	1	69
	Left-Through		0							0				0				0	
	Through	213	2	107	16		0	16	229	2	115	2	231	2	116	0	231	2	116
	Through-Right		0							0				0				0	
	Right	104	1	14	7		0	-6	98	1	53	3	101	1	38	0	101	1	38
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	68	1	68	5		0	21	89	1	89	0	89	1	89	0	89	1	89
	Left-Through		0							0				0				0	
	Through	302	1	203	19		0	20	322	2	161	43	365	2	183	0	365	2	183
	Through-Right		1							0				0				0	
	Right	103	0	103	6		0	6	109	1	43	0	109	1	43	0	109	1	43
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	118	1	118	1		0	15	133	1	133	0	133	1	133	0	133	1	133
	Left-Through		0							0				0				0	
	Through	943	2	472	4		0	15	958	3	319	0	958	3	319	0	958	3	319
	Through-Right		0							0				0				0	
	Right	157	1	117	2		0	-9	148	1	114	0	148	1	114	0	148	1	114
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	181	1	181	3		0	-16	165	2	91	65	230	2	127	0	230	2	127
	Left-Through		0							0				0				0	
	Through	911	1	498	16		0	26	937	2	352	0	937	2	352	0	937	2	352
	Through-Right		1							1				1				1	
	Right	84	0	84	2		0	36	120	0	120	0	120	0	120	0	120	0	120
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 284		North-South: 0		North-South: 230		North-South: 252		North-South: 252		North-South: 252		North-South: 252		North-South: 252		North-South: 252	
		East-West: 653		East-West: 0		East-West: 485		East-West: 485		East-West: 485		East-West: 485		East-West: 485		East-West: 485		East-West: 485	
		SUM: 937		SUM: 0		SUM: 715		SUM: 737		SUM: 737		SUM: 737		SUM: 737		SUM: 737		SUM: 737	
VOLUME/CAPACITY (V/C) RATIO:				0.625		0.000		0.502		0.517		0.517		0.517		0.517		0.517	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.625		0.000		0.402		0.417		0.417		0.417		0.417		0.417	
LEVEL OF SERVICE (LOS):				B		A		A		A		A		A		A		A	
REMARKS:		Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				with Event Management Plan			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.223
NO

PROJECT IMPACT

-0.208
NO

Δv/c after mitigation: -0.208
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Canoga Av			Year of Count: 2016		Ambient Growth: (%) **				Conducted by:		GTC		Date: January 2020				
4		East-West Street: Vanowen St			Projection Year: 2035		Peak Hour: 1 - 2 Sat				Reviewed by:				Project: Promenade (10k Seats)				
		No. of Phases			2				2				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	NB-- 0 SB-- 0		0	0	NB-- 2 SB-- 0		0	0	NB-- 2 SB-- 0		0	0		
		ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0	0	EB-- 0 WB-- 0		0	0	EB-- 0 WB-- 0		0	0	EB-- 0 WB-- 0		0	0		
		Override Capacity			0				0				2				2		
					0				0				0				0		
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	122	1	122	4		0	-2	120	1	120	0	120	1	120	0	120	1	120
	Left-Through		0							0				0				0	
	Through	414	3	138	10		0	10	424	3	141	1	425	3	142	0	425	3	142
	Through-Right		0							0				0				0	
	Right	77	1	0	3		0	10	87	1	87	0	87	1	87	0	87	1	87
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	131	1	131	1		0	13	144	1	144	0	144	1	144	0	144	1	144
	Left-Through		0							0				0				0	
	Through	592	2	296	4		0	65	657	2	329	21	678	2	339	0	678	2	339
	Through-Right		0							0				0				0	
	Right	113	1	66	1		0	-4	109	1	63	0	109	1	63	0	109	1	63
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	94	1	94	2		0	-1	93	1	93	0	93	1	93	0	93	1	93
	Left-Through		0							0				0				0	
	Through	606	2	303	11		0	-14	592	3	197	3	595	3	198	0	595	3	198
	Through-Right		0							0				0				0	
	Right	65	1	4	2		0	-2	63	1	3	0	63	1	3	0	63	1	3
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	161	1	161	3		0	-33	128	1	128	0	128	1	128	0	128	1	128
	Left-Through		0							0				0				0	
	Through	943	2	472	16		0	-131	812	3	271	65	877	3	292	0	877	3	292
	Through-Right		0							0				0				0	
	Right	228	1	163	4		0	-69	159	1	87	0	159	1	87	0	159	1	87
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 418		418	North-South: 0		0	North-South: 449		449	North-South: 459		459	North-South: 459		459	North-South: 459		459
		East-West: 566		566	East-West: 0		0	East-West: 364		364	East-West: 385		385	East-West: 385		385	East-West: 385		385
		SUM: 984		984	SUM: 0		0	SUM: 813		813	SUM: 844		844	SUM: 844		844	SUM: 844		844
VOLUME/CAPACITY (V/C) RATIO:				0.656			0.000			0.591			0.614			0.614			0.614
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.656			0.000			0.491			0.514			0.514			0.514
LEVEL OF SERVICE (LOS):				B			A			A			A			A			A
REMARKS:		Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC				Fut + WCSP + Non-ESC + ESC				with Event Management Plan			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.165
NO

PROJECT IMPACT

-0.142
NO

Δv/c after mitigation: -0.142
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			De Soto Av			Year of Count:			2016		Ambient Growth: (%): **			Conducted by:			GTC		Date:		January 2020		
5		East-West Street:			Vanowen St			Projection Year:			2035		Peak Hour:			1 - 2 Sat		Reviewed by:			Project:		Promenade (10k Seats)		
No. of Phases								3						4						4					
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			0			NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0			NB-- 0 SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			EB-- 3 WB-- 3			0			EB-- 3 WB-- 3		
Override Capacity								0						2						2					
								0						0						0					
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP						
					Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	77	1	77	3		0	16	93	1	93	0	93	1	93	0	93	1	93						
	Left-Through		0							0				0				0							
	Through	783	2	306	15		0	14	797	2	332	1	798	2	333	0	798	2	333						
	Through-Right		1							1				1				1							
	Right	136	0	136	4		0	64	200	0	200	0	200	0	200	0	200	0	200						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
SOUTHBOUND	Left	139	1	139	1		0	4	143	1	143	0	143	1	143	0	143	1	143						
	Left-Through		0							0				0				0							
	Through	701	3	234	9		0	186	887	3	296	21	908	3	303	0	908	3	303						
	Through-Right		0							0				0				0							
	Right	194	1	95	2		0	28	222	1	54	0	222	1	54	0	222	1	54						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
EASTBOUND	Left	198	1	198	3		0	-30	168	1	168	0	168	1	168	0	168	1	168						
	Left-Through		0							0				0				0							
	Through	1022	2	511	14		0	-3	1019	3	340	3	1022	3	341	0	1022	3	341						
	Through-Right		0							0				0				0							
	Right	127	1	89	3		0	30	157	1	64	0	157	1	64	0	157	1	64						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
WESTBOUND	Left	77	1	77	2		0	51	128	1	128	0	128	1	128	0	128	1	128						
	Left-Through		0							0				0				0							
	Through	788	1	453	14		0	100	888	2	335	65	953	2	357	0	953	2	357						
	Through-Right		1							1				1				1							
	Right	118	0	118	2		0	0	118	0	118	0	118	0	118	0	118	0	118						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
CRITICAL VOLUMES					North-South: 445			North-South: 0			North-South: 475			North-South: 476			North-South: 476								
					East-West: 651			East-West: 0			East-West: 503			East-West: 525			East-West: 525								
					SUM: 1096			SUM: 0			SUM: 978			SUM: 1001			SUM: 1001								
VOLUME/CAPACITY (V/C) RATIO:					0.769			0.000			0.711			0.728			0.728								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.769			0.000			0.611			0.628			0.628								
LEVEL OF SERVICE (LOS):					C			A			B			B			B								
REMARKS:					Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan								

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.158
NO

PROJECT IMPACT

-0.141
NO

Δv/c after mitigation: -0.141
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Shoup Av			Year of Count: 2016		Ambient Growth: (%) **				Conducted by:		GTC		Date: January 2020				
6		East-West Street: Victory Bl			Projection Year: 2035		Peak Hour: 1 - 2 Sat				Reviewed by:				Project: Promenade (10k Seats)				
		No. of Phases			2			2			2			2			2		
		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-- 0 EB-- 0 WB-- 0	0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		0		
		ATSAC-1 or ATSAC+ATCS-2?			0			0			2			2			2		
		Override Capacity			0			0			0			0			0		
		MOVEMENT			2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ			FUTURE W/ WCSP W/ FULL PROJ			FUT W/ WCSP W/ FULL PROJ W/ EMP		

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon Bl			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:		GTC		Date: January 2020						
7		East-West Street: Victory Bl			Projection Year: 2035			Peak Hour: 1 - 2 Sat			Reviewed by:				Project: Promenade (10k Seats)						
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						4				4				4				4			
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 0 SB-- 0 EB-- 0 WB-- 3		0 0 0 3		NB-- 0 SB-- 0 EB-- 0 WB-- 3		3 0 0 3		NB-- 3 SB-- 0 EB-- 0 WB-- 3		0 0 0 3		NB-- 3 SB-- 0 EB-- 0 WB-- 3		0 0 0 3			
ATSAC-1 or ATSAC+ATCS-2?						0 0				2 0				2 0				2 0			
Override Capacity						0 0				0 0				0 0				0 0			
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
				Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	164	1	164	3		0	10	174	2	96	3	177	2	97	0	177	2	97		
	Left-Through		0							0				0				0			
	Through	1278	2	531	30		0	164	1442	3	481	15	1457	3	486	0	1457	3	486		
	Through-Right		1							0				0				0			
	Right	315	0	315	8		0	40	355	1	137	0	355	1	137	0	355	1	137		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
SOUTHBOUND	Left	266	1	266	5		0	-14	252	2	139	0	252	2	139	0	252	2	139		
	Left-Through		0							0				0				0			
	Through	1304	2	487	29		0	-116	1188	3	396	281	1469	3	490	0	1469	3	490		
	Through-Right		1							0				0				0			
	Right	157	0	157	3		0	13	170	1	104	0	170	1	104	0	170	1	104		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
EASTBOUND	Left	193	2	106	5		0	47	240	2	132	0	240	2	132	0	240	2	132		
	Left-Through		0							0				0				0			
	Through	709	2	277	21		0	200	909	3	266	0	909	3	283	0	909	3	283		
	Through-Right		1							1				1				1			
	Right	122	0	122	3		0	34	156	0	156	65	221	0	221	0	221	0	221		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
WESTBOUND	Left	393	2	216	-14		0	3	396	2	218	0	396	2	218	0	396	2	218		
	Left-Through		0							0				0				0			
	Through	930	2	380	-32		0	29	959	3	320	0	959	3	320	0	959	3	320		
	Through-Right		1							0				0				0			
	Right	211	0	211	-8		0	1	212	1	73	0	212	1	73	0	212	1	73		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
CRITICAL VOLUMES				North-South: 797 East-West: 493 SUM: 1290		North-South: 0 East-West: 0 SUM: 0		North-South: 620 East-West: 484 SUM: 1104				North-South: 625 East-West: 501 SUM: 1126				North-South: 625 East-West: 501 SUM: 1126					
VOLUME/CAPACITY (V/C) RATIO:				0.938		0.000		0.803				0.819				0.819					
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.938		0.000		0.703				0.719				0.719					
LEVEL OF SERVICE (LOS):				E		A		C				C				C					
REMARKS:				Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.235
NO

PROJECT IMPACT

-0.219
NO

Δv/c after mitigation: -0.219
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Westfield Wy			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:		GTC		Date: January 2020						
8		East-West Street: Victory Bl			Projection Year: 2035			Peak Hour: 1 - 2 Sat			Reviewed by:				Project: Promenade (10k Seats)						
No. of Phases						3				3				4				4			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						0				0				1				1			
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 0 SB-- 2		2		0		NB-- 3 SB-- 3		3		1		NB-- 3 SB-- 3		3			
ATSAC-1 or ATSAC+ATCS-2?				EB-- 0 WB-- 0		0		0		EB-- 3 WB-- 3		3		3		EB-- 3 WB-- 3		3			
Override Capacity						0		0				2		0				2			
						0		0				0		0				0			
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
				Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	36	0	36	5		0	-2	34	1	24	0	34	1	24	0	34	1	24		
	Left-Through		1							1				1				1			
	Through	11	0	47	2		0	2	13	0	24	0	13	0	24	0	13	0	24		
	Through-Right		0							0				0				0			
	Right	54	1	39	7		0	8	62	1	26	0	62	1	26	0	62	1	26		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
SOUTHBOUND	Left	169	0	169	4		0	46	215	1	215	0	215	1	215	0	215	1	215		
	Left-Through		1							0				0				0			
	Through	5	0	174	1		0	1	6	1	6	0	6	1	6	0	6	1	6		
	Through-Right		0							0				0				0			
	Right	390	1	390	7		0	4	394	1	148	0	394	1	148	0	394	1	148		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
EASTBOUND	Left	389	1	389	2		0	58	447	2	246	0	447	2	246	0	447	2	246		
	Left-Through		0							0				0				0			
	Through	1126	3	290	4		0	624	1750	4	438	0	1750	4	438	0	1750	4	438		
	Through-Right		1							0				0				0			
	Right	32	0	32	0		0	5	37	1	13	0	37	1	13	0	37	1	13		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
WESTBOUND	Left	31	1	31	2		0	5	36	1	36	0	36	1	36	0	36	1	36		
	Left-Through		0							0				0				0			
	Through	1017	3	325	46		0	118	1135	4	284	0	1135	4	284	0	1135	4	284		
	Through-Right		1							0				0				0			
	Right	281	0	281	15		0	67	348	1	133	0	348	1	133	0	348	1	133		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
CRITICAL VOLUMES				North-South: 426		0		North-South: 241		241		North-South: 241		241		North-South: 241		241			
				East-West: 714		0		East-West: 530		530		East-West: 530		530		East-West: 530		530			
				SUM: 1140		0		SUM: 771		771		SUM: 771		771		SUM: 771		771			
VOLUME/CAPACITY (V/C) RATIO:				0.800		0.000		0.561		0.561		0.561		0.561		0.561		0.561			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.800		0.000		0.461		0.461		0.461		0.461		0.461		0.461			
LEVEL OF SERVICE (LOS):				C		A		A		A		A		A		A		A			
REMARKS:				Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.339
NO

PROJECT IMPACT

-0.339
NO

Δv/c after mitigation: -0.339
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Owensmouth Av			Year of Count:			2016		Ambient Growth: (%) :			Conducted by:		GTC		Date:		January 2020	
9		East-West Street:			Victory BI			Projection Year:			2035		Peak Hour:			1 - 2 Sat		Reviewed by:		Project:		Promenade (10k Seats)	
No. of Phases								4						4						4			
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			0			0			NB-- 3 SB-- 3			0			0			
					EB-- 0 WB-- 0			0			0			EB-- 3 WB-- 3			0			0			
ATSAC-1 or ATSAC+ATCS-2?								0						2						2			
Override Capacity								0						0						0			
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP				
					Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	125	1	125	1		0	5	130	1	130	0	130	1	130	0	130	1	130				
	Left-Through		0							0				0				0					
	Through	262	2	131	4		0	53	315	3	105	7	322	3	107	0	322	3	107				
	Through-Right		0							0				0				0					
	Right	60	1	30	1		0	5	65	1	8	7	72	1	0	0	72	1	0				
	Left-Through-Right		0							0				0				0					
	Left-Right		0							0				0				0					
SOUTHBOUND	Left	208	1	208	22		0	6	214	2	118	0	214	2	118	0	214	2	118				
	Left-Through		0							0				0				0					
	Through	419	2	210	43		0	19	438	3	146	129	567	3	189	0	567	3	189				
	Through-Right		0							0				0				0					
	Right	239	1	193	23		0	-1	238	1	82	0	238	1	82	0	238	1	82				
	Left-Through-Right		0							0				0				0					
	Left-Right		0							0				0				0					
EASTBOUND	Left	167	2	92	2		0	117	284	2	156	0	284	2	156	0	284	2	156				
	Left-Through		0							0				0				0					
	Through	1096	3	301	8		0	558	1654	3	455	0	1654	3	455	0	1654	3	455				
	Through-Right		1							1				1				1					
	Right	106	0	106	2		0	58	164	0	164	0	164	0	164	0	164	0	164				
	Left-Through-Right		0							0				0				0					
	Left-Right		0							0				0				0					
WESTBOUND	Left	111	2	61	14		0	-8	103	2	57	129	232	2	128	0	232	2	128				
	Left-Through		0							0				0				0					
	Through	928	3	283	129		0	-2	926	3	292	0	926	3	292	0	926	3	292				
	Through-Right		1							1				1				1					
	Right	205	0	205	32		0	35	240	0	240	0	240	0	240	0	240	0	240				
	Left-Through-Right		0							0				0				0					
	Left-Right		0							0				0				0					
CRITICAL VOLUMES					North-South: 339			North-South: 0			North-South: 276			North-South: 319			North-South: 319						
					East-West: 375			East-West: 0			East-West: 512			East-West: 583			East-West: 583						
					SUM: 714			SUM: 0			SUM: 788			SUM: 902			SUM: 902						
VOLUME/CAPACITY (V/C) RATIO:					0.519			0.000			0.573			0.656			0.656						
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.519			0.000			0.473			0.556			0.556						
LEVEL OF SERVICE (LOS):					A			A			A			A			A						
REMARKS:					Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan						

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.046
NO

PROJECT IMPACT

0.037
NO

Δv/c after mitigation: 0.037
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Canoga Av			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:		GTC		Date: January 2020	
10		East-West Street: Victory BI			Projection Year: 2035			Peak Hour: 1 - 2 Sat			Reviewed by:				Project: Promenade (10k Seats)	
		No. of Phases			3			3			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-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0	
		ATSAC-1 or ATSAC+ATCS-2?			0			0			2		2		2	
		Override Capacity			0			0			0		0		0	

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.008
NO

PROJECT IMPACT

0.021
NO

Δv/c after mitigation: 0.021
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Variel Av			Year of Count: 2016			Ambient Growth: (%) **				Conducted by:		GTC		Date: January 2020				
11		East-West Street: Victory Bl			Projection Year: 2035			Peak Hour: 1 - 2 Sat				Reviewed by:				Project: Promenade (10k Seats)				
<div>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</div>		<div>NB-- 0 SB-- 0 EB-- 0 WB-- 0</div>		3	<div>NB-- 0 SB-- 0 EB-- 0 WB-- 0</div>		3	<div>NB-- 0 SB-- 0 EB-- 0 WB-- 0</div>		4	<div>NB-- 0 SB-- 0 EB-- 0 WB-- 0</div>		4	<div>NB-- 0 SB-- 0 EB-- 0 WB-- 0</div>		4				
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP				
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	113	1	113	2		0	-48	65	1	65	0	65	1	65	0	65	1	65	
	Left-Through		0							0				0				0		
	Through	0	0	191	12		0	376	376	2	188	0	376	2	188	0	376	2	188	
	Through-Right		1							0				0				0		
	Right	191	0	0	1		0	-160	31	1	5	0	31	1	5	0	31	1	5	
	Left-Through-Right		0							0				0				0		
Left-Right		0								0				0				0		
SOUTHBOUND	Left	0	0	0	2		0	26	26	1	26	0	26	1	26	0	26	1	26	
	Left-Through		0							0				0				0		
	Through	0	0	0	23		0	217	217	2	109	0	217	2	109	0	217	2	109	
	Through-Right		0							0				0				0		
	Right	0	0	0	10		0	88	88	1	0	0	88	1	0	0	88	1	0	
	Left-Through-Right		0							0				0				0		
Left-Right		0								0				0				0		
EASTBOUND	Left	0	1	0	7		0	194	194	1	194	0	194	1	194	0	194	1	194	
	Left-Through		0							0				0				0		
	Through	1200	3	330	60		0	439	1639	4	410	7	1646	4	412	0	1646	4	412	
	Through-Right		1							0				0				0		
	Right	120	0	120	5		0	-24	96	1	64	0	96	1	64	0	96	1	64	
	Left-Through-Right		0							0				0				0		
Left-Right		0								0				0				0		
WESTBOUND	Left	157	1	157	2		0	-62	95	2	52	0	95	2	52	0	95	2	52	
	Left-Through		0							0				0				0		
	Through	1366	3	342	50		0	475	1841	3	475	129	1970	3	507	0	1970	3	507	
	Through-Right		1							1				1				1		
	Right	0	0	0	2		0	59	59	0	59	0	59	0	59	0	59	0	59	
	Left-Through-Right		0							0				0				0		
Left-Right		0								0				0				0		
CRITICAL VOLUMES		North-South: 191 East-West: 487 SUM: 678			North-South: 0 East-West: 0 SUM: 0			North-South: 214 East-West: 669 SUM: 883				North-South: 214 East-West: 701 SUM: 915			North-South: 214 East-West: 701 SUM: 915					
VOLUME/CAPACITY (V/C) RATIO:				0.476			0.000					0.642			0.665			0.665		
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.476			0.000					0.542			0.565			0.565		
LEVEL OF SERVICE (LOS):				A			A					A			A			A		
REMARKS:		Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				with Event Management Plan				

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

0.066
NO

PROJECT IMPACT

0.089
NO

Δv/c after mitigation: 0.089
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			De Soto Av			Year of Count:			2016		Ambient Growth: (%) **			Conducted by:			GTC			Date:		January 2020		
12		East-West Street:			Victory BI			Projection Year:			2035		Peak Hour:			1 - 2 Sat		Reviewed by:			Project:			Promenade (10k Seats)		
No. of Phases											4														4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?											0														0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 3 SB-- 0			NB-- 3 SB-- 0			0		NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0			0	
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 3			EB-- 0 WB-- 3			2		EB-- 0 WB-- 2			EB-- 0 WB-- 2			EB-- 0 WB-- 2			EB-- 0 WB-- 2			2	
Override Capacity											0														0	
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP							
					Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	97	1	97	2		0	124	221	2	122	0	221	2	122	0	221	2	122							
	Left-Through		0							0				0				0								
	Through	662	2	313	6		0	-8	654	3	218	1	655	3	218	0	655	3	218							
	Through-Right		1							0				0				0								
	Right	276	0	276	3		0	4	280	1	202	0	280	1	202	0	280	1	202							
	Left-Through-Right		0							0				0				0								
	Left-Right		0							0				0				0								
SOUTHBOUND	Left	90	1	90	2		0	-4	86	2	47	0	86	2	47	0	86	2	47							
	Left-Through		0							0				0				0								
	Through	708	2	302	14		0	104	812	4	203	21	833	4	208	0	833	4	208							
	Through-Right		1							0				0				0								
	Right	198	0	198	4		0	64	262	1	206	0	262	1	206	0	262	1	206							
	Left-Through-Right		0							0				0				0								
	Left-Right		0							0				0				0								
EASTBOUND	Left	185	2	102	6		0	18	203	2	112	0	203	2	112	0	203	2	112							
	Left-Through		0							0				0				0								
	Through	1049	3	293	40		0	134	1183	4	296	7	1190	4	298	0	1190	4	298							
	Through-Right		1							0				0				0								
	Right	121	0	121	5		0	67	188	1	127	0	188	1	127	0	188	1	127							
	Left-Through-Right		0							0				0				0								
	Left-Right		0							0				0				0								
WESTBOUND	Left	129	2	71	5		0	12	141	2	78	0	141	2	78	0	141	2	78							
	Left-Through		0							0				0				0								
	Through	1159	3	386	59		0	446	1605	3	427	129	1734	3	459	0	1734	3	459							
	Through-Right		0							1				1				1								
	Right	88	1	0	4		0	13	101	0	101	0	101	0	101	0	101	0	101							
	Left-Through-Right		0							0				0				0								
	Left-Right		0							0				0				0								
CRITICAL VOLUMES					North-South: 403			North-South: 0			North-South: 328			North-South: 330			North-South: 330									
					East-West: 488			East-West: 0			East-West: 539			East-West: 571			East-West: 571									
					SUM: 891			SUM: 0			SUM: 867			SUM: 901			SUM: 901									
VOLUME/CAPACITY (V/C) RATIO:					0.648			0.000			0.631			0.655			0.655									
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.648			0.000			0.531			0.555			0.555									
LEVEL OF SERVICE (LOS):					B			A			A			A			A									
REMARKS:					Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan									

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.117
NO

PROJECT IMPACT

-0.093
NO

Δv/c after mitigation: -0.093
Fully mitigated? N/A

05 FP SAT 1-2 PM.xlsm

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Randi Av/Nevada Av			Year of Count: 2016			Ambient Growth: (%) : **			Conducted by:			GTC			Date: January 2020		
14		East-West Street:			Erwin St			Projection Year: 2035			Peak Hour: 1 - 2 Sat			Reviewed by:						Project: Promenade (10k Seats)		
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			0			0			NB-- 0 SB-- 0			0			0		
					EB-- 0 WB-- 0			0			0			EB-- 0 WB-- 0			0			0		
ATSAC-1 or ATSAC+ATCS-2?								0						0						0		
Override Capacity								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0						0		
								0						0								

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon Bl			Year of Count: 2016			Ambient Growth: (%) **				Conducted by:		GTC		Date: January 2020					
15		East-West Street: Erwin St			Projection Year: 2035			Peak Hour: 1 - 2 Sat				Reviewed by:				Project: Promenade (10k Seats)					
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		NB-- 0 SB-- 0 EB-- 0 WB-- 0		2 0 0 0 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		2 0 0 0 0	NB-- 0 SB-- 0 EB-- 0 WB-- 3		4 0 0 2 0	NB-- 0 SB-- 0 EB-- 0 WB-- 3		4 0 0 2 0	NB-- 0 SB-- 0 EB-- 0 WB-- 3		4 0 0 2 0					
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP					
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	45	1	45	6		0	23	68	1	68	0	68	1	68	0	68	1	68		
	Left-Through		0							0				0				0			
	Through	1598	2	566	39		0	18	1616	3	426	8	1624	3	428	0	1624	3	428		
	Through-Right		1							1				1				1			
	Right	99	0	99	8		0	-12	87	0	87	0	87	0	87	0	87	0	87		
	Left-Through-Right		0							0				0				0			
Left-Right		0								0				0				0			
SOUTHBOUND	Left	143	1	143	106		0	-105	38	1	38	108	146	1	146	0	146	1	146		
	Left-Through		0							0				0				0			
	Through	1520	2	521	-20		0	-12	1508	2	519	237	1745	2	598	0	1745	2	598		
	Through-Right		1							1				1				1			
	Right	44	0	44	-1		0	5	49	0	49	0	49	0	49	0	49	0	49		
	Left-Through-Right		0							0				0				0			
Left-Right		0								0				0				0			
EASTBOUND	Left	62	1	62	9		0	19	81	1	81	0	81	1	81	0	81	1	81		
	Left-Through		0							0				0				0			
	Through	122	1	107	18		0	37	159	1	159	0	159	1	159	173	332	1	270		
	Through-Right		1							1				1				1			
	Right	92	0	92	21		0	95	187	0	153	21	208	0	174	0	208	0	208		
	Left-Through-Right		0							0				0				0			
Left-Right		0								0				0				0			
WESTBOUND	Left	130	1	130	-1		0	-2	128	2	70	0	128	2	70	0	128	2	70		
	Left-Through		0							0				0				0			
	Through	195	1	136	-1		0	17	212	2	106	1	213	2	107	0	213	2	107		
	Through-Right		1							0				0				0			
	Right	77	0	77	-1		0	-1	76	1	38	10	86	1	0	0	86	1	0		
	Left-Through-Right		0							0				0				0			
Left-Right		0								0				0				0			
CRITICAL VOLUMES		North-South: 709 East-West: 237 SUM: 946		North-South: 0 East-West: 0 SUM: 0		North-South: 587 East-West: 229 SUM: 816		North-South: 666 East-West: 244 SUM: 910		North-South: 666 East-West: 340 SUM: 1006											
VOLUME/CAPACITY (V/C) RATIO:				0.631				0.000				0.593				0.662				0.732	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.631				0.000				0.493				0.562				0.632	
LEVEL OF SERVICE (LOS):				B				A				A				A				B	
REMARKS:		Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC				Fut + WCSP + Non-ESC + ESC				w/ EMP (does not include 3% TCO credit)					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.138
NO

PROJECT IMPACT

-0.069
NO

Δv/c after mitigation: 0.001
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Warner Drive North	Year of Count:	2016	Ambient Growth: (%): **		Conducted by:	GTC	Date:	January 2020									
16	East-West Street:	Erwin Street	Projection Year:	2035	Peak Hour:	1 - 2 Sat	Reviewed by:		Project:	Promenade (10k Seats)									
No. of Phases		0	0		3		3		3										
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-- 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										
Override Capacity		1200	1200		2		2		2										
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ			FUTURE W/ WCSP W/ FULL PROJ			FUT W/ WCSP W/ FULL PROJ W/ EMP					
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	0	1	0	109		0	109	109	2	60	11	120	2	66	0	120	2	66
	Left-Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	1	0	430		0	430	430	1	361	13	443	1	331	0	443	1	266
SOUTHBOUND	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
	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Through-Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	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
	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left-Through	0	1	0	138		0	138	138	1	138	86	224	1	224	130	354	1	354
	Through	0	2	0	0		0	614	614	2	307	0	614	2	307	0	614	2	307
	Through-Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 0	East-West: 0	SUM: 0	North-South: 0	East-West: 0	SUM: 0	North-South: 361	East-West: 307	SUM: 668	North-South: 331	East-West: 465	SUM: 796	North-South: 266	East-West: 768	SUM: 1034			
VOLUME/CAPACITY (V/C) RATIO:		0.000	0.000	0.000	0.000	0.000	0.000	0.469	0.369	0.469	0.559	0.459	0.559	0.726	0.626	0.726			
LEVEL OF SERVICE (LOS):		A	A	A	A	A	A	A	A	A	A	A	A	A	A	A			
REMARKS:		Not analyzed under WCSP			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC			Fut + WCSP + Non-ESC + ESC			w/ EMP (does not include 3% TCO credit)					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

0.369
NO

PROJECT IMPACT

0.459
NO

Δv/c after mitigation: 0.626
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Owensmouth Av			Year of Count:			2016		Ambient Growth: (%) **			Conducted by:			GTC		Date:		January 2020			
17		East-West Street:			Erwin St			Projection Year:			2035		Peak Hour:			1 - 2 Sat		Reviewed by:					Project:		Promenade (10k Seats)	
No. of Phases								2					2					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		NB-- 0 SB-- 0			0		NB-- 3 SB-- 0			0		NB-- 3 SB-- 0			0			
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			0		EB-- 0 WB-- 0			0		EB-- 3 WB-- 3			0		EB-- 3 WB-- 3			0			
Override Capacity								0					0					2					2			
								0					0					0					0			
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP							
					Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	52	1	52	-5		0	29	81	2	45	0	81	2	45	0	81	2	45							
	Left-Through		0							0				0				0								
	Through	281	1	153	-15		0	-7	274	2	137	3	277	2	139	0	277	2	139							
	Through-Right		1							0				0				0								
	Right	25	0	25	-2		0	7	32	1	0	2	34	1	0	0	34	1	0							
	Left-Through-Right		0							0				0				0								
Left-Right		0							0				0				0									
SOUTHBOUND	Left	57	1	57	10		0	7	64	1	64	0	64	1	64	0	64	1	64							
	Left-Through		0							0				0				0								
	Through	362	1	261	63		0	61	423	2	212	194	617	2	309	0	617	2	309							
	Through-Right		1							0				0				0								
	Right	159	0	159	32		0	62	221	2	73	65	286	2	105	0	286	2	105							
	Left-Through-Right		0							0				0				0								
Left-Right		0							0				0				0									
EASTBOUND	Left	128	1	128	120		0	51	179	2	98	10	189	2	104	0	189	2	104							
	Left-Through		0							0				0				0								
	Through	279	1	168	212		0	39	318	2	159	3	321	2	161	0	321	2	161							
	Through-Right		1							0				0				0								
	Right	57	0	57	44		0	9	66	1	21	0	66	1	21	0	66	1	21							
	Left-Through-Right		0							0				0				0								
Left-Right		0							0				0				0									
WESTBOUND	Left	40	1	40	3		0	9	49	1	49	86	135	1	135	151	286	1	286							
	Left-Through		0							0				0				0								
	Through	350	1	208	26		0	103	453	2	227	21	474	2	237	130	604	2	302							
	Through-Right		1							0				0				0								
	Right	65	0	65	5		0	13	78	1	14	0	78	1	14	0	78	1	14							
	Left-Through-Right		0							0				0				0								
Left-Right		0							0				0				0									
CRITICAL VOLUMES					North-South: 313			North-South: 0			North-South: 257			North-South: 354			North-South: 354									
					East-West: 336			East-West: 0			East-West: 325			East-West: 341			East-West: 447									
					SUM: 649			SUM: 0			SUM: 582			SUM: 695			SUM: 801									
VOLUME/CAPACITY (V/C) RATIO:					0.433			0.000			0.423			0.505			0.583									
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.433			0.000			0.323			0.405			0.483									
LEVEL OF SERVICE (LOS):					A			A			A			A			A									
REMARKS:					Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC			Fut + WCSP + Non-ESC + ESC			w/ EMP (does not include 3% TCO credit)									

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.110
NO

PROJECT IMPACT

-0.028
NO

Δv/c after mitigation: 0.050
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Canoga Av			Year of Count: 2016		Ambient Growth: (%) : **				Conducted by:		GTC		Date: January 2020			
18		East-West Street: Erwin St			Projection Year: 2035		Peak Hour: 1 - 2 Sat				Reviewed by:				Project: Promenade (10k Seats)			
		No. of Phases			3				3				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?			0		NB-- 0 SB-- 0		0		NB-- 0 SB-- 0		0		NB-- 0 SB-- 0		0	
		ATSAC-1 or ATSAC+ATCS-2?			0		EB-- 0 WB-- 0		0		EB-- 2 WB-- 2		2		EB-- 2 WB-- 2		2	
		Override Capacity			0				0				0				0	

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.155
NO

PROJECT IMPACT

-0.125
NO

Δv/c after mitigation: -0.024
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			De Soto Av			Year of Count:			2016		Ambient Growth: (%) **			Conducted by:			GTC			Date:		January 2020				
19		East-West Street:			Erwin St			Projection Year:			2035		Peak Hour:			1 - 2 Sat		Reviewed by:			Project:			Promenade (10k Seats)				
No. of Phases											3					3							3					
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			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		
ATSAC-1 or ATSAC+ATCS-2?											0					0							0					
Override Capacity											0					0							0					
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP									
					Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	106	1	106	-2		0	12	118	1	118	0	118	1	118	281	399	1	399									
	Left-Through		0							0				0				0										
	Through	949	2	321	-15		0	66	1015	2	344	0	1015	2	344	0	1015	2	344									
	Through-Right		1							1				1				1										
	Right	15	0	15	0		0	1	16	0	16	0	16	0	16	0	16	0	16									
	Left-Through-Right		0							0				0				0										
SOUTHBOUND	Left	11	1	11	0		0	1	12	1	12	0	12	1	12	0	12	1	12									
	Left-Through		0							0				0				0										
	Through	878	2	319	18		0	35	913	4	228	0	913	4	228	0	913	4	228									
	Through-Right		1							0				0				0										
	Right	80	0	80	2		0	26	106	1	71	21	127	1	91	0	127	1	91									
	Left-Through-Right		0							0				0				0										
EASTBOUND	Left	80	1	70	2		0	14	94	1	71	1	95	1	72	0	95	1	72									
	Left-Through		0							0				0				0										
	Through	12	0	70	0		0	1	13	0	71	3	16	0	72	0	16	0	72									
	Through-Right		0							0				0				0										
	Right	119	1	0	3		0	-13	106	1	0	0	106	1	0	0	106	1	0									
	Left-Through-Right		1							1				1				1										
WESTBOUND	Left	11	1	11	0		0	1	12	1	12	0	12	1	12	0	12	1	12									
	Left-Through		0							0				0				0										
	Through	11	1	11	0		0	3	14	1	14	65	79	1	47	0	79	1	47									
	Through-Right		1							1				1				1										
	Right	15	0	10	0		0	0	15	0	9	0	15	0	15	0	15	0	15									
	Left-Through-Right		0							0				0				0										
CRITICAL VOLUMES					North-South: 425			North-South: 0			North-South: 356			North-South: 356			North-South: 627											
					East-West: 81			East-West: 0			East-West: 85			East-West: 119			East-West: 119											
					SUM: 506			SUM: 0			SUM: 441			SUM: 475			SUM: 746											
VOLUME/CAPACITY (V/C) RATIO:					0.355			0.000			0.309			0.333			0.524											
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.355			0.000			0.209			0.233			0.424											
LEVEL OF SERVICE (LOS):					A			A			A			A			A											
REMARKS:					Refer to Traffix Analysis			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan											

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.146
NO

PROJECT IMPACT

-0.122
NO

Δv/c after mitigation: 0.069
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon Bl			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:		GTC		Date: January 2020				
		East-West Street: Calvert St/Promenade Blvd			Projection Year: 2035			Peak Hour: 1 - 2 Sat			Reviewed by:		Project: Promenade (10k Seats)						
		No. of Phases			3			3			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-- 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-- 2			EB-- 0 WB-- 2			EB-- 0 WB-- 3		EB-- 0 WB-- 3		EB-- 0 WB-- 3				
		Override Capacity			0			0			2		2		2				
		0			0			0			0		0		0				
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	130	1	130	-5		0	6	136	1	136	0	136	1	136	0	136	1	136
	Left-Through		0							0				0				0	
	Through	1832	2	666	-72		0	143	1975	3	562	0	1975	3	616	0	1975	3	589
	Through-Right		1							1				1				1	
	Right	167	0	167	273		0	106	273	0	273	216	489	0	489	-108	381	0	381
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	131	1	131	108		0	-23	108	1	108	151	259	1	259	0	259	1	259
	Left-Through		0							0				0				0	
	Through	1640	2	820	79		0	-200	1440	2	720	108	1548	2	774	0	1548	2	774
	Through-Right		0							0				0				0	
	Right	64	1	64	5		0	34	98	1	98	0	98	1	98	0	98	1	98
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0		0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0		0	0	0	0	71	0	0	0	71	0	0	0	71
	Through-Right		0							1				1				1	
	Right	87	1	22	25		0	-16	71	0	0	0	71	0	0	0	71	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	292		0	292	292	2	161	32	324	2	178	0	324	2	178
	Left-Through		0							0				0				0	
	Through	0	0	0	0		0	0	0	0	223	0	0	0	227	0	0	0	227
	Through-Right		0							1				1				1	
	Right	221	2	122	445		0	224	445	1	0	8	453	1	0	0	453	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 950			North-South: 0			North-South: 856			North-South: 910			North-South: 910					
		East-West: 122			East-West: 0			East-West: 232			East-West: 249			East-West: 249					
		SUM: 1072			SUM: 0			SUM: 1088			SUM: 1159			SUM: 1159					
VOLUME/CAPACITY (V/C) RATIO:		0.752			0.000			0.791			0.843			0.843					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.752			0.000			0.691			0.743			0.743					
LEVEL OF SERVICE (LOS):		C			A			B			C			C					
REMARKS:		Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			w/ EMP (does not include 3% TCO credit)					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.061
NO

PROJECT IMPACT

-0.009
NO

Δv/c after mitigation: -0.009
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Owensmouth Av			Year of Count:			2016		Ambient Growth: (%) **			Conducted by:		GTC		Date:		January 2020	
21		East-West Street:			Promenade Blvd			Projection Year:			2035		Peak Hour:			1 - 2 Sat		Reviewed by:		Project:		Promenade (10k Seats)	
No. of Phases						2				2				2				2				2	
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-- 0		0		NB-- 0 SB-- 0		0		NB-- 0 SB-- 0		0		NB-- 0 SB-- 0		0		NB-- 0 SB-- 0		0	
ATSAC-1 or ATSAC+ATCS-2?				EB-- 2 WB-- 0		0		EB-- 2 WB-- 0		0		EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0	
Override Capacity						0				0				2				2				2	
						0				0				0				0				0	
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP					
				Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	67	1	67	53		0	-14	53	1	53	0	53	1	53	86	139	1	139				
	Left-Through		0							0				0				0					
	Through	321	1	163	-39		0	-2	319	1	165	0	319	1	165	0	319	1	165				
	Through-Right		1							1				1				1					
	Right	5	0	5	-2		0	5	10	0	10	0	10	0	10	0	10	0	10				
	Left-Through-Right		0							0				0				0					
Left-Right		0							0				0				0						
SOUTHBOUND	Left	44	1	44	76		0	58	102	1	102	0	102	1	102	0	102	1	102				
	Left-Through		0							0				0				0					
	Through	398	1	241	-50		0	14	412	1	245	86	498	1	385	0	498	1	460				
	Through-Right		1							1				1				1					
	Right	83	0	83	77		0	-6	77	0	77	194	271	0	271	151	422	0	422				
	Left-Through-Right		0							0				0				0					
Left-Right		0							0				0				0						
EASTBOUND	Left	51	0	51	11		0	-40	11	0	11	6	17	0	17	0	17	0	17				
	Left-Through		1							1				1				1					
	Through	10	0	53	4		0	-6	4	0	10	0	4	0	10	0	4	0	10				
	Through-Right		1							1				1				1					
	Right	45	0	53	6		0	-39	6	0	0	0	6	0	0	0	6	0	0				
	Left-Through-Right		0							0				0				0					
Left-Right		0							0				0				0						
WESTBOUND	Left	3	0	3	0		0	0	3	0	3	0	3	0	3	0	3	0	3				
	Left-Through		1							1				1				1					
	Through	6	0	7	0		0	-6	0	0	3	0	0	0	3	0	0	0	3				
	Through-Right		1							1				1				1					
	Right	4	0	7	0		0	1	5	0	0	0	5	0	0	0	5	0	0				
	Left-Through-Right		0							0				0				0					
Left-Right		0							0				0				0						
CRITICAL VOLUMES				North-South: 308		0		North-South: 298		0		North-South: 438		0		North-South: 599							
				East-West: 58		0		East-West: 14		0		East-West: 20		0		East-West: 20							
				SUM: 366		0		SUM: 312		0		SUM: 458		0		SUM: 619							
VOLUME/CAPACITY (V/C) RATIO:						0.244				0.000				0.208				0.305				0.413	
V/C LESS ATSAC/ATCS ADJUSTMENT:						0.244				0.000				0.108				0.205				0.313	
LEVEL OF SERVICE (LOS):						A				A				A				A				A	
REMARKS:				Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC			Fut + WCSP + Non-ESC + ESC			w/ EMP (does not include 3% TCO credit)							

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.136
NO

PROJECT IMPACT

-0.039
NO

Δv/c after mitigation: 0.069
Fully mitigated? N/A

05 FP SAT 1-2 PM.xlsm

$\Delta v/c$ after mitigation:	0.205
Fully mitigated?	N/A

$\Delta v/c$ after mitigation:	-0.080
Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Warner Drive South			Year of Count:			2016		Ambient Growth: (%) **			Conducted by:		GTC		Date:		January 2020		
25		East-West Street:			Oxnard St			Projection Year:			2035		Peak Hour:			1 - 2 Sat		Reviewed by:		Project:		Promenade (10k Seats)		
No. of Phases							3						4									4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?							1						0									0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 0 SB-- 2			2			NB-- 0 SB-- 2			0			NB-- 0 SB-- 0			0			0		
				EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			0		
ATSAC-1 or ATSAC+ATCS-2?							0						2						2			2		
Override Capacity							0						0						0			0		
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP						
				Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	0	62	1		0	-12	50	1	50	0	50	1	50	0	50	1	50					
	Left-Through		0							0			0				0							
	Through	5	0	131	0		0	-5	0	0	34	0	0	0	34	0	0	0	34					
	Through-Right		0				1			1			1				1							
	Right	64	0	0	2		0	3	67	1	0	0	67	1	0	0	67	1	0					
	Left-Through-Right		1				0			0				0				0						
	Left-Right		0				0			0			0				0							
SOUTHBOUND	Left	78	0	78	157		0	79	157	1	157	21	178	1	178	0	178	1	178					
	Left-Through		1							0			0				0							
	Through	2	0	80	18		0	16	18	0	172	0	18	0	183	0	18	0	183					
	Through-Right		0				1			1			1				1							
	Right	140	1	140	326		0	186	326	1	0	21	347	1	0	0	347	1	0					
	Left-Through-Right		0				0			0			0				0							
	Left-Right		0				0			0			0				0							
EASTBOUND	Left	265	1	265	149		0	-116	149	2	82	518	667	2	367	-237	430	2	237					
	Left-Through		0							0			0				0							
	Through	381	2	191	110		0	182	563	1	291	0	563	1	291	0	563	1	291					
	Through-Right		0				1			1			1				1							
	Right	30	1	0	4		0	-11	19	0	19	0	19	0	19	0	19	0	19					
	Left-Through-Right		0				0			0			0				0							
	Left-Right		0				0			0			0				0							
WESTBOUND	Left	5	1	5	1		0	0	5	1	5	0	5	1	5	0	5	1	5					
	Left-Through		0							0			0				0							
	Through	360	2	180	44		0	170	530	2	265	194	724	2	362	0	724	2	362					
	Through-Right		0				0			0			0				0							
	Right	127	1	88	87		0	-40	87	1	9	302	389	1	300	65	454	1	365					
	Left-Through-Right		0				0			0			0				0							
	Left-Right		0				0			0			0				0							
CRITICAL VOLUMES				North-South: 271 East-West: 445 SUM: 716			North-South: 0 East-West: 0 SUM: 0			North-South: 222 East-West: 347 SUM: 569				North-South: 233 East-West: 729 SUM: 962				North-South: 233 East-West: 602 SUM: 835						
VOLUME/CAPACITY (V/C) RATIO:				0.502			0.000			0.414				0.700				0.607						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.502			0.000			0.314				0.600				0.507						
LEVEL OF SERVICE (LOS):				A			A			A				A				A						
REMARKS:				Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				w/ EMP (does not include 3% TCO credit)						

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.188
NO

PROJECT IMPACT

0.098
NO

Δv/c after mitigation: 0.005
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Owensmouth Av			Year of Count:			2016		Ambient Growth: (%) **			Conducted by:			GTC		Date:		January 2020					
26		East-West Street:			Oxnard St			Projection Year:			2035		Peak Hour:			1 - 2 Sat		Reviewed by:					Project:		Promenade (10k Seats)			
No. of Phases								2						2						2						2		
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		
					EB-- 0 WB-- 0			0						0						0						0		
ATSAC-1 or ATSAC+ATCS-2?								0						2						2						2		
Override Capacity								0						0						0						0		
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP									
					Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	38	1	38	-9		0	10	48	1	48	21	69	1	69	0	69	1	69									
	Left-Through		0							0				0				0										
	Through	193	1	108	-35		0	-7	186	1	107	0	186	1	107	0	186	1	107									
	Through-Right		1							1				1				1										
	Right	22	0	22	-5		0	6	28	0	28	0	28	0	28	0	28	0	28									
	Left-Through-Right		0							0				0				0										
	Left-Right		0							0				0				0										
SOUTHBOUND	Left	82	1	82	1		0	13	95	1	95	0	95	1	95	0	95	1	95									
	Left-Through		0							0				0				0										
	Through	283	1	183	2		0	1	284	1	184	0	284	1	227	0	284	1	227									
	Through-Right		1							1				1				1										
	Right	83	0	83	1		0	0	83	0	83	86	169	0	169	0	169	0	169									
	Left-Through-Right		0							0				0				0										
	Left-Right		0							0				0				0										
EASTBOUND	Left	72	1	72	41		0	21	93	1	93	0	93	1	93	0	93	1	93									
	Left-Through		0							0				0				0										
	Through	308	2	154	133		0	-10	298	2	149	21	319	2	160	0	319	2	160									
	Through-Right		0							0				0				0										
	Right	32	1	13	25		0	22	54	1	30	1	55	1	21	0	55	1	21									
	Left-Through-Right		0							0				0				0										
	Left-Right		0							0				0				0										
WESTBOUND	Left	84	1	84	3		0	12	96	1	96	0	96	1	96	0	96	1	96									
	Left-Through		0							0				0				0										
	Through	288	2	144	9		0	45	333	2	167	389	722	2	361	64	786	2	393									
	Through-Right		0							0				0				0										
	Right	15	1	0	0		0	2	17	1	0	0	17	1	0	86	103	1	56									
	Left-Through-Right		0							0				0				0										
	Left-Right		0							0				0				0										
CRITICAL VOLUMES					North-South: 221 East-West: 238 SUM: 459			North-South: 0 East-West: 0 SUM: 0			North-South: 232 East-West: 260 SUM: 492			North-South: 296 East-West: 454 SUM: 750			North-South: 296 East-West: 486 SUM: 782											
VOLUME/CAPACITY (V/C) RATIO:					0.306			0.000			0.328			0.500			0.521											
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.306			0.000			0.228			0.400			0.421											
LEVEL OF SERVICE (LOS):					A			A			A			A			A											
REMARKS:					Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			w/ EMP (does not include 3% TCO credit)											

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.078
NO

PROJECT IMPACT

0.094
NO

Δv/c after mitigation: 0.115
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Canoga Av			Year of Count: 2016		Ambient Growth: (%) **				Conducted by:		GTC		Date: January 2020																									
27		East-West Street: Oxnard St			Projection Year: 2035		Peak Hour: 1 - 2 Sat				Reviewed by:				Project: Promenade (10k Seats)																									
		No. of Phases			2		2		3		3		3		3																									
		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0		0		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		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0																									
		ATSAC-1 or ATSAC+ATCS-2?			0		0		2		2		2		2																									
		Override Capacity			0		0		0		0		0		0																									
		MOVEMENT			2035 NO BUILD			NON-ESC PROJECT VOLS				FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP																				
					Volume			No. of Lanes			Lane Volume			Project Traffic			Delta Volume			Total Volume			No. of Lanes			Lane Volume			Added Volume			Total Volume			No. of Lanes			Lane Volume		
NORTHBOUND	Left	56	1	56	2	0	9	65	2	36	324	389	2	214	65	454	2	250																						
	Left-Through		0						0				0				0																							
	Through	1026	2	371	28	0	-85	941	3	314	0	941	3	314	0	941	3	314																						
	Through-Right		1						0				0				0																							
	Right	87	0	87	4	0	9	96	1	65	0	96	1	65	0	96	1	65																						
	Left-Through-Right		0						0				0				0																							
SOUTHBOUND	Left	108	1	108	-2	0	6	114	1	114	0	114	1	114	0	114	1	114																						
	Left-Through		0						0				0				0																							
	Through	171	2	86	-4	0	3	174	3	58	0	174	3	58	0	174	3	58																						
	Through-Right		1						0				0				0																							
	Right	105	0	93	-2	0	-3	102	1	91	0	102	1	91	0	102	1	91																						
	Left-Through-Right		0						0				0				0																							
EASTBOUND	Left	24	1	24	4	0	-2	22	1	22	0	22	1	22	0	22	1	22																						
	Left-Through		0						0				0				0																							
	Through	1040	2	520	218	0	103	1143	2	572	3	1146	2	573	0	1146	2	573																						
	Through-Right		0						0				0				0																							
	Right	188	1	160	38	0	12	200	1	182	17	217	1	110	0	217	1	92																						
	Left-Through-Right		0						0				0				0																							
WESTBOUND	Left	53	1	53	5	0	9	62	1	62	0	62	1	62	0	62	1	62																						
	Left-Through		0						0				0				0																							
	Through	198	1	143	18	0	49	247	2	124	65	312	2	156	86	398	2	199																						
	Through-Right		1						0				0				0																							
	Right	87	0	87	6	0	-1	86	1	29	0	86	1	29	0	86	1	29																						
	Left-Through-Right		0						0				0				0																							
		CRITICAL VOLUMES			North-South: 479			North-South: 0			North-South: 428			North-South: 428			North-South: 428																							
		East-West: 573			East-West: 0			East-West: 634			East-West: 635			East-West: 635			East-West: 635																							
		SUM: 1052			SUM: 0			SUM: 1062			SUM: 1063			SUM: 1063			SUM: 1063																							
		VOLUME/CAPACITY (V/C) RATIO:			0.701			0.000			0.745			0.746			0.746																							
		V/C LESS ATSAC/ATCS ADJUSTMENT:			0.701			0.000			0.645			0.646			0.646																							
		LEVEL OF SERVICE (LOS):			C			A			B			B			B																							
		REMARKS:			Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC			Fut + WCSP + Non-ESC + ESC			with Event Management Plan																							

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.056
NO

PROJECT IMPACT

-0.055
NO

Δv/c after mitigation: -0.055
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			De Soto Av			Year of Count:			2016		Ambient Growth: (%) : **			Conducted by:			GTC		Date:		January 2020			
28		East-West Street:			Oxnard St			Projection Year:			2035		Peak Hour:			1 - 2 Sat		Reviewed by:					Project:		Promenade (10k Seats)	
No. of Phases								2					2							2				2		
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		NB-- 0 SB-- 0			0		NB-- 0 SB-- 0			0		NB-- 0 SB-- 0			0			
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			0		EB-- 0 WB-- 0			0		EB-- 0 WB-- 0			0		EB-- 0 WB-- 0			0			
Override Capacity								0					0					0					0			
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP							
					Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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		0	-6	86	1	86	21	107	1	107	87	194	1	194							
	Left-Through		0							0				0				0								
	Through	959	2	337	-8		0	49	1008	3	336	0	1008	3	336	281	1289	3	430							
	Through-Right		1							0				0				0								
	Right	52	0	52	-1		0	9	61	1	29	0	61	1	29	0	61	1	29							
	Left-Through-Right		0							0				0				0								
Left-Right		0								0				0				0								
SOUTHBOUND	Left	34	1	34	-1		0	2	36	1	36	0	36	1	36	0	36	1	36							
	Left-Through		0							0				0				0								
	Through	908	2	320	-9		0	75	983	4	246	0	983	4	246	0	983	4	246							
	Through-Right		1							0				0				0								
	Right	53	0	53	0		0	5	58	1	32	0	58	1	32	0	58	1	32							
	Left-Through-Right		0							0				0				0								
Left-Right		0							0				0				0									
EASTBOUND	Left	59	1	59	5		0	-7	52	1	52	0	52	1	52	0	52	1	52							
	Left-Through		0							0				0				0								
	Through	109	1	109	10		0	-13	96	1	96	0	96	1	96	0	96	1	96							
	Through-Right		0							0				0				0								
	Right	128	1	82	14		0	12	140	1	97	1	141	1	88	0	141	1	44							
	Left-Through-Right		0							0				0				0								
Left-Right		0							0				0				0									
WESTBOUND	Left	43	1	43	3		0	21	64	1	64	0	64	1	64	0	64	1	64							
	Left-Through		0							0				0				0								
	Through	121	1	72	5		0	-8	113	1	68	0	113	1	68	0	113	1	68							
	Through-Right		1							1				1				1								
	Right	22	0	22	1		0	1	23	0	23	0	23	0	23	0	23	0	23							
	Left-Through-Right		0							0				0				0								
Left-Right		0							0				0				0									
CRITICAL VOLUMES					North-South: 412			North-South: 0			North-South: 372			North-South: 372			North-South: 466									
					East-West: 152			East-West: 0			East-West: 161			East-West: 160			East-West: 160									
					SUM: 564			SUM: 0			SUM: 533			SUM: 532			SUM: 626									
VOLUME/CAPACITY (V/C) RATIO:					0.376			0.000			0.355			0.355			0.417									
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.376			0.000			0.255			0.255			0.317									
LEVEL OF SERVICE (LOS):					A			A			A			A			A									
REMARKS:					Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan									

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.121
NO

PROJECT IMPACT

-0.121
NO

Δv/c after mitigation: -0.059
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Canoga Av			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:		GTC		Date: January 2020						
29		East-West Street: Califa St			Projection Year: 2035			Peak Hour: 1 - 2 Sat			Reviewed by:				Project: Promenade (10k Seats)						
No. of Phases						2				2				2				2			
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		NB-- 0 SB-- 0		0		NB-- 0 SB-- 0		0		NB-- 0 SB-- 0		0			
ATSAC-1 or ATSAC+ATCS-2?				EB-- 2 WB-- 0		0		EB-- 2 WB-- 0		0		EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0			
Override Capacity						0				2				2				2			
						0				0				0				0			
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
				Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	86	1	86	1		0	14	100	1	100	0	100	1	100	0	100	1	100		
	Left-Through		0							0				0				0			
	Through	1355	2	456	16		0	-19	1336	2	451	324	1660	2	559	65	1725	2	581		
	Through-Right		1							1				1				1			
	Right	13	0	13	0		0	5	18	0	18	0	18	0	18	0	18	0	18		
	Left-Through-Right		0							0				0				0			
Left-Right		0								0				0				0			
SOUTHBOUND	Left	18	1	18	1		0	6	24	1	24	0	24	1	24	0	24	1	24		
	Left-Through		0							0				0				0			
	Through	1034	2	355	29		0	-15	1019	2	352	17	1036	2	357	0	1036	2	357		
	Through-Right		1							1				1				1			
	Right	32	0	32	1		0	4	36	0	36	0	36	0	36	0	36	0	36		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
EASTBOUND	Left	70	1	70	9		0	-17	53	1	53	0	53	1	53	0	53	1	53		
	Left-Through		0							0				0				0			
	Through	18	1	18	5		0	7	25	1	25	0	25	1	25	0	25	1	25		
	Through-Right		0							0				0				0			
	Right	60	1	60	8		0	-11	49	1	0	0	49	1	0	0	49	1	0		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
WESTBOUND	Left	13	1	13	0		0	0	13	1	13	0	13	1	13	0	13	1	13		
	Left-Through		0							0				0				0			
	Through	21	1	21	0		0	8	29	1	29	0	29	1	29	0	29	1	29		
	Through-Right		1							0				0				0			
	Right	23	0	14	0		0	-1	22	1	10	0	22	1	10	0	22	1	10		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
CRITICAL VOLUMES				North-South: 474		0		North-South: 475		583		North-South: 605									
				East-West: 91		0		East-West: 82		82		East-West: 82									
				SUM: 565		0		SUM: 557		665		SUM: 687									
VOLUME/CAPACITY (V/C) RATIO:				0.377		0.000		0.371		0.443		0.458									
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.377		0.000		0.271		0.343		0.358									
LEVEL OF SERVICE (LOS):				A		A		A		A		A									
REMARKS:				Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.106
NO

PROJECT IMPACT

-0.034
NO

Δv/c after mitigation: -0.019
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: De Soto Av			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:		GTC		Date: January 2020		
30		East-West Street: Califa St			Projection Year: 2035			Peak Hour: 1 - 2 Sat			Reviewed by:				Project: Promenade (10k Seats)		
<div>No. of Phases</div> <div>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?</div> <div>Right Turns: FREE-1, NRTOR-2 or OLA-3?</div> <div>ATSAC-1 or ATSAC+ATCS-2?</div> <div>Override Capacity</div>																	
		3			3			2			2		2				
		2			2			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			2			2		2				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0			0		0				
		0			0			0									

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.137
NO

PROJECT IMPACT

-0.137
NO

Δv/c after mitigation: -0.069
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Shoup Av			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:		GTC		Date: January 2020				
31		East-West Street: Burbank Bl			Projection Year: 2035			Peak Hour: 1 - 2 Sat			Reviewed by:				Project: Promenade (10k Seats)				
		No. of Phases			2			2			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-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0				
		ATSAC-1 or ATSAC+ATCS-2?			0			0			2		2		2				
		Override Capacity			0			0			0		0		0				
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	54	1	54	1		0	11	65	1	65	0	65	1	65	0	65	1	65
	Left-Through		0							0				0				0	
	Through	655	1	352	2		0	40	695	1	378	0	695	1	378	0	695	1	378
	Through-Right		1							1				1				1	
	Right	49	0	49	0		0	11	60	0	60	0	60	0	60	0	60	0	60
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	59	1	59	4		0	-1	58	1	58	0	58	1	58	0	58	1	58
	Left-Through		0							0				0				0	
	Through	583	1	314	44		0	69	652	1	348	0	652	1	348	0	652	1	348
	Through-Right		1							1				1				1	
	Right	44	0	44	3		0	-1	43	0	43	0	43	0	43	0	43	0	43
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	86	1	86	1		0	9	95	1	95	0	95	1	95	129	224	1	224
	Left-Through		0							0				0				0	
	Through	166	1	166	0		0	15	181	1	181	21	202	1	202	0	202	1	202
	Through-Right		0							0				0				0	
	Right	40	1	13	0		0	10	50	1	18	0	50	1	18	0	50	1	18
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	32	1	32	3		0	1	33	1	33	0	33	1	33	0	33	1	33
	Left-Through		0							0				0				0	
	Through	95	0	146	8		0	-5	90	0	140	1	91	0	141	0	91	0	141
	Through-Right		1							1				1				1	
	Right	51	0	0	5		0	-1	50	0	0	0	50	0	0	0	50	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 411 East-West: 232 SUM: 643			North-South: 0 East-West: 0 SUM: 0			North-South: 436 East-West: 235 SUM: 671				North-South: 436 East-West: 236 SUM: 672				North-South: 436 East-West: 365 SUM: 801			
VOLUME/CAPACITY (V/C) RATIO:					0.429			0.488				0.489				0.583			
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.429			0.388				0.389				0.483			
LEVEL OF SERVICE (LOS):					A			A				A				A			
REMARKS:		Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				with Event Management Plan			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.041
NO

PROJECT IMPACT

-0.040
NO

Δv/c after mitigation: 0.054
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			US 101 WB Onramp			Year of Count: 2016			Ambient Growth: (%) : **			Conducted by:			GTC			Date: January 2020		
32		East-West Street:			Burbank Bl			Projection Year: 2035			Peak Hour: 1 - 2 Sat			Reviewed by:						Project: Promenade (10k Seats)		
No. of Phases								3						3						3		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?								1						0						0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			EB-- 0 WB-- 0			NB-- 0 SB-- 0			EB-- 2 WB-- 0			NB-- 0 SB-- 0			EB-- 2 WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?								0						2						2		
Override Capacity								0						0						0		
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
					Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through		0						0					0			0					
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through-Right		0						0					0			0					
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-Right		0						0					0			0					
Left-Right		0						0					0			0						
SOUTHBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through		0						0					0			0					
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through-Right		0						0					0			0					
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-Right		1						1					1			1					
Left-Right		0						0					0			0						
EASTBOUND	Left	0	1	0	0		0	0	1	0	0	0	0	1	0	0	0	1	0			
	Left-Through		0						0				0				0					
	Through	322	1	173	10		0	20	342	1	186	21	363	1	197	0	363	1	197			
	Through-Right		1						1				1				1					
	Right	23	0	23	1		0	7	30	0	30	0	30	0	30	0	30	0	30			
	Left-Through-Right		0						0				0				0					
Left-Right		0						0				0				0						
WESTBOUND	Left	687	2	378	14		0	2	689	2	379	11	700	2	385	0	700	2	385			
	Left-Through		0						0				0				0					
	Through	271	0	271	6		0	47	318	1	159	1	319	1	160	0	319	1	160			
	Through-Right		1						1				1				1					
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-Right		0						0				0				0					
Left-Right		0						0				0				0						
CRITICAL VOLUMES					North-South: 0			East-West: 551			SUM: 551			North-South: 0			East-West: 582			SUM: 582		
VOLUME/CAPACITY (V/C) RATIO:					0.387			0.000			0.396			0.408			0.408					
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.387			0.000			0.296			0.308			0.308					
LEVEL OF SERVICE (LOS):					A			A			A			A			A					
REMARKS:					Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan					

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon Bl			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:		GTC		Date: January 2020				
33		East-West Street: Burbank Bl			Projection Year: 2035			Peak Hour: 1 - 2 Sat			Reviewed by:				Project: Promenade (10k Seats)				
<div>No. of Phases</div> <div>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?</div> <div>Right Turns: FREE-1, NRTOR-2 or OLA-3?</div> <div>ATSAC-1 or ATSAC+ATCS-2?</div> <div>Override Capacity</div>																			
		3			3			3			3		3						
		0			0			0			0		0						
		0			0			0			0		0						
		NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0		NB-- 0 SB-- 0						
		EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0		EB-- 0 WB-- 0						
		0			0			2			2		2						
		0			0			0			0		0						
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	268	1	268	6		0	89	357	2	196	0	357	2	196	0	357	2	196
	Left-Through		0							0				0				0	
	Through	1938	3	646	29		0	-102	1836	3	513	949	2785	3	750	-690	2095	3	578
	Through-Right		0							1				1				1	
	Right	189	1	106	3		0	27	216	0	216	0	216	0	216	0	216	0	216
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	55	1	55	1		0	-11	44	1	44	0	44	1	44	0	44	1	44
	Left-Through		0							0				0				0	
	Through	1135	3	378	26		0	-8	1127	3	376	39	1166	3	389	0	1166	3	389
	Through-Right		0							0				0				0	
	Right	400	1	355	9		0	-10	390	1	347	13	403	1	350	0	403	1	350
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	91	1	91	2		0	-5	86	1	86	21	107	1	107	0	107	1	107
	Left-Through		0							0				0				0	
	Through	131	1	131	4		0	-6	125	1	125	0	125	1	125	0	125	1	125
	Through-Right		1							1				1				1	
	Right	156	0	22	6		0	26	182	0	84	0	182	0	84	0	182	0	84
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	166	1	166	1		0	25	191	2	105	0	191	2	105	0	191	2	105
	Left-Through		0							0				0				0	
	Through	291	1	174	2		0	-10	281	2	108	0	281	2	108	0	281	2	108
	Through-Right		1							1				1				1	
	Right	57	0	57	1		0	-15	42	0	42	0	42	0	42	0	42	0	42
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 701 East-West: 297 SUM: 998			North-South: 0 East-West: 0 SUM: 0			North-South: 572 East-West: 230 SUM: 802			North-South: 794 East-West: 230 SUM: 1024			North-South: 622 East-West: 230 SUM: 852					
VOLUME/CAPACITY (V/C) RATIO:		0.700			0.000			0.563			0.719			0.598					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.700			0.000			0.463			0.619			0.498					
LEVEL OF SERVICE (LOS):		C			A			A			B			A					
REMARKS:		Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			w/ EMP (does not include 3% TCO credit)					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.237
NO

PROJECT IMPACT

-0.081
NO

Δv/c after mitigation: -0.202
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Owensmouth Av			Year of Count: 2016			Ambient Growth: (%) : **			Conducted by:		GTC		Date:		January 2020		
34		East-West Street:			Burbank Bl			Projection Year: 2035			Peak Hour: 1 - 2 Sat			Reviewed by:				Project:		Promenade (10k Seats)		
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-- 2			0			0			0			0			0		
					EB-- 0 WB-- 0			0			0			0			0			0		
ATSAC-1 or ATSAC+ATCS-2?								0						2						2		
Override Capacity								0						0						0		
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
					Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	25	1	25	0		0	5	30	1	30	0	30	1	30	0	30	1	30			
	Left-Through		0							0				0				0				
	Through	14	0	50	0		0	-1	13	0	45	0	13	0	45	0	13	0	45			
	Through-Right		1							1				1				1				
	Right	36	0	0	0		0	-4	32	0	0	0	32	0	0	0	32	0	0			
	Left-Through-Right		0							0				0				0				
	Left-Right		0							0				0				0				
SOUTHBOUND	Left	106	1	106	2		0	-31	75	1	75	0	75	1	75	0	75	1	75			
	Left-Through		0							0				0				0				
	Through	23	1	23	1		0	0	23	1	23	0	23	1	23	0	23	1	23			
	Through-Right		0							0				0				0				
	Right	176	1	176	5		0	-1	175	1	126	0	175	1	126	0	175	1	126			
	Left-Through-Right		0							0				0				0				
	Left-Right		0							0				0				0				
EASTBOUND	Left	102	1	102	-10		0	-4	98	1	98	0	98	1	98	0	98	1	98			
	Left-Through		0							0				0				0				
	Through	217	2	109	-19		0	-17	200	2	100	0	200	2	100	0	200	2	100			
	Through-Right		0							0				0				0				
	Right	35	1	23	-4		0	4	39	1	24	0	39	1	24	0	39	1	24			
	Left-Through-Right		0							0				0				0				
	Left-Right		0							0				0				0				
WESTBOUND	Left	19	1	19	0		0	-3	16	1	16	0	16	1	16	0	16	1	16			
	Left-Through		0							0				0				0				
	Through	209	1	144	3		0	-16	193	1	128	0	193	1	128	0	193	1	128			
	Through-Right		1							1				1				1				
	Right	78	0	78	1		0	-15	63	0	63	0	63	0	63	0	63	0	63			
	Left-Through-Right		0							0				0				0				
	Left-Right		0							0				0				0				
CRITICAL VOLUMES		North-South: 201			North-South: 0			North-South: 156			North-South: 156			North-South: 156								
		East-West: 246			East-West: 0			East-West: 226			East-West: 226			East-West: 226								
		SUM: 447			SUM: 0			SUM: 382			SUM: 382			SUM: 382								
VOLUME/CAPACITY (V/C) RATIO:					0.298						0.255						0.255					
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.298						0.155						0.155					
LEVEL OF SERVICE (LOS):					A						A						A					
REMARKS:		Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan								

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Canoga Av			Year of Count: 2016		Ambient Growth: (%) : **				Conducted by:		GTC		Date: January 2020				
35		East-West Street: Burbank Bl			Projection Year: 2035		Peak Hour: 1 - 2 Sat				Reviewed by:				Project: Promenade (10k Seats)				
		No. of Phases			3				3				3		3				
		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		EB-- 0 WB-- 0		NB-- 0 SB-- 0		EB-- 0 WB-- 3		NB-- 0 SB-- 0		EB-- 0 WB-- 3				
		ATSAC-1 or ATSAC+ATCS-2?			0				0				2		2				
		Override Capacity			0				0				0		0				
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	36	1	36	0		0	14	50	2	28	0	50	2	28	0	50	2	28
	Left-Through		0							0				0				0	
	Through	1063	2	392	5		0	108	1171	3	390	324	1495	3	498	65	1560	3	520
	Through-Right		1							0				0				0	
	Right	113	0	113	0		0	3	116	2	0	0	116	2	0	0	116	2	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	67	1	67	3		0	1	68	1	68	0	68	1	68	0	68	1	68
	Left-Through		0							0				0				0	
	Through	64	2	30	3		0	4	68	2	33	17	85	2	38	0	85	2	38
	Through-Right		1							1				1				1	
	Right	25	0	25	1		0	5	30	0	30	0	30	0	30	0	30	0	30
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	96	1	96	2		0	3	99	1	99	0	99	1	99	0	99	1	99
	Left-Through		0							0				0				0	
	Through	901	2	312	25		0	-47	854	2	298	0	854	2	298	0	854	2	298
	Through-Right		1							1				1				1	
	Right	36	0	36	1		0	5	41	0	41	0	41	0	41	0	41	0	41
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	151	1	151	1		0	-19	132	1	132	0	132	1	132	0	132	1	132
	Left-Through		0							0				0				0	
	Through	140	2	70	1		0	-5	135	2	68	0	135	2	68	0	135	2	68
	Through-Right		0							0				0				0	
	Right	74	1	41	1		0	7	81	1	13	0	81	1	13	0	81	1	13
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 459 East-West: 463 SUM: 922			North-South: 0 East-West: 0 SUM: 0			North-South: 458 East-West: 430 SUM: 888				North-South: 566 East-West: 430 SUM: 996				North-South: 588 East-West: 430 SUM: 1018			
VOLUME/CAPACITY (V/C) RATIO:					0.647							0.623							
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.647							0.523							
LEVEL OF SERVICE (LOS):					B							A							
REMARKS:		Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				with Event Management Plan			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.124
NO

PROJECT IMPACT

-0.048
NO

Δv/c after mitigation: -0.033
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			De Soto Av			Year of Count:			2016		Ambient Growth: (%) **			Conducted by:		GTC		Date:		January 2020						
36		East-West Street:			Burbank Bl			Projection Year:			2035		Peak Hour:			1 - 2 Sat		Reviewed by:		Project:		Promenade (10k Seats)						
No. of Phases											3												2					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?											2												0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?					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		
ATSAC-1 or ATSAC+ATCS-2?											0												2					
Override Capacity											0												0					
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP									
					Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	39	1	39	0		0	20	59	1	59	0	59	1	59	0	59	1	59	0	59	1	59					
	Left-Through		0							0				0				0				0						
	Through	1103	3	368	-3		0	54	1157	3	386	21	1178	3	393	368	1546	3	515									
	Through-Right		0							0				0				0				0						
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Left-Through-Right		0								0				0				0				0					
SOUTHBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Left-Through		0							0				0				0				0						
	Through	976	2	353	29		0	-2	974	2	353	1	975	2	354	0	975	2	354									
	Through-Right		1							1				1				1				1						
	Right	84	0	84	3		0	2	86	0	86	0	86	0	86	0	86	0	86	0	86	0	86					
	Left-Through-Right		0								0				0				0				0					
EASTBOUND	Left	99	2	54	-1		0	-4	95	2	52	0	95	2	52	0	95	2	52	0	95	2	52					
	Left-Through		0							0				0				0				0						
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Through-Right		0							0				0				0				0						
	Right	77	2	23	-1		0	9	86	2	18	0	86	2	18	0	86	2	18	0	86	2	18					
	Left-Through-Right		0								0				0				0				0					
WESTBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Left-Through		0							0				0				0				0						
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Through-Right		0							0				0				0				0						
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Left-Through-Right		0								0				0				0				0					
CRITICAL VOLUMES					North-South: 392			North-South: 0			North-South: 412			North-South: 413			North-South: 515											
					East-West: 54			East-West: 0			East-West: 52			East-West: 52			East-West: 52											
					SUM: 446			SUM: 0			SUM: 464			SUM: 465			SUM: 567											
VOLUME/CAPACITY (V/C) RATIO:					0.313			0.000			0.309			0.310			0.378											
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.313			0.000			0.209			0.210			0.278											
LEVEL OF SERVICE (LOS):					A			A			A			A			A											
REMARKS:					Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan											

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.104
NO

PROJECT IMPACT

-0.103
NO

Δv/c after mitigation: -0.035
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Shoup Av			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:		GTC		Date: January 2020		
37		East-West Street: Ventura BI			Projection Year: 2035			Peak Hour: 1 - 2 Sat			Reviewed by:				Project: Promenade (10k Seats)		
		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															

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.211
NO

PROJECT IMPACT

-0.209
NO

Δv/c after mitigation: -0.209
Fully mitigated? N/A

05 FP SAT 1-2 PM.xlsm

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon Bl			Year of Count: 2016			Ambient Growth: (%) : **			Conducted by:		GTC		Date: January 2020						
39		East-West Street: US-101 WB Off-ramp			Projection Year: 2035			Peak Hour: 1 - 2 Sat			Reviewed by:				Project: Promenade (10k Seats)						
No. of Phases						3				0				0							
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-- 1		0 1		NB-- 0 SB-- 1		0 0		NB-- 0 SB-- 0		0 0		NB-- 0 SB-- 0					
ATSAC-1 or ATSAC+ATCS-2?				EB-- 1 WB-- 0		0 0		EB-- 1 WB-- 0		0 1		EB-- 1 WB-- 1		0 1		EB-- 1 WB-- 1					
Override Capacity						0				2				2		2					
						0				1500				1500		1500					
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
				Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through		0						0				0				0				
	Through	1775	3	592	2		0	189	1964	3	655	518	2482	3	827	-259	2223	3	741		
	Through-Right		0						0				0				0				
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-Right		0						0				0				0				
Left-Right		0						0				0				0					
SOUTHBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through		0						0				0				0				
	Through	1564	3	521	21		0	-104	1460	3	487	39	1499	3	500	0	1499	3	500		
	Through-Right		0						0				0				0				
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-Right		0						0				0				0				
Left-Right		0						0				0				0					
EASTBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through		0						0				0				0				
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Through-Right		0						0				0				0				
	Right	509	0	0	0		0	-2	507	0	0	0	507	0	0	0	507	0	0		
	Left-Through-Right		0						0				0				0				
Left-Right		0						0				0				0					
WESTBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through		0						0				0				0				
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0			
	Through-Right		0						0				0				0				
	Right	643	2	354	39		0	41	684	0	0	431	1115	0	0	-431	684	0	0		
	Left-Through-Right		0						0				0				0				
Left-Right		0						0				0				0					
CRITICAL VOLUMES				North-South: 592		0		North-South: 655		827		North-South: 741		0		East-West: 0		0			
				East-West: 354		0		East-West: 0		0		East-West: 0		0		East-West: 0		0			
				SUM: 946		0		SUM: 655		827		SUM: 741		0		SUM: 741		0			
VOLUME/CAPACITY (V/C) RATIO:				0.664		0.000		0.437		0.551		0.494									
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.664		0.000		0.337		0.451		0.394									
LEVEL OF SERVICE (LOS):				B		A		A		A		A									
REMARKS:				Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC			Fut + WCSP + Non-ESC + ESC			with Event Management Plan					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.327
NO

PROJECT IMPACT

-0.213
NO

Δv/c after mitigation: -0.270
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Topanga Canyon Bl			Year of Count:			2016		Ambient Growth: (%) **			Conducted by:		GTC		Date:		January 2020	
40		East-West Street:			Clarendon St			Projection Year:			2035		Peak Hour:			1 - 2 Sat		Reviewed by:		Project:		Promenade (10k Seats)	
No. of Phases					3			3			4			4			4			4			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					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			
ATSAC-1 or ATSAC+ATCS-2?					EB-- 2 WB-- 2			EB-- 2 WB-- 2			EB-- 0 WB-- 3			EB-- 0 WB-- 3			EB-- 0 WB-- 3			EB-- 0 WB-- 3			
Override Capacity					0			0			2			2			2			2			
					0			0			0			0			0			0			
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP				
					Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	56	1	56	0		0	7	63	1	63	0	63	1	63	0	63	1	63				
	Left-Through		0							0				0				0					
	Through	1920	2	664	28		0	183	2103	2	727	518	2621	2	900	-259	2362	2	814				
	Through-Right		1							1				1				1					
	Right	71	0	71	0		0	8	79	0	79	0	79	0	79	0	79	0	79				
	Left-Through-Right		0							0				0				0					
Left-Right		0							0				0				0						
SOUTHBOUND	Left	294	1	294	5		0	26	320	1	320	0	320	1	320	0	320	1	320				
	Left-Through		0							0				0				0					
	Through	1193	2	450	25		0	106	1299	2	491	16	1315	2	496	0	1315	2	496				
	Through-Right		1							1				1				1					
	Right	158	0	158	3		0	16	174	0	174	0	174	0	174	0	174	0	174				
	Left-Through-Right		0							0				0				0					
Left-Right		0							0				0				0						
EASTBOUND	Left	239	1	171	0		0	27	266	2	146	0	266	2	146	0	266	2	146				
	Left-Through		0							0				0				0					
	Through	48	0	171	0		0	5	53	0	114	0	53	0	114	0	53	0	114				
	Through-Right		0							1				1				1					
	Right	55	0	0	0		0	6	61	0	0	0	61	0	0	0	61	0	0				
	Left-Through-Right		1							0				0				0					
Left-Right		0							0				0				0						
WESTBOUND	Left	30	0	30	0		0	3	33	0	33	0	33	0	33	0	33	0	33				
	Left-Through		1							1				1				1					
	Through	17	0	47	0		0	3	20	0	53	0	20	0	53	0	20	0	53				
	Through-Right		0							0				0				0					
	Right	166	1	166	0		0	19	185	2	0	0	185	2	0	0	185	2	0				
	Left-Through-Right		0							0				0				0					
Left-Right		0							0				0				0						
CRITICAL VOLUMES					North-South: 958			North-South: 0			North-South: 1047			North-South: 1220			North-South: 1134						
					East-West: 337			East-West: 0			East-West: 199			East-West: 199			East-West: 199						
					SUM: 1295			SUM: 0			SUM: 1246			SUM: 1419			SUM: 1333						
VOLUME/CAPACITY (V/C) RATIO:					0.909			0.000			0.906			1.032			0.969						
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.909			0.000			0.806			0.932			0.869						
LEVEL OF SERVICE (LOS):					E			A			D			E			D						
REMARKS:					Refer to Traffix Analysis			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan						

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.103
NO

PROJECT IMPACT

0.023
YES

Δv/c after mitigation: -0.040
Fully mitigated? YES

$\Delta v/c$ after mitigation:	-0.155
Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Canoga Av			Year of Count: 2016		Ambient Growth: (%) **				Conducted by:		GTC		Date: January 2020						
42		East-West Street: US 101 WB Off Ramp			Projection Year: 2035		Peak Hour: 1 - 2 Sat				Reviewed by:				Project: Promenade (10k Seats)						
No. of Phases				3		3		2		2		2		2							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2		2		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		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							
Override Capacity				0		0		2		2		2		2							
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
				Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through		0						0				0				0				
	Through	621	3	207	4	0	-22	599	3	200	21	620	3	207	0	620	3	207			
	Through-Right		0						0				0				0				
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-Right		0							0				0			0				
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through		0						0				0				0				
	Through	1115	4	279	33	0	40	1155	4	289	17	1172	4	293	0	1172	4	293			
	Through-Right		0						0				0				0				
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-Right		0						0				0				0				
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through		0						0				0				0				
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through-Right		0						0				0				0				
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-Right		0						0				0				0				
WESTBOUND	Left	234	1	234	0	0	-12	222	1	222	0	222	1	222	0	222	1	222			
	Left-Through		0						0				0				0				
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through-Right		0						0				0				0				
	Right	552	2	304	-2	0	-11	541	2	298	302	843	2	464	65	908	2	499			
	Left-Through-Right		0						0				0				0				
CRITICAL VOLUMES		North-South: 279		North-South: 0		North-South: 289		North-South: 293		North-South: 293		North-South: 293		North-South: 293							
		East-West: 304		East-West: 0		East-West: 298		East-West: 464		East-West: 464		East-West: 464		East-West: 499							
		SUM: 583		SUM: 0		SUM: 587		SUM: 757		SUM: 757		SUM: 757		SUM: 792							
VOLUME/CAPACITY (V/C) RATIO:		0.409		0.000		0.391		0.505		0.528		0.528		0.528							
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.409		0.000		0.291		0.405		0.428		0.428		0.428							
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A							
REMARKS:		Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				with Event Management Plan					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.118
NO

PROJECT IMPACT

-0.004
NO

Δv/c after mitigation: 0.019
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Canoga Av			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:		GTC		Date: January 2020						
43		East-West Street: US 101 EB On Ramp			Projection Year: 2035			Peak Hour: 1 - 2 Sat			Reviewed by:				Project: Promenade (10k Seats)						
No. of Phases						3				2				2				2			
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		NB-- 0 SB-- 0		0		NB-- 0 SB-- 0		0		NB-- 0 SB-- 0		0			
ATSAC-1 or ATSAC+ATCS-2?				EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0			
Override Capacity						0				2				2				2			
						0				0				0				0			
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
				Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through		0						0				0				0				
	Through	623	3	208	2		0	-19	604	3	201	21	625	3	208	0	625	3	208		
	Through-Right		0						0				0				0				
	Right	311	1	311	1		0	-21	290	1	290	0	290	1	290	0	290	1	290		
	Left-Through-Right		0						0				0				0				
Left-Right		0						0				0				0					
SOUTHBOUND	Left	663	2	365	17		0	0	663	2	365	16	679	2	373	0	679	2	373		
	Left-Through		0						0				0				0				
	Through	717	2	359	19		0	27	744	2	372	1	745	2	373	0	745	2	373		
	Through-Right		0						0				0				0				
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-Right		0						0				0				0				
Left-Right		0						0				0				0					
EASTBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through		0						0				0				0				
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through-Right		0						0				0				0				
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-Right		0						0				0				0				
Left-Right		0						0				0				0					
WESTBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through		0						0				0				0				
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through-Right		0						0				0				0				
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-Right		0						0				0				0				
Left-Right		0						0				0				0					
CRITICAL VOLUMES				North-South: 676		North-South: 0		North-South: 655		North-South: 663		North-South: 663		North-South: 663		North-South: 663		North-South: 663			
				East-West: 0		East-West: 0		East-West: 0		East-West: 0		East-West: 0		East-West: 0		East-West: 0		East-West: 0			
				SUM: 676		SUM: 0		SUM: 655		SUM: 663		SUM: 663		SUM: 663		SUM: 663		SUM: 663			
VOLUME/CAPACITY (V/C) RATIO:				0.474		0.000		0.437		0.442		0.442		0.442		0.442		0.442			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.474		0.000		0.337		0.342		0.342		0.342		0.342		0.342			
LEVEL OF SERVICE (LOS):				A		A		A		A		A		A		A		A			
REMARKS:				Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.137
NO

PROJECT IMPACT

-0.132
NO

Δv/c after mitigation: -0.132
Fully mitigated? N/A

05 FP SAT 1-2 PM.xlsm

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			De Soto Av			Year of Count:			2016		Ambient Growth: (%) :			Conducted by:		GTC		Date:		January 2020		
45		East-West Street:			US 101 WB Ramps			Projection Year:			2035		Peak Hour:			1 - 2 Sat		Reviewed by:		Project:		Promenade (10k Seats)		
No. of Phases							3						3						3					
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			EB-- 0 WB-- 2			NB-- 0 SB-- 0			EB-- 0 WB-- 2			NB-- 0 SB-- 0			EB-- 0 WB-- 2			NB-- 0 SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?							0						2						2					
Override Capacity							0						0						0					
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP						
				Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	139	1	139	-1		0	1	140	1	140	0	140	1	140	0	140	1	140					
	Left-Through		0							0				0				0						
	Through	894	2	447	0		0	-30	864	3	288	21	885	3	295	0	885	3	295					
	Through-Right		0							0				0				0						
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0					
	Left-Through-Right		0							0				0				0						
Left-Right		0								0			0				0							
SOUTHBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0					
	Left-Through		0							0				0				0						
	Through	914	4	229	25		0	119	1033	4	258	1	1034	4	259	0	1034	4	259					
	Through-Right		0							0				0				0						
	Right	248	1	248	6		0	4	252	2	139	0	252	2	139	0	252	2	139					
	Left-Through-Right		0							0				0				0						
Left-Right		0							0				0				0							
EASTBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0					
	Left-Through		0							0				0				0						
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0					
	Through-Right		0							0				0				0						
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0					
	Left-Through-Right		0							0				0				0						
Left-Right		0							0				0				0							
WESTBOUND	Left	203	1	186	-2		0	17	220	1	198	0	220	1	198	0	220	1	220					
	Left-Through		0							0				0				0						
	Through	0	0	186	0		0	0	0	0	198	0	0	0	198	0	0	0	371					
	Through-Right		0							0				0				0						
	Right	356	1	0	-2		0	19	375	1	0	0	375	1	0	367	742	1	0					
	Left-Through-Right		1							1				1				1						
Left-Right		0							0				0				0							
CRITICAL VOLUMES				North-South: 447			North-South: 0			North-South: 398				North-South: 399				North-South: 399						
				East-West: 186			East-West: 0			East-West: 198				East-West: 198				East-West: 371						
				SUM: 633			SUM: 0			SUM: 596				SUM: 597				SUM: 770						
VOLUME/CAPACITY (V/C) RATIO:				0.444			0.000			0.418				0.419				0.540						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.444			0.000			0.318				0.319				0.440						
LEVEL OF SERVICE (LOS):				A			A			A				A				A						
REMARKS:				Refer to T raffix Analysis			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				with Event Management Plan						

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: De Soto Av			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:		GTC		Date: January 2020							
46		East-West Street: US 101 EB Ramps			Projection Year: 2035			Peak Hour: 1 - 2 Sat			Reviewed by:				Project: Promenade (10k Seats)							
No. of Phases				3		3		3		3		3		3								
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2		2		0		0		0		0								
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0		0		0		0		0		0								
ATSAC-1 or ATSAC+ATCS-2?				0		0		0		0		0		0								
Override Capacity				0		0		2		2		2		2								
				0		0		0		0		0		0								
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS				FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
				Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through		0						0					0			0					
	Through	499	3	166	-17		0	-15	484	4	121	21	505	4	126	0	505	4	126			
	Through-Right		0							0				0			0					
	Right	219	1	219	-8		0	3	222	1	222	0	222	1	222	0	222	1	222			
	Left-Through-Right		0							0				0			0					
Left-Right		0							0				0			0						
SOUTHBOUND	Left	443	2	244	5		0	-35	408	2	224	0	408	2	224	0	408	2	224			
	Left-Through		0							0				0				0				
	Through	690	2	345	7		0	-21	669	2	335	1	670	2	335	0	670	2	335			
	Through-Right		0							0				0			0					
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-Right		0							0				0			0					
Left-Right		0							0				0			0						
EASTBOUND	Left	504	1	258	0		0	-22	482	1	247	0	482	1	247	0	482	1	247			
	Left-Through		1							1				1				1				
	Through	12	0	258	0		0	0	12	0	247	0	12	0	247	0	12	0	247			
	Through-Right		0							0				0				0				
	Right	508	1	508	2		0	-3	505	1	505	0	505	1	505	0	505	1	505			
	Left-Through-Right		0							0				0			0					
Left-Right		0							0				0			0						
WESTBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through		0							0				0				0				
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through-Right		0							0				0				0				
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-Right		0							0				0			0					
Left-Right		0							0				0			0						
CRITICAL VOLUMES				North-South: 463		North-South: 0		North-South: 446		North-South: 446		North-South: 446		North-South: 446								
				East-West: 508		East-West: 0		East-West: 505		East-West: 505		East-West: 505		East-West: 505								
				SUM: 971		SUM: 0		SUM: 951		SUM: 951		SUM: 951		SUM: 951								
VOLUME/CAPACITY (V/C) RATIO:				0.681		0.000		0.667		0.667		0.667		0.667								
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.681		0.000		0.567		0.567		0.567		0.567								
LEVEL OF SERVICE (LOS):				B		A		A		A		A		A								
REMARKS:				Refer to Traffix Analysis			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan						

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.114
NO

PROJECT IMPACT

-0.114
NO

Δv/c after mitigation: -0.114
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			De Soto Av			Year of Count:			2016		Ambient Growth: (%) **			Conducted by:			GTC		Date:		January 2020			
47		East-West Street:			Ventura BI			Projection Year:			2035		Peak Hour:			1 - 2 Sat		Reviewed by:					Project:		Promenade (10k Seats)	
No. of Phases											3					4							4			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?											1					0							0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 2			NB-- 0 SB-- 2			1		NB-- 0 SB-- 3			NB-- 0 SB-- 3		NB-- 0 SB-- 3			NB-- 0 SB-- 3		3			
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 2			EB-- 0 WB-- 2			2		EB-- 0 WB-- 3			EB-- 0 WB-- 3		EB-- 0 WB-- 3			EB-- 0 WB-- 3		3			
Override Capacity											0					2							2			
											0					0							0			
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP							
					Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	41	1	41	0		0	3	44	1	44	0	44	1	44	0	44	1	44							
	Left-Through		0							0				0				0								
	Through	187	1	141	1		0	9	196	2	98	21	217	2	109	0	217	2	109							
	Through-Right		1							0				0				0								
	Right	94	0	94	1		0	17	111	1	83	0	111	1	83	0	111	1	83							
	Left-Through-Right		0							0				0				0								
	Left-Right		0							0				0				0								
SOUTHBOUND	Left	723	2	398	-16		0	149	872	2	480	0	872	2	480	0	872	2	480							
	Left-Through		0							0				0				0								
	Through	184	1	184	-3		0	-8	176	1	176	1	177	1	177	0	177	1	177							
	Through-Right		0							0				0				0								
	Right	338	1	338	-7		0	24	362	1	86	0	362	1	86	0	362	1	86							
	Left-Through-Right		0							0				0				0								
	Left-Right		0							0				0				0								
EASTBOUND	Left	264	1	264	6		0	12	276	1	276	0	276	1	276	0	276	1	276							
	Left-Through		0							0				0				0								
	Through	985	2	346	23		0	51	1036	2	363	0	1036	2	363	0	1036	2	363							
	Through-Right		1							1				1				1								
	Right	53	0	53	1		0	1	54	0	54	0	54	0	54	0	54	0	54							
	Left-Through-Right		0							0				0				0								
	Left-Right		0							0				0				0								
WESTBOUND	Left	48	1	48	1		0	9	57	1	57	0	57	1	57	0	57	1	57							
	Left-Through		0							0				0				0								
	Through	882	3	294	10		0	19	901	3	300	0	901	3	300	0	901	3	300							
	Through-Right		0							0				0				0								
	Right	266	1	266	4		0	88	354	1	0	0	354	1	0	0	354	1	0							
	Left-Through-Right		0							0				0				0								
	Left-Right		0							0				0				0								
CRITICAL VOLUMES					North-South: 539			North-South: 0			North-South: 578			North-South: 589			North-South: 589									
					East-West: 558			East-West: 0			East-West: 576			East-West: 576			East-West: 576									
					SUM: 1097			SUM: 0			SUM: 1154			SUM: 1165			SUM: 1165									
VOLUME/CAPACITY (V/C) RATIO:								0.770						0.839						0.847						
V/C LESS ATSAC/ATCS ADJUSTMENT:								0.770						0.739						0.747						
LEVEL OF SERVICE (LOS):								C						C						C						
REMARKS:					Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC			Fut + WCSP + Non-ESC + ESC			with Event Management Plan									

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.031
NO

PROJECT IMPACT

-0.023
NO

Δv/c after mitigation: -0.023
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon Bl			Year of Count: 2016		Ambient Growth: (%) **				Conducted by:		GTC		Date: January 2020	
48		East-West Street: Martinez St			Projection Year: 2035		Peak Hour: 1 - 2 Sat				Reviewed by:				Project: Promenade (10k Seats)	
		No. of Phases			2				2				2			2
		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	NB-- 0 SB-- 0		0	0	NB-- 0 SB-- 0		0	0	NB-- 0 SB-- 0		0
		ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0	0	EB-- 0 WB-- 0		0	0	EB-- 0 WB-- 0		0	0	EB-- 0 WB-- 0		0
		Override Capacity			0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0
					0				0				0			0

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon Bl			Year of Count: 2016			Ambient Growth: (%): **				Conducted by:		GTC		Date: January 2020		
49		East-West Street: Mulholland Dr			Projection Year: 2035			Peak Hour: 1 - 2 Sat				Reviewed by:				Project: Promenade (10k Seats)		
<div>No. of Phases</div> <div>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?</div> <div>Right Turns: FREE-1, NRTOR-2 or OLA-3?</div> <div>ATSAC-1 or ATSAC+ATCS-2?</div> <div>Override Capacity</div>																		
		3			3			4				4		4				
		2			2			2				2		2				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			2				2		2				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				
		0			0			0				0		0				

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.189
NO

PROJECT IMPACT

-0.188
NO

Δv/c after mitigation: -0.188
Fully mitigated? N/A

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19 Erwin/De Soto

Cycle (sec):	100	Critical Vol./Cap.(X):	0.356
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L - T - R					L - T - R					L - T - R					L - T - R				
Control:	Permitted					Permitted					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Lanes:	1	0	2	1	0	0	1	2	0	1	1	0	1	0	1	1	0	1	1	0

Volume Module:

Base Vol:	106	949	15	11	878	80	80	12	119	11	11	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	949	15	11	878	80	80	12	119	11	11	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	949	15	11	878	80	80	12	119	11	11	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	949	15	11	878	80	80	12	119	11	11	15
PCE Adj:	1.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Volume:	106	949	15	44	878	80	88	12	131	11	11	15

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.95	0.05	0.16	2.84	1.00	1.14	0.16	1.70	1.00	1.00	1.00
Final Sat.:	1425	4208	67	229	4046	1425	1629	222	2424	1425	1425	1425

Capacity Analysis Module:

Vol/Sat:	0.07	0.23	0.23	0.05	0.22	0.06	0.05	0.05	0.05	0.01	0.01	0.01
Crit Volume:	106			309			77			15		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #37 Shoup/Ventura Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.900
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	2	1	0	1

Volume Module:

Base Vol:	59	186	162	366	101	244	122	1087	84	113	1197	437
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	186	162	366	101	244	122	1087	84	113	1197	437
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	186	162	366	101	244	122	1087	84	113	1197	437
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	186	162	366	101	244	122	1087	84	113	1197	437
PCE Adj:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	59	186	162	403	101	244	122	1087	84	113	1197	437

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.91	0.80	1.60	0.40	1.00	1.00	2.78	0.22	1.00	3.00	1.00
Final Sat.:	413	1302	1134	2278	572	1425	1425	3968	307	1425	4275	1425

Capacity Analysis Module:

Vol/Sat:	0.14	0.14	0.14	0.18	0.18	0.17	0.09	0.27	0.27	0.08	0.28	0.31
Crit Volume:	204			252			390			437		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 Topanga Canyon Blvd/Clarendon

Cycle (sec): 100 Critical Vol./Cap.(X): 0.917
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	1	0	1	0	0	1

Volume Module:

Base Vol:	56	1920	71	294	1193	158	239	48	55	30	17	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	1920	71	294	1193	158	239	48	55	30	17	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	1920	71	294	1193	158	239	48	55	30	17	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	1920	71	294	1193	158	239	48	55	30	17	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Volume:	56	1920	71	294	1193	158	263	48	55	30	17	166

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.89	0.11	1.00	2.65	0.35	1.44	0.26	0.30	0.64	0.36	1.00
Final Sat.:	1425	4123	152	1425	3775	500	2048	374	428	910	515	1425

Capacity Analysis Module:

Vol/Sat:	0.04	0.47	0.47	0.21	0.32	0.32	0.13	0.13	0.13	0.03	0.03	0.12
Crit Volume:	664			294			183			166		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 US 101 WB Ramps/De Soto

Cycle (sec):	100	Critical Vol./Cap.(X):	0.458
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 2 0 0	0 0 4 0 1	0 0 0 0 0	1 0 1! 0 1

Volume Module:

Base Vol:	139 894 0	0 914 248	0 0 0	203 0 356
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	139 894 0	0 914 248	0 0 0	203 0 356
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	139 894 0	0 914 248	0 0 0	203 0 356
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	139 894 0	0 914 248	0 0 0	203 0 356
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.10 1.00 1.10
FinalVolume:	139 894 0	0 914 248	0 0 0	223 0 392

Saturation Flow Module:

Sat/Lane:	1425 1425 1425	1425 1425 1425	1425 1425 1425	1425 1425 1425
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 2.00 0.00	0.00 4.00 1.00	0.00 0.00 0.00	1.08 0.01 1.91
Final Sat.:	1425 2850 0	0 5700 1425	0 0 0	1552 0 2723

Capacity Analysis Module:

Vol/Sat:	0.10 0.31 0.00	0.00 0.16 0.17	0.00 0.00 0.00	0.14 0.00 0.14
Crit Volume:	447	0	0	205
Crit Moves:	****	****		****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #46 US 101 EB/De Soto

Cycle (sec):	100	Critical Vol./Cap.(X):	0.681
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Protected	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	0 0 3 0 1	2 0 2 0 0	1 1 0 0 1	0 0 0 0 0

Volume Module:

Base Vol:	0 499 219	443 690 0	504 12 508	0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 499 219	443 690 0	504 12 508	0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 499 219	443 690 0	504 12 508	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 499 219	443 690 0	504 12 508	0 0 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.10 1.00 1.00	1.10 1.00 1.00	1.00 1.00 1.00
Final Volume:	0 499 219	487 690 0	554 12 508	0 0 0

Saturation Flow Module:

Sat/Lane:	1425 1425 1425	1425 1425 1425	1425 1425 1425	1425 1425 1425
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	0.00 3.00 1.00	2.00 2.00 0.00	1.96 0.04 1.00	0.00 0.00 0.00
Final Sat.:	0 4275 1425	2850 2850 0	2790 60 1425	0 0 0

Capacity Analysis Module:

Vol/Sat:	0.00 0.12 0.15	0.17 0.24 0.00	0.20 0.20 0.36	0.00 0.00 0.00
Crit Volume:	219	244	508	0
Crit Moves:	****	****	****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #49 Topanga Canyon Blvd/Mulholland

Cycle (sec):	100	Critical Vol./Cap.(X):	0.719
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	C

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 1 1 0	0 1 0 1 0	1 1 0 0 1	0 0 1! 0 0

Volume Module:

Base Vol:	142 587 14	14 490 399	514 55 139	12 52 50
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	142 587 14	14 490 399	514 55 139	12 52 50
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	142 587 14	14 490 399	514 55 139	12 52 50
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	142 587 14	14 490 399	514 55 139	12 52 50
PCE Adj:	1.00 1.00 1.00	2.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.10 1.00 1.00	1.00 1.00 1.00
Final Volume:	142 587 14	28 490 399	565 55 139	12 52 50

Saturation Flow Module:

Sat/Lane:	1425 1425 1425	1425 1425 1425	1425 1425 1425	1425 1425 1425
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 1.95 0.05	0.03 1.10 0.87	1.82 0.18 1.00	0.10 0.46 0.44
Final Sat.:	1425 2784 66	45 1565 1240	2597 253 1425	150 650 625

Capacity Analysis Module:

Vol/Sat:	0.10 0.21 0.21	0.31 0.31 0.32	0.22 0.22 0.10	0.08 0.08 0.08
Crit Volume:	142	458 310		114
Crit Moves:	****	**** ****		****

LOS Worksheets

Saturday 10 - 11 PM

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Shoup Av			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:		GTC		Date: January 2020				
1		East-West Street: Vanowen St			Projection Year: 2035			Peak Hour: Sat LN			Reviewed by:				Project: Promenade (10k Seats)				
		No. of Phases			2			2			2			2			2		
		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-- 0	0	NB-- 0 SB-- 0		0	NB-- 0 SB-- 0		0	NB-- 0 SB-- 0		0	NB-- 0 SB-- 0		0		
		ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0	0	EB-- 0 WB-- 0		0	EB-- 0 WB-- 0		0	EB-- 0 WB-- 0		0	EB-- 0 WB-- 0		0		
		Override Capacity			0			0			2			2			2		
					0			0			0			0			0		
		MOVEMENT			2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ			FUTURE W/ WCSP W/ FULL PROJ			FUT W/ WCSP W/ FULL PROJ W/ EMP		
					Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	35	1	35	1		0	-4	31	1	31	0	31	1	31	0	31	1	31
	Left-Through		0							0				0				0	
	Through	234	2	117	5		0	2	236	2	118	0	236	2	118	0	236	2	118
	Through-Right		0							0				0				0	
	Right	33	1	17	1		0	-3	30	1	17	0	30	1	17	0	30	1	17
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	23	1	23	0		0	3	26	1	26	0	26	1	26	0	26	1	26
	Left-Through		0							0				0				0	
	Through	225	2	113	3		0	-9	216	2	108	0	216	2	108	0	216	2	108
	Through-Right		0							0				0				0	
	Right	28	1	0	0		0	2	30	1	0	0	30	1	0	0	30	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	60	1	60	0		0	0	60	1	60	0	60	1	60	0	60	1	60
	Left-Through		0							0				0				0	
	Through	278	1	154	2		0	5	283	2	142	0	283	2	142	0	283	2	142
	Through-Right		1							0				0				0	
	Right	30	0	30	0		0	0	30	1	15	0	30	1	15	0	30	1	15
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	33	1	33	1		0	-6	27	1	27	0	27	1	27	0	27	1	27
	Left-Through		0							0				0				0	
	Through	296	2	148	6		0	-3	293	2	147	66	359	2	180	0	359	2	180
	Through-Right		0							0				0				0	
	Right	41	1	30	1		0	3	44	1	31	0	44	1	31	0	44	1	31
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
		CRITICAL VOLUMES			North-South: 148	North-South: 0		North-South: 144			North-South: 144			North-South: 144			North-South: 144		
					East-West: 208	East-West: 0		East-West: 207			East-West: 240			East-West: 240			East-West: 240		
					SUM: 356	SUM: 0		SUM: 351			SUM: 384			SUM: 384			SUM: 384		
		VOLUME/CAPACITY (V/C) RATIO:				0.237		0.000			0.234			0.256			0.256		
		V/C LESS ATSAC/ATCS ADJUSTMENT:				0.237		0.000			0.134			0.156			0.156		
		LEVEL OF SERVICE (LOS):				A		A			A			A			A		
		REMARKS:			Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan		

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.103
NO

PROJECT IMPACT

-0.081
NO

Δv/c after mitigation: -0.081
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon Bl			Year of Count: 2016		Ambient Growth: (%) **				Conducted by:		GTC		Date: January 2020	
2		East-West Street: Vanowen St			Projection Year: 2035		Peak Hour: Sat LN				Reviewed by:				Project: Promenade (10k Seats)	
		No. of Phases			3		3				3		3		3	
		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?			0		0				0		0		0	
		Override Capacity			0		0				0		0		0	
		</														

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Owensmouth Av			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:		GTC		Date: January 2020				
3		East-West Street:			Vanowen St			Projection Year: 2035			Peak Hour: Sat LN			Reviewed by:				Project: Promenade (10k Seats)				
No. of Phases					2			2			3			3		3		3				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			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			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				
Override Capacity					0			0			2			2		2		2				
					0			0			0			0		0		0				
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
					Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	2		0	-5	29	1	29	0	29	1	29	0	29	1	29			
	Left-Through		0							0				0				0				
	Through	90	2	45	7		0	7	97	2	49	66	163	2	82	0	163	2	82			
	Through-Right		0							0				0				0				
	Right	44	1	6	3		0	-3	41	1	22	98	139	1	120	0	139	1	120			
	Left-Through-Right		0							0				0				0				
	Left-Right		0							0				0				0				
SOUTHBOUND	Left	28	1	28	2		0	10	38	1	38	0	38	1	38	0	38	1	38			
	Left-Through		0							0				0				0				
	Through	127	1	85	8		0	9	136	2	68	0	136	2	68	0	136	2	68			
	Through-Right		1							0				0				0				
	Right	43	0	43	3		0	4	47	1	19	0	47	1	19	0	47	1	19			
	Left-Through-Right		0							0				0				0				
	Left-Right		0							0				0				0				
EASTBOUND	Left	50	1	50	0		0	6	56	1	56	0	56	1	56	0	56	1	56			
	Left-Through		0							0				0				0				
	Through	398	2	199	2		0	6	404	3	135	0	404	3	135	0	404	3	135			
	Through-Right		0							0				0				0				
	Right	66	1	49	1		0	-4	62	1	48	0	62	1	48	0	62	1	48			
	Left-Through-Right		0							0				0				0				
	Left-Right		0							0				0				0				
WESTBOUND	Left	76	1	76	1		0	-7	69	2	38	0	69	2	38	0	69	2	38			
	Left-Through		0							0				0				0				
	Through	384	1	210	7		0	12	396	2	149	0	396	2	149	0	396	2	149			
	Through-Right		1							1				1				1				
	Right	35	0	35	1		0	16	51	0	51	0	51	0	51	0	51	0	51			
	Left-Through-Right		0							0				0				0				
	Left-Right		0							0				0				0				
CRITICAL VOLUMES					North-South: 119 East-West: 275 SUM: 394			North-South: 0 East-West: 0 SUM: 0			North-South: 97 East-West: 205 SUM: 302			North-South: 158 East-West: 205 SUM: 363			North-South: 158 East-West: 205 SUM: 363					
VOLUME/CAPACITY (V/C) RATIO:					0.263			0.000			0.212			0.255			0.255					
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.263			0.000			0.112			0.155			0.155					
LEVEL OF SERVICE (LOS):					A			A			A			A			A					
REMARKS:					Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.151
NO

-0.108
NO

Δv/c after mitigation: -0.108
Fully mitigated? N/A

PROJECT IMPACT

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Canoga Av			Year of Count: 2016		Ambient Growth: (%) **				Conducted by:		GTC		Date: January 2020				
4		East-West Street: Vanowen St			Projection Year: 2035		Peak Hour: Sat LN				Reviewed by:				Project: Promenade (10k Seats)				
<div>No. of Phases</div> <div>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?</div> <div>Right Turns: FREE-1, NRTOR-2 or OLA-3?</div> <div>ATSAC-1 or ATSAC+ATCS-2?</div> <div>Override Capacity</div>					2				2				4				4		
		NB-- 0 SB-- 0			0		NB-- 0 SB-- 0		0		NB-- 2 SB-- 0		0		NB-- 2 SB-- 0		0		
		EB-- 0 WB-- 0			0		EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0		
					0				2				2				2		
					0				0				0				0		
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	51	1	51	2		0	51	1	51	0	51	1	51	0	51	1	51	
	Left-Through		0						0				0				0		
	Through	175	3	58	4		0	3	178	3	59	33	211	3	70	0	211	3	70
	Through-Right		0						0				0				0		
	Right	32	1	0	1		0	4	36	1	36	0	36	1	36	0	36	1	36
	Left-Through-Right		0							0				0				0	
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	55	1	55	0		0	6	61	1	61	0	61	1	61	0	61	1	61
	Left-Through		0							0				0				0	
	Through	250	2	125	2		0	27	277	2	139	0	277	2	139	0	277	2	139
	Through-Right		0							0				0				0	
	Right	47	1	28	0		0	-1	46	1	27	0	46	1	27	0	46	1	27
	Left-Through-Right		0							0				0				0	
	Left-Right		0						0				0				0		
EASTBOUND	Left	39	1	39	1		0	0	39	1	39	0	39	1	39	0	39	1	39
	Left-Through		0							0				0				0	
	Through	256	2	128	5		0	-6	250	3	83	98	348	3	116	0	348	3	116
	Through-Right		0							0				0				0	
	Right	27	1	2	1		0	0	27	1	2	0	27	1	2	0	27	1	2
	Left-Through-Right		0							0				0				0	
	Left-Right		0						0				0				0		
WESTBOUND	Left	68	1	68	1		0	-14	54	1	54	0	54	1	54	0	54	1	54
	Left-Through		0							0				0				0	
	Through	398	2	199	7		0	-55	343	3	114	0	343	3	114	0	343	3	114
	Through-Right		0							0				0				0	
	Right	96	1	69	2		0	-29	67	1	37	0	67	1	37	0	67	1	37
	Left-Through-Right		0							0				0				0	
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 176 East-West: 238 SUM: 414			North-South: 0 East-West: 0 SUM: 0			North-South: 190 East-West: 153 SUM: 343				North-South: 190 East-West: 170 SUM: 360				North-South: 190 East-West: 170 SUM: 360			
VOLUME/CAPACITY (V/C) RATIO:		0.276			0.000			0.249				0.262				0.262			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.276			0.000			0.149				0.162				0.162			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			
REMARKS:		Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				with Event Management Plan			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.127
NO

PROJECT IMPACT

-0.114
NO

Δv/c after mitigation: -0.114
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			De Soto Av			Year of Count:			2016		Ambient Growth: (%) **			Conducted by:		GTC		Date:		January 2020	
5		East-West Street:			Vanowen St			Projection Year:			2035		Peak Hour:			Sat LN		Reviewed by:		Project:		Promenade (10k Seats)	
No. of Phases								3			3			4			4			4			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					NB-- 0 SB-- 0			0 0			0 0			0 0			0 0			0 0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?					EB-- 0 WB-- 0			0 0			0 0			0 3			3 3			0 3			
ATSAC-1 or ATSAC+ATCS-2?					0 0			0 0			0 2			2 0			2 0			2 0			
Override Capacity					0 0			0 0			0 0			0 0			0 0			0 0			
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP				
					Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	33	1	33	1		0	6	39	1	39	0	39	1	39	0	39	1	39				
	Left-Through		0							0				0				0					
	Through	330	2	129	6		0	6	336	2	140	33	369	2	151	0	369	2	151				
	Through-Right		1							1				1				1					
	Right	57	0	57	2		0	27	84	0	84	0	84	0	84	0	84	0	84				
	Left-Through-Right		0							0				0				0					
Left-Right		0							0				0				0						
SOUTHBOUND	Left	58	1	58	0		0	2	60	1	60	0	60	1	60	0	60	1	60				
	Left-Through		0							0				0				0					
	Through	296	3	99	4		0	79	375	3	125	0	375	3	125	0	375	3	125				
	Through-Right		0							0				0				0					
	Right	82	1	40	1		0	12	94	1	23	0	94	1	23	0	94	1	23				
	Left-Through-Right		0							0				0				0					
Left-Right		0							0				0				0						
EASTBOUND	Left	84	1	84	1		0	-13	71	1	71	0	71	1	71	0	71	1	71				
	Left-Through		0							0				0				0					
	Through	431	2	216	6		0	-1	430	3	143	98	528	3	176	0	528	3	176				
	Through-Right		0							0				0				0					
	Right	54	1	38	1		0	12	66	1	27	0	66	1	27	0	66	1	27				
	Left-Through-Right		0							0				0				0					
Left-Right		0							0				0				0						
WESTBOUND	Left	32	1	32	1		0	22	54	1	54	0	54	1	54	0	54	1	54				
	Left-Through		0							0				0				0					
	Through	333	1	192	6		0	42	375	2	142	0	375	2	142	0	375	2	142				
	Through-Right		1							1				1				1					
	Right	50	0	50	1		0	0	50	0	50	0	50	0	50	0	50	0	50				
	Left-Through-Right		0							0				0				0					
Left-Right		0							0				0				0						
CRITICAL VOLUMES					North-South: 187			North-South: 0			North-South: 200			North-South: 211			North-South: 211						
					East-West: 276			East-West: 0			East-West: 213			East-West: 230			East-West: 230						
					SUM: 463			SUM: 0			SUM: 413			SUM: 441			SUM: 441						
VOLUME/CAPACITY (V/C) RATIO:					0.325			0.000			0.300			0.321			0.321						
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.325			0.000			0.200			0.221			0.221						
LEVEL OF SERVICE (LOS):					A			A			A			A			A						
REMARKS:					Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan						

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Shoup Av			Year of Count: 2016		Ambient Growth: (%) **				Conducted by:		GTC		Date: January 2020				
6		East-West Street: Victory BI			Projection Year: 2035		Peak Hour: Sat LN				Reviewed by:				Project: Promenade (10k Seats)				
<div>No. of Phases</div> <div>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?</div> <div>Right Turns: FREE-1, NRTOR-2 or OLA-3?</div> <div>ATSAC-1 or ATSAC+ATCS-2?</div> <div>Override Capacity</div>					2						2				2				
					0						0				0				
		NB-- 0 SB-- 0			0		NB-- 0 SB-- 0				0		NB-- 0 SB-- 0		0				
		EB-- 0 WB-- 0			0		EB-- 0 WB-- 0				0		EB-- 0 WB-- 0		0				
					0						2				2				
					0						0				0				
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	81	1	81	2		0	5	86	1	86	0	86	1	86	0	86	1	86
	Left-Through		0							0				0				0	
	Through	233	1	140	7		0	4	237	1	143	0	237	1	143	0	237	1	143
	Through-Right		1							1				1				1	
	Right	46	0	46	2		0	2	48	0	48	0	48	0	48	0	48	0	48
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	32	1	32	0		0	-2	30	1	30	0	30	1	30	0	30	1	30
	Left-Through		0							0				0				0	
	Through	218	1	132	4		0	-6	212	1	128	0	212	1	128	0	212	1	128
	Through-Right		1							1				1				1	
	Right	46	0	46	0		0	-2	44	0	44	0	44	0	44	0	44	0	44
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	43	1	43	1		0	-3	40	1	40	0	40	1	40	0	40	1	40
	Left-Through		0							0				0				0	
	Through	384	1	219	13		0	36	420	2	158	0	420	2	158	0	420	2	158
	Through-Right		1							1				1				1	
	Right	54	0	54	2		0	0	54	0	54	0	54	0	54	0	54	0	54
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	40	1	40	1		0	5	45	1	45	0	45	1	45	0	45	1	45
	Left-Through		0							0				0				0	
	Through	308	1	169	6		0	37	345	2	126	98	443	2	158	0	443	2	158
	Through-Right		1							1				1				1	
	Right	30	0	30	0		0	2	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: 213 East-West: 259 SUM: 472			North-South: 0 East-West: 0 SUM: 0			North-South: 214 East-West: 203 SUM: 417				North-South: 214 East-West: 203 SUM: 417				North-South: 214 East-West: 203 SUM: 417			
VOLUME/CAPACITY (V/C) RATIO:					0.315							0.278							
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.315							0.178							
LEVEL OF SERVICE (LOS):					A							A							
REMARKS:		Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				with Event Management Plan			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.137
NO

PROJECT IMPACT

-0.137
NO

Δv/c after mitigation: -0.137
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon Bl			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:		GTC		Date: January 2020						
7		East-West Street: Victory Bl			Projection Year: 2035			Peak Hour: Sat LN			Reviewed by:				Project: Promenade (10k Seats)						
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4		4		4		4		4		4		4					
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 0 SB-- 0 EB-- 0 WB-- 3		NB-- 0 SB-- 0 EB-- 0 WB-- 3		NB-- 3 SB-- 0 EB-- 0 WB-- 3		NB-- 3 SB-- 0 EB-- 0 WB-- 3		NB-- 3 SB-- 0 EB-- 0 WB-- 3		NB-- 3 SB-- 0 EB-- 0 WB-- 3		NB-- 3 SB-- 0 EB-- 0 WB-- 3					
ATSAC-1 or ATSAC+ATCS-2?				0		0		2		2		2		2		2					
Override Capacity				0		0		0		0		0		0		0					
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
				Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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		0	4	73	2	40	98	171	2	94	0	171	2	94		
	Left-Through		0							0				0				0			
	Through	539	2	224	13		0	70	609	3	203	426	1035	3	345	0	1035	3	345		
	Through-Right		1							0				0				0			
	Right	133	0	133	3		0	16	149	1	58	0	149	1	58	0	149	1	58		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
SOUTHBOUND	Left	112	1	112	2		0	-6	106	2	58	0	106	2	58	0	106	2	58		
	Left-Through		0							0				0				0			
	Through	550	2	205	12		0	-49	501	3	167	0	501	3	167	0	501	3	167		
	Through-Right		1							0				0				0			
	Right	66	0	66	1		0	6	72	1	44	0	72	1	44	0	72	1	44		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
EASTBOUND	Left	81	2	45	2		0	20	101	2	56	0	101	2	56	0	101	2	56		
	Left-Through		0							0				0				0			
	Through	299	2	117	9		0	85	384	3	113	0	384	3	113	0	384	3	113		
	Through-Right		1							1				1				1			
	Right	51	0	51	1		0	15	66	0	66	0	66	0	66	0	66	0	66		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
WESTBOUND	Left	166	2	91	-6		0	0	166	2	91	0	166	2	91	0	166	2	91		
	Left-Through		0							0				0				0			
	Through	392	2	160	-13		0	14	406	3	135	0	406	3	135	0	406	3	135		
	Through-Right		1							0				0				0			
	Right	89	0	89	-3		0	1	90	1	32	0	90	1	32	0	90	1	32		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
CRITICAL VOLUMES				North-South: 336 East-West: 208 SUM: 544		North-South: 0 East-West: 0 SUM: 0		North-South: 261 East-West: 204 SUM: 465				North-South: 403 East-West: 204 SUM: 607				North-South: 403 East-West: 204 SUM: 607					
VOLUME/CAPACITY (V/C) RATIO:				0.396		0.000		0.338				0.441				0.441					
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.396		0.000		0.238				0.341				0.341					
LEVEL OF SERVICE (LOS):				A		A		A				A				A					
REMARKS:				Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				with Event Management Plan			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.158
NO

PROJECT IMPACT

-0.055
NO

Δv/c after mitigation: -0.055
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Westfield Wy			Year of Count: 2016			Ambient Growth: (%) : **				Conducted by:		GTC		Date: January 2020			
8		East-West Street: Victory BI			Projection Year: 2035			Peak Hour: Sat LN				Reviewed by:				Project: Promenade (10k Seats)			
<div>No. of Phases</div> <div>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?</div> <div>Right Turns: FREE-1, NRTOR-2 or OLA-3?</div> <div>ATSAC-1 or ATSAC+ATCS-2?</div> <div>Override Capacity</div>																			
		3			3			4				4		4					
		0			0			1				1		1					
		2			2			3				3		3					
		0			0			3				3		3					
		0			0			2				2		2					
		0			0			0				0		0					
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	15	0	15	2		0	-1	14	1	10	0	14	1	10	0	14	1	10
	Left-Through		1							1				1				1	
	Through	5	0	20	1		0	0	5	0	10	0	5	0	10	0	5	0	10
	Through-Right		0							0				0				0	
	Right	23	1	17	3		0	3	26	1	11	0	26	1	11	0	26	1	11
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	71	0	71	2		0	20	91	1	91	0	91	1	91	0	91	1	91
	Left-Through		1							0				0				0	
	Through	2	0	73	0		0	1	3	1	3	0	3	1	3	0	3	1	3
	Through-Right		0							0				0				0	
	Right	164	1	164	3		0	2	166	1	62	0	166	1	62	0	166	1	62
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	164	1	164	1		0	25	189	2	104	0	189	2	104	0	189	2	104
	Left-Through		0							0				0				0	
	Through	475	3	122	2		0	263	738	4	185	0	738	4	185	0	738	4	185
	Through-Right		1							0				0				0	
	Right	14	0	14	0		0	2	16	1	6	0	16	1	6	0	16	1	6
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	13	1	13	1		0	2	15	1	15	0	15	1	15	0	15	1	15
	Left-Through		0							0				0				0	
	Through	429	3	137	19		0	49	478	4	120	0	478	4	120	0	478	4	120
	Through-Right		1							0				0				0	
	Right	118	0	118	6		0	29	147	1	56	0	147	1	56	0	147	1	56
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 179 East-West: 301 SUM: 480			North-South: 0 East-West: 0 SUM: 0			North-South: 102 East-West: 224 SUM: 326				North-South: 102 East-West: 224 SUM: 326				North-South: 102 East-West: 224 SUM: 326			
VOLUME/CAPACITY (V/C) RATIO:					0.337							0.237							
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.337							0.137							
LEVEL OF SERVICE (LOS):					A							A							
REMARKS:		Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC				Fut + WCSP + Non-ESC + ESC				with Event Management Plan			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.200
NO

PROJECT IMPACT

-0.200
NO

Δv/c after mitigation: -0.200
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Owensmouth Av			Year of Count:			2016		Ambient Growth: (%) **			Conducted by:		GTC		Date:		January 2020	
9		East-West Street:			Victory BI			Projection Year:			2035		Peak Hour:			Sat LN		Reviewed by:		Project:		Promenade (10k Seats)	
No. of Phases								4						4						4			
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			0			NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0			
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			
Override Capacity								0						2						2			
								0						0						0			
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP				
					Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	53	1	53	0		0	2	55	1	55	0	55	1	55	0	55	1	55				
	Left-Through		0							0				0				0					
	Through	111	2	56	2		0	22	133	3	44	196	329	3	110	0	329	3	110				
	Through-Right		0							0				0				0					
	Right	25	1	12	0		0	2	27	1	3	196	223	1	199	0	223	1	199				
	Left-Through-Right		0							0				0				0					
	Left-Right		0							0				0				0					
SOUTHBOUND	Left	88	1	88	9		0	2	90	2	50	0	90	2	50	0	90	2	50				
	Left-Through		0							0				0				0					
	Through	177	2	89	18		0	8	185	3	62	0	185	3	62	0	185	3	62				
	Through-Right		0							0				0				0					
	Right	101	1	82	9		0	-1	100	1	34	0	100	1	34	0	100	1	34				
	Left-Through-Right		0							0				0				0					
	Left-Right		0							0				0				0					
EASTBOUND	Left	70	2	39	1		0	50	120	2	66	0	120	2	66	0	120	2	66				
	Left-Through		0							0				0				0					
	Through	463	3	127	3		0	235	698	3	192	0	698	3	192	0	698	3	192				
	Through-Right		1							1				1				1					
	Right	45	0	45	1		0	24	69	0	69	0	69	0	69	0	69	0	69				
	Left-Through-Right		0							0				0				0					
	Left-Right		0							0				0				0					
WESTBOUND	Left	47	2	26	6		0	-4	43	2	24	0	43	2	24	0	43	2	24				
	Left-Through		0							0				0				0					
	Through	392	3	120	54		0	-1	391	3	123	0	391	3	123	0	391	3	123				
	Through-Right		1							1				1				1					
	Right	87	0	87	14		0	14	101	0	101	0	101	0	101	0	101	0	101				
	Left-Through-Right		0							0				0				0					
	Left-Right		0							0				0				0					
CRITICAL VOLUMES					North-South: 144 East-West: 159 SUM: 303			North-South: 0 East-West: 0 SUM: 0			North-South: 117 East-West: 216 SUM: 333			North-South: 249 East-West: 216 SUM: 465			North-South: 249 East-West: 216 SUM: 465						
VOLUME/CAPACITY (V/C) RATIO:					0.220			0.000			0.242			0.338			0.338						
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.220			0.000			0.142			0.238			0.238						
LEVEL OF SERVICE (LOS):					A			A			A			A			A						
REMARKS:					Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan						

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.078
NO

PROJECT IMPACT

0.018
NO

Δv/c after mitigation: 0.018
Fully mitigated? N/A

06 FP SAT LN 10-11 PM.xlsm

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Variel Av			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:		GTC		Date: January 2020				
11		East-West Street: Victory BI			Projection Year: 2035			Peak Hour: Sat LN			Reviewed by:				Project: Promenade (10k Seats)				
<div>No. of Phases</div> <div>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?</div> <div>Right Turns: FREE-1, NRTOR-2 or OLA-3?</div> <div>ATSAC-1 or ATSAC+ATCS-2?</div> <div>Override Capacity</div>					3						4						4		
		NB-- 0 SB-- 0			1			NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0		
		EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0		
					0						2						2		
					0						0						0		
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	48	1	48	1		0	-21	27	1	27	0	27	1	27	0	27	1	27
	Left-Through		0							0				0				0	
	Through	0	0	81	5		0	159	159	2	80	0	159	2	80	0	159	2	80
	Through-Right		1							0				0				0	
	Right	81	0	0	0		0	-68	13	1	2	0	13	1	2	0	13	1	2
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	0	0	0	1		0	11	11	1	11	0	11	1	11	0	11	1	11
	Left-Through		0							0				0				0	
	Through	0	0	0	9		0	91	91	2	46	0	91	2	46	0	91	2	46
	Through-Right		0							0				0				0	
	Right	0	0	0	4		0	37	37	1	0	0	37	1	0	0	37	1	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	0	1	0	3		0	81	81	1	81	0	81	1	81	0	81	1	81
	Left-Through		0							0				0				0	
	Through	506	3	139	25		0	185	691	4	173	196	887	4	222	0	887	4	222
	Through-Right		1							0				0				0	
	Right	51	0	51	2		0	-11	40	1	27	0	40	1	27	0	40	1	27
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	66	1	66	1		0	-26	40	2	22	0	40	2	22	0	40	2	22
	Left-Through		0							0				0				0	
	Through	576	3	144	21		0	201	777	3	201	0	777	3	201	0	777	3	201
	Through-Right		1							1				1				1	
	Right	0	0	0	1		0	25	25	0	25	0	25	0	25	0	25	0	25
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 81 East-West: 205 SUM: 286			North-South: 0 East-West: 0 SUM: 0			North-South: 91 East-West: 282 SUM: 373			North-South: 91 East-West: 282 SUM: 373			North-South: 91 East-West: 282 SUM: 373					
VOLUME/CAPACITY (V/C) RATIO:		0.201			0.000			0.271			0.271			0.271					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.201			0.000			0.171			0.171			0.171					
LEVEL OF SERVICE (LOS):		A			A			A			A			A					
REMARKS:		Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.030
NO

PROJECT IMPACT

-0.030
NO

Δv/c after mitigation: -0.030
Fully mitigated? N/A

06 FP SAT LN 10-11 PM.xlsm

06 FP SAT LN 10-11 PM.xlsm

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Randi Av/Nevada Av			Year of Count: 2016			Ambient Growth: (%) : **			Conducted by:		GTC		Date:		January 2020	
14		East-West Street:			Erwin St			Projection Year: 2035			Peak Hour: Sat LN			Reviewed by:				Project:		Promenade (10k Seats)	
No. of Phases							2			2						2			2		
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			NB-- 0 SB-- 0			0			0		
				EB-- 0 WB-- 0			0			0			EB-- 0 WB-- 0			0			0		
ATSAC-1 or ATSAC+ATCS-2?							0			0						0			0		
Override Capacity							0			0						0			0		
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
				Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	5	0	5	0		0	-1	4	0	4	0	4	0	4	0	4	0	4		
	Left-Through		0							0				0				0			
	Through	8	0	28	0		0	1	9	0	35	0	9	0	35	0	9	0			
	Through-Right		0							0				0				0			
	Right	15	0	0	0		0	7	22	0	0	0	22	0	0	0	22	0			
	Left-Through-Right		1							1				1				1			
	Left-Right		0							0				0				0			
SOUTHBOUND	Left	14	0	14	0		0	4	18	0	18	0	18	0	18	0	18	0	18		
	Left-Through		1							1				1				1			
	Through	12	0	26	0		0	0	12	0	30	0	12	0	30	0	12	0			
	Through-Right		0							0				0				0			
	Right	11	1	8	0		0	3	14	1	11	0	14	1	11	0	14	1			
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
EASTBOUND	Left	7	1	7	1		0	-1	6	1	6	0	6	1	6	0	6	1	6		
	Left-Through		0							0				0				0			
	Through	70	1	41	16		0	16	86	1	47	0	86	1	47	0	86	1			
	Through-Right		1							1				1				1			
	Right	11	0	11	1		0	-3	8	0	8	0	8	0	8	0	8	0			
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
WESTBOUND	Left	15	1	15	2		0	4	19	1	19	0	19	1	19	0	19	1	19		
	Left-Through		0							0				0				0			
	Through	133	1	76	11		0	18	151	1	89	33	184	1	106	0	184	1			
	Through-Right		1							1				1				1			
	Right	18	0	18	2		0	9	27	0	27	0	27	0	27	0	27	0			
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
CRITICAL VOLUMES				North-South: 42			North-South: 0			North-South: 53			North-South: 53			North-South: 53					
				East-West: 83			East-West: 0			East-West: 95			East-West: 112			East-West: 112					
				SUM: 125			SUM: 0			SUM: 148			SUM: 165			SUM: 165					
VOLUME/CAPACITY (V/C) RATIO:				0.083			0.000			0.099			0.110			0.110					
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.083			0.000			0.049			0.055			0.055					
LEVEL OF SERVICE (LOS):				A			A			A			A			A					
REMARKS:				Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan					

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon Bl			Year of Count: 2016		Ambient Growth: (%) : **				Conducted by:		GTC		Date: January 2020				
15		East-West Street: Erwin St			Projection Year: 2035		Peak Hour: Sat LN				Reviewed by:				Project: Promenade (10k Seats)				
		No. of Phases			2			2			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-- 0	0	NB-- 0 SB-- 0		0	NB-- 0 SB-- 0		0	NB-- 0 SB-- 0		0	NB-- 0 SB-- 0		0		
		ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0	0	EB-- 0 WB-- 0		0	EB-- 0 WB-- 3		3	EB-- 0 WB-- 3		3	EB-- 0 WB-- 3		3		
		Override Capacity			0			0			2			2			2		
					0			0			0			0			0		
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	19	1	19	3		0	10	29	1	29	0	29	1	29	0	29	1	29
	Left-Through		0							0				0				0	
	Through	674	2	239	16		0	7	681	3	179	229	910	3	237	0	910	3	303
	Through-Right		1							1				1				1	
	Right	42	0	42	3		0	-6	36	0	36	0	36	0	36	426	462	0	411
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	60	1	60	45		0	-43	17	1	17	0	17	1	17	0	17	1	17
	Left-Through		0							0				0				0	
	Through	641	2	220	-8		0	-4	637	2	219	0	637	2	219	0	637	2	219
	Through-Right		1							1				1				1	
	Right	19	0	19	0		0	2	21	0	21	0	21	0	21	0	21	0	21
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	26	1	26	4		0	9	35	1	35	0	35	1	35	0	35	1	35
	Left-Through		0							0				0				0	
	Through	51	1	45	8		0	17	68	1	68	0	68	1	68	0	68	1	68
	Through-Right		1							1				1				1	
	Right	39	0	39	9		0	40	79	0	65	0	79	0	65	0	79	0	65
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	55	1	55	0		0	-1	54	2	30	0	54	2	30	131	185	2	102
	Left-Through		0							0				0				0	
	Through	82	1	58	0		0	8	90	2	45	33	123	2	62	0	123	2	62
	Through-Right		1							0				0				0	
	Right	33	0	33	0		0	-1	32	1	15	295	327	1	310	0	327	1	310
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 299 East-West: 100 SUM: 399			North-South: 0 East-West: 0 SUM: 0			North-South: 248 East-West: 98 SUM: 346				North-South: 254 East-West: 345 SUM: 599				North-South: 428 East-West: 345 SUM: 773			
VOLUME/CAPACITY (V/C) RATIO:		0.266			0.000			0.252				0.436				0.562			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.266			0.000			0.152				0.336				0.462			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			
REMARKS:		Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC				Fut + WCSP + Non-ESC + ESC				w/ EMP (does not include 3% TCO credit)			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.114
NO

PROJECT IMPACT

0.070
NO

Δv/c after mitigation: 0.196
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:		Warner Drive North		Year of Count:		2016		Ambient Growth: (%) :		Conducted by:		GTC		Date:		January 2020				
16		East-West Street:		Erwin Street		Projection Year:		2035		Peak Hour:		Sat LN		Reviewed by:		Project:		Promenade (10k Seats)				
No. of Phases				0		0		0		3		3		3		3		3				
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-- 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				1200		1200		1200		2		2		2		2		2				
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS				FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
				Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	0	1	0	46	0	46	46	2	25	328	374	2	206	131	505	2	278				
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Right	0	1	0	182	0	182	182	1	153	393	575	1	546	33	608	1	579				
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Through	0	1	0	28	0	141	141	2	71	0	141	2	71	426	567	2	284				
	Through-Right	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Right	0	0	0	70	0	70	70	1	58	0	70	1	0	0	70	1	0				
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
WESTBOUND	Left	0	1	0	58	0	58	58	1	58	0	58	1	58	0	58	1	58				
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Through	0	2	0	0	0	259	259	2	130	0	259	2	130	0	259	2	130				
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
CRITICAL VOLUMES				North-South: 0		North-South: 0		North-South: 153		North-South: 546		North-South: 579										
				East-West: 0		East-West: 0		East-West: 130		East-West: 130		East-West: 342										
				SUM: 0		SUM: 0		SUM: 283		SUM: 676		SUM: 921										
VOLUME/CAPACITY (V/C) RATIO:				0.000		0.000		0.199		0.474		0.646										
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.000		0.000		0.099		0.374		0.546										
LEVEL OF SERVICE (LOS):				A		A		A		A		A										
REMARKS:				Not analyzed under WCSP		Non_ESC Project Volumes Only		Delta Vol = WCSP Background + Non_ESC		Fut + WCSP + Non_ESC + ESC		w/ EMP (does not include 3% TCO credit)										

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

0.099
NO

PROJECT IMPACT

0.374
NO

Δv/c after mitigation: 0.546
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Owensmouth Av			Year of Count:			2016		Ambient Growth: (%) **			Conducted by:		GTC		Date:		January 2020	
17		East-West Street:			Erwin St			Projection Year:			2035		Peak Hour:			Sat LN		Reviewed by:		Project:		Promenade (10k Seats)	
No. of Phases								2						4						4			
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			0			NB-- 3 SB-- 0			0			NB-- 3 SB-- 0			0			
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			0			EB-- 3 WB-- 3			0			EB-- 3 WB-- 3			0			
Override Capacity								0						2						2			
								0						0						0			
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP				
					Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	22	1	22	-2		0	13	35	2	19	0	35	2	19	0	35	2	19				
	Left-Through		0							0				0				0					
	Through	118	1	65	-6		0	-2	116	2	58	98	214	2	107	-98	116	2	58				
	Through-Right		1							0				0				0					
	Right	11	0	11	-1		0	3	14	1	0	66	80	1	59	-66	14	1	0				
	Left-Through-Right		0							0				0				0					
	Left-Right		0							0				0				0					
SOUTHBOUND	Left	24	1	24	4		0	3	27	1	27	0	27	1	27	0	27	1	27				
	Left-Through		0							0				0				0					
	Through	153	1	110	27		0	26	179	2	90	0	179	2	90	0	179	2	90				
	Through-Right		1							0				0				0					
	Right	67	0	67	14		0	27	94	2	31	0	94	2	0	0	94	2	0				
	Left-Through-Right		0							0				0				0					
	Left-Right		0							0				0				0					
EASTBOUND	Left	54	1	54	51		0	22	76	2	42	295	371	2	204	98	469	2	258				
	Left-Through		0							0				0				0					
	Through	118	1	71	90		0	17	135	2	68	98	233	2	117	361	594	2	297				
	Through-Right		1							0				0				0					
	Right	24	0	24	19		0	5	29	1	10	0	29	1	10	0	29	1	10				
	Left-Through-Right		0							0				0				0					
	Left-Right		0							0				0				0					
WESTBOUND	Left	17	1	17	1		0	4	21	1	21	0	21	1	21	0	21	1	21				
	Left-Through		0							0				0				0					
	Through	148	1	88	11		0	43	191	2	96	0	191	2	96	0	191	2	96				
	Through-Right		1							0				0				0					
	Right	27	0	27	2		0	6	33	1	6	0	33	1	6	0	33	1	6				
	Left-Through-Right		0							0				0				0					
	Left-Right		0							0				0				0					
CRITICAL VOLUMES					North-South: 132			North-South: 0			North-South: 109			North-South: 134			North-South: 109						
					East-West: 142			East-West: 0			East-West: 138			East-West: 300			East-West: 354						
					SUM: 274			SUM: 0			SUM: 247			SUM: 434			SUM: 463						
VOLUME/CAPACITY (V/C) RATIO:					0.183			0.000			0.180			0.316			0.337						
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.183			0.000			0.090			0.216			0.237						
LEVEL OF SERVICE (LOS):					A			A			A			A			A						
REMARKS:					Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			w/ EMP (does not include 3% TCO credit)						

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.093
NO

PROJECT IMPACT

0.033
NO

Δv/c after mitigation: 0.054
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Canoga Av			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:		GTC		Date: January 2020				
18		East-West Street: Erwin St			Projection Year: 2035			Peak Hour: Sat LN			Reviewed by:				Project: Promenade (10k Seats)				
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																			
		3			3			4			4		4						
		0			0			0			0		0						
		0			0			0			0		0						
NB--		0	SB--	0	NB--		0	SB--	0	NB--		0	SB--	0	NB--		0	SB--	0
EB--		0	WB--	0	EB--		0	WB--	0	EB--		2	WB--	2	EB--		2	WB--	2
		0			0			2			2		2		2				
		0			0			0			0		0		0				
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	63	1	63	3		0	4	67	2	37	0	67	2	37	0	67	2	37
	Left-Through		0							0			0					0	
	Through	399	2	151	17		0	19	418	2	150	0	418	2	150	0	418	2	150
	Through-Right		1							1			1					1	
	Right	54	0	54	1		0	-22	32	0	32	0	32	0	32	0	32	0	32
	Left-Through-Right		0							0			0					0	
	Left-Right		0							0			0					0	
SOUTHBOUND	Left	13	1	13	1		0	14	27	1	27	0	27	1	27	0	27	1	27
	Left-Through		0							0			0					0	
	Through	404	2	152	18		0	-11	393	2	159	0	393	2	159	0	393	2	159
	Through-Right		1							1			1					1	
	Right	53	0	53	4		0	30	83	0	83	0	83	0	83	0	83	0	83
	Left-Through-Right		0							0			0					0	
	Left-Right		0							0			0					0	
EASTBOUND	Left	30	1	30	4		0	12	42	2	23	33	75	2	41	0	75	2	41
	Left-Through		0							0			0					0	
	Through	75	1	66	9		0	16	91	2	46	131	222	2	111	262	484	2	242
	Through-Right		1							0			0					0	
	Right	57	0	57	5		0	0	57	1	57	0	57	1	57	0	57	1	57
	Left-Through-Right		0							0			0					0	
	Left-Right		0							0			0					0	
WESTBOUND	Left	25	1	25	0		0	-8	17	2	9	0	17	2	9	0	17	2	9
	Left-Through		0							0			0					0	
	Through	73	1	49	2		0	7	80	2	40	0	80	2	40	0	80	2	40
	Through-Right		1							0			0					0	
	Right	25	0	25	1		0	19	44	1	44	0	44	1	44	0	44	1	44
	Left-Through-Right		0							0			0					0	
	Left-Right		0							0			0					0	
CRITICAL VOLUMES		North-South: 215 East-West: 91 SUM: 306			North-South: 0 East-West: 0 SUM: 0			North-South: 196 East-West: 67 SUM: 263			North-South: 196 East-West: 120 SUM: 316			North-South: 196 East-West: 251 SUM: 447					
VOLUME/CAPACITY (V/C) RATIO:		0.215			0.000			0.191			0.230			0.325					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.215			0.000			0.096			0.130			0.225					
LEVEL OF SERVICE (LOS):		A			A			A			A			A					
REMARKS:		Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.119
NO

PROJECT IMPACT

-0.085
NO

Δv/c after mitigation: 0.010
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			De Soto Av			Year of Count:			2016		Ambient Growth: (%) :			Conducted by:		GTC		Date:		January 2020						
19		East-West Street:			Erwin St			Projection Year:			2035		Peak Hour:			Sat LN		Reviewed by:		Project:		Promenade (10k Seats)						
No. of Phases											3												3					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?											2												2					
Right Turns: FREE-1, NRTOR-2 or OLA-3?					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		
ATSAC-1 or ATSAC+ATCS-2?											0												0					
Override Capacity											0												0					
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLTS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP									
					Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	45	1	45	-1		0	5	50	1	50	0	50	1	50	0	50	1	50	0	50	1	50					
	Left-Through		0							0				0				0				0						
	Through	400	2	135	-6		0	29	429	2	145	0	429	2	145	0	429	2	145	0	429	2	145					
	Through-Right		1							1				1				1				1						
	Right	6	0	6	0		0	1	7	0	7	0	7	0	7	0	7	0	7	0	7	0	7					
	Left-Through-Right		0								0				0				0				0					
Left-Right		0								0				0				0				0						
SOUTHBOUND	Left	5	1	5	0		0	0	5	1	5	0	5	1	5	0	5	1	5	0	5	1	5					
	Left-Through		0							0				0				0				0						
	Through	370	2	135	8		0	16	386	4	97	0	386	4	97	0	386	4	97	0	386	4	97					
	Through-Right		1							0				0				0				0						
	Right	34	0	34	1		0	11	45	1	31	0	45	1	9	0	45	1	9	0	45	1	9					
	Left-Through-Right		0							0				0				0				0						
Left-Right		0							0				0				0				0							
EASTBOUND	Left	34	1	30	1		0	5	39	1	29	33	72	1	72	0	72	1	72	0	72	1	72					
	Left-Through		0							0				0				0				0						
	Through	5	0	30	0		0	0	5	0	29	98	103	0	74	0	103	0	74	0	103	0	205					
	Through-Right		0							0				0				0				0						
	Right	50	1	0	1		0	-6	44	1	0	0	44	1	0	262	306	1	0	262	306	1	0					
	Left-Through-Right		1							1				1				1				1						
Left-Right		0							0				0				0				0							
WESTBOUND	Left	5	1	5	0		0	0	5	1	5	0	5	1	5	0	5	1	5	0	5	1	5					
	Left-Through		0							0				0				0				0						
	Through	5	1	5	0		0	1	6	1	6	0	6	1	6	0	6	1	6	0	6	1	6					
	Through-Right		1							1				1				1				1						
	Right	6	0	4	0		0	0	6	0	4	0	6	0	4	0	6	0	4	0	6	0	4					
	Left-Through-Right		0							0				0				0				0						
Left-Right		0							0				0				0				0							
CRITICAL VOLUMES					North-South: 180			North-South: 0			North-South: 150			North-South: 150			North-South: 150											
					East-West: 35			East-West: 0			East-West: 35			East-West: 80			East-West: 211											
					SUM: 215			SUM: 0			SUM: 185			SUM: 230			SUM: 361											
VOLUME/CAPACITY (V/C) RATIO:					0.151			0.000			0.130			0.161			0.253											
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.151			0.000			0.065			0.081			0.153											
LEVEL OF SERVICE (LOS):					A			A			A			A			A											
REMARKS:					Refer to Traffix Analysis			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			w/ EMP (does not include 3% TCO credit)											

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon Bl			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:		GTC		Date: January 2020				
		East-West Street: Calvert St/Promenade Blvd			Projection Year: 2035			Peak Hour: Sat LN			Reviewed by:		Project: Promenade (10k Seats)						
		No. of Phases			3			3			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-- 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-- 2			EB-- 0 WB-- 2			EB-- 0 WB-- 3		EB-- 0 WB-- 3		EB-- 0 WB-- 3				
		Override Capacity			0			0			2		2		2				
		0			0			0			0		0		0				
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	55	1	55	-2		0	2	57	1	57	0	57	1	57	0	57	1	57
	Left-Through		0							0				0				0	
	Through	773	2	281	-30		0	60	833	3	237	0	833	3	237	0	833	3	237
	Through-Right		1							1				1				1	
	Right	71	0	71	115		0	44	115	0	115	0	115	0	115	0	115	0	115
	Left-Through-Right		0							0				0				0	
SOUTHBOUND	Left	55	1	55	46		0	-9	46	1	46	0	46	1	46	0	46	1	46
	Left-Through		0							0				0				0	
	Through	692	2	346	33		0	-85	607	2	304	0	607	2	304	131	738	2	369
	Through-Right		0							0				0				0	
	Right	27	1	27	2		0	14	41	1	41	0	41	1	41	0	41	1	41
	Left-Through-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0		0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0		0	0	0	0	30	0	0	0	30	0	0	0	30
	Through-Right		0							1				1				1	
	Right	37	1	10	11		0	-7	30	0	0	0	30	0	0	0	30	0	0
	Left-Through-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	123		0	123	123	2	68	917	1040	2	572	-65	975	2	536
	Left-Through		0							0				0				0	
	Through	0	0	0	0		0	0	0	0	94	0	0	0	209	0	0	0	422
	Through-Right		0							1				1				1	
	Right	93	2	51	188		0	95	188	1	0	229	417	1	0	426	843	1	0
	Left-Through-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		401	North-South:		0	North-South:		361	North-South:		361	North-South:		426			
		East-West:		51	East-West:		0	East-West:		98	East-West:		602	East-West:		566			
		SUM:		452	SUM:		0	SUM:		459	SUM:		963	SUM:		992			
VOLUME/CAPACITY (V/C) RATIO:				0.317			0.000			0.334			0.700			0.721			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.317			0.000			0.234			0.600			0.621			
LEVEL OF SERVICE (LOS):				A			A			A			B			B			
REMARKS:		Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC				Fut + WCSP + Non-ESC + ESC				w/ EMP (does not include 3% TCO credit)			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.083
NO

PROJECT IMPACT

0.283
NO

Δv/c after mitigation: 0.304
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Owensmouth Av			Year of Count:			2016		Ambient Growth: (%) :					Conducted by:		GTC		Date:		January 2020			
21		East-West Street:			Promenade Blvd			Projection Year:			2035		Peak Hour:			Sat LN		Reviewed by:				Project:		Promenade (10k Seats)			
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			0			NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0		
ATSAC-1 or ATSAC+ATCS-2?				EB-- 2 WB-- 0			0			EB-- 2 WB-- 0			0			EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0		
Override Capacity							0						0						2						2		
							0						0						0						0		
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP									
				Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	28	1	28	22		0	-6	22	1	22	0	22	1	22	0	22	1	22								
	Left-Through		0							0				0				0									
	Through	136	1	69	-16		0	-1	135	1	70	0	135	1	70	0	135	1	70								
	Through-Right		1							1				1				1									
	Right	2	0	2	-1		0	2	4	0	4	0	4	0	4	0	4	0	4								
	Left-Through-Right		0							0				0				0									
Left-Right		0							0				0				0										
SOUTHBOUND	Left	19	1	19	32		0	24	43	1	43	0	43	1	43	0	43	1	43								
	Left-Through		0							0				0				0									
	Through	168	1	102	-21		0	6	174	1	104	0	174	1	104	0	174	1	104								
	Through-Right		1							1				1				1									
	Right	35	0	35	33		0	-2	33	0	33	0	33	0	33	0	33	0	33								
	Left-Through-Right		0							0				0				0									
Left-Right		0							0				0				0										
EASTBOUND	Left	22	0	22	5		0	-17	5	0	5	164	169	0	169	-164	5	0	5								
	Left-Through		1							1				1				1									
	Through	4	0	23	2		0	-2	2	0	5	0	2	0	5	0	2	0	5								
	Through-Right		1							1				1				1									
	Right	19	0	23	3		0	-16	3	0	0	0	3	0	0	0	3	0	0								
	Left-Through-Right		0							0				0				0									
Left-Right		0							0				0				0										
WESTBOUND	Left	1	0	1	0		0	0	1	0	1	0	1	0	1	0	1	0	1								
	Left-Through		1							1				1				1									
	Through	3	0	3	0		0	-3	0	0	1	0	0	0	1	0	0	0	1								
	Through-Right		1							1				1				1									
	Right	2	0	3	0		0	0	2	0	0	0	2	0	0	0	2	0	0								
	Left-Through-Right		0							0				0				0									
Left-Right		0							0				0				0										
CRITICAL VOLUMES				North-South: 130			North-South: 0			North-South: 126				North-South: 126				North-South: 126									
				East-West: 25			East-West: 0			East-West: 6				East-West: 170				East-West: 6									
				SUM: 155			SUM: 0			SUM: 132				SUM: 296				SUM: 132									
VOLUME/CAPACITY (V/C) RATIO:				0.103			0.000			0.088				0.197				0.088									
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.103			0.000			0.044				0.099				0.044									
LEVEL OF SERVICE (LOS):				A			A			A				A				A									
REMARKS:				Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				with Event Management Plan									

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.059
NO

PROJECT IMPACT

-0.004
NO

Δv/c after mitigation: -0.059
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Shoup Av			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:		GTC		Date: January 2020				
22		East-West Street: Oxnard St			Projection Year: 2035			Peak Hour: Sat LN			Reviewed by:				Project: Promenade (10k Seats)				
<div>No. of Phases</div> <div>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?</div> <div>Right Turns: FREE-1, NRTOR-2 or OLA-3?</div> <div>ATSAC-1 or ATSAC+ATCS-2?</div> <div>Override Capacity</div>					2						4						4		
		NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0		
		EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0		
		0			0			2			2			2			0		
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	14	1	14	0		0	0	14	1	14	0	14	1	14	0	14	1	14
	Left-Through		0							0				0				0	
	Through	279	1	156	3		0	11	290	2	145	0	290	2	145	0	290	2	145
	Through-Right		1							0				0				0	
	Right	33	0	33	0		0	5	38	1	25	0	38	1	25	0	38	1	25
	Left-Through-Right		0							0				0				0	
SOUTHBOUND	Left	25	1	25	0		0	4	29	1	29	0	29	1	29	0	29	1	29
	Left-Through		0							0				0				0	
	Through	243	1	138	3		0	36	279	1	154	0	279	1	154	0	279	1	154
	Through-Right		1							1				1				1	
	Right	32	0	32	0		0	-4	28	0	28	0	28	0	28	0	28	0	28
	Left-Through-Right		0							0				0				0	
EASTBOUND	Left	24	1	24	0		0	-3	21	1	21	0	21	1	21	0	21	1	21
	Left-Through		0							0				0				0	
	Through	68	2	34	0		0	1	69	2	35	0	69	2	35	0	69	2	35
	Through-Right		0							0				0				0	
	Right	11	1	4	0		0	0	11	1	4	0	11	1	4	0	11	1	4
	Left-Through-Right		0							0				0				0	
WESTBOUND	Left	19	1	19	3		0	7	26	1	26	0	26	1	26	0	26	1	26
	Left-Through		0							0				0				0	
	Through	69	1	69	6		0	-3	66	1	66	33	99	1	99	0	99	1	99
	Through-Right		0							0				0				0	
	Right	28	1	16	3		0	6	34	1	20	0	34	1	20	0	34	1	20
	Left-Through-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 181		East-West: 93		SUM: 274		North-South: 0		East-West: 0		SUM: 0		North-South: 174		East-West: 120		SUM: 294	
VOLUME/CAPACITY (V/C) RATIO:		0.183		0.000		0.190		0.214		0.214		0.114		0.114					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.183		0.000		0.095		0.114		0.114		0.114		0.114					
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A					
REMARKS:		Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC				Fut + WCSP + Non-ESC + ESC				with Event Management Plan			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.088
NO

PROJECT IMPACT

-0.069
NO

Δv/c after mitigation: -0.069
Fully mitigated? N/A

$\Delta v/c$ after mitigation:	0.070
Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon Bl			Year of Count: 2016			Ambient Growth: (%) : **			Conducted by:		GTC		Date: January 2020								
24		East-West Street: Oxnard St			Projection Year: 2035			Peak Hour: Sat LN			Reviewed by:				Project: Promenade (10k Seats)								
		No. of Phases			3			3			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-- 0			0	NB-- 0 SB-- 0			0	NB-- 0 SB-- 0				0	0						
		ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 3			3	EB-- 0 WB-- 3			3	EB-- 3 WB-- 3				3	3						
		Override Capacity			0			0			2			2			2						
					0			0			0			0			0						
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP							
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	56	1	56	4		0	6	62	1	62	0	62	1	62	0	62	1	62				
	Left-Through		0							0				0				0					
	Through	751	2	277	50		0	-46	705	3	235	0	705	3	235	0	705	3	235				
	Through-Right		1							0				0				0					
	Right	79	0	79	9		0	44	123	1	86	0	123	1	0	0	123	1	5				
	Left-Through-Right		0							0				0				0					
	Left-Right		0							0				0				0					
SOUTHBOUND	Left	79	1	79	-4		0	-3	76	2	42	0	76	2	42	164	240	2	132				
	Left-Through		0							0				0				0					
	Through	600	2	206	107		0	-118	482	2	166	885	1367	2	472	-98	1269	2	439				
	Through-Right		1							1				1				1					
	Right	17	0	17	-1		0	-1	16	0	16	33	49	0	49	0	49	0	49				
	Left-Through-Right		0							0				0				0					
	Left-Right		0							0				0				0					
EASTBOUND	Left	51	1	51	2		0	2	53	1	53	0	53	1	53	0	53	1	53				
	Left-Through		0							0				0				0					
	Through	116	2	58	4		0	11	127	2	64	0	127	2	64	0	127	2	64				
	Through-Right		0							0				0				0					
	Right	57	1	29	2		0	11	68	1	6	0	68	1	6	0	68	1	6				
	Left-Through-Right		0							0				0				0					
	Left-Right		0							0				0				0					
WESTBOUND	Left	82	1	82	-16		0	52	134	2	74	590	724	2	398	-295	429	2	236				
	Left-Through		0							0				0				0					
	Through	86	2	43	0		0	12	98	2	49	33	131	2	66	0	131	2	66				
	Through-Right		0							0				0				0					
	Right	46	1	0	8		0	-3	43	1	1	0	43	1	1	0	43	1	0				
	Left-Through-Right		0							0				0				0					
	Left-Right		0							0				0				0					
CRITICAL VOLUMES		North-South: 356 East-West: 140 SUM: 496			North-South: 0 East-West: 0 SUM: 0			North-South: 277 East-West: 138 SUM: 415				North-South: 534 East-West: 462 SUM: 996				North-South: 501 East-West: 300 SUM: 801							
VOLUME/CAPACITY (V/C) RATIO:					0.348							0.302								0.583			
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.348							0.202								0.483			
LEVEL OF SERVICE (LOS):					A							A								A			
REMARKS:		Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				w/ EMP (does not include 3% TCO credit)							

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.146
NO

PROJECT IMPACT

0.276
NO

Δv/c after mitigation: 0.135
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Warner Drive South			Year of Count: 2016			Ambient Growth: (%) : **			Conducted by:		GTC		Date:		January 2020	
25		East-West Street:			Oxnard St			Projection Year: 2035			Peak Hour: Sat LN			Reviewed by:				Project:		Promenade (10k Seats)	
No. of Phases							3						4						4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?							1						0						0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 0 SB-- 2			0			EB-- 0 WB-- 0			NB-- 0 SB-- 2			0			EB-- 0 WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?							0						0						0		
Override Capacity							0						2						0		
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
				Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	26	0	26	0		0	-5	21	1	21	0	21	1	21	0	21	1	21		
	Left-Through		0							0			0				0				
	Through	2	0	55	0		0	-2	0	0	14	0	0	0	14	0	0	0	14		
	Through-Right		0				1			1			1				1				
	Right	27	0	0	1		0	1	28	1	0	0	28	1	0	0	28	1	0		
	Left-Through-Right		1							0				0				0			
	Left-Right		0							0			0				0				
SOUTHBOUND	Left	33	0	33	66		0	33	66	1	66	622	688	1	688	-65	623	1	623		
	Left-Through		1							0			0				0				
	Through	1	0	34	8		0	7	8	0	73	0	8	0	384	0	8	0	237		
	Through-Right		0				1			1			1				1				
	Right	59	1	59	137		0	78	137	1	0	622	759	1	0	-294	465	1	0		
	Left-Through-Right		0							0			0				0				
	Left-Right		0							0			0				0				
EASTBOUND	Left	112	1	112	63		0	-49	63	2	35	0	63	2	35	0	63	2	35		
	Left-Through		0							0			0				0				
	Through	161	2	81	46		0	76	237	1	123	0	237	1	123	164	401	1	205		
	Through-Right		0				1			1			1				1				
	Right	13	1	0	2		0	-5	8	0	8	0	8	0	8	0	8	0	8		
	Left-Through-Right		0							0			0				0				
	Left-Right		0							0			0				0				
WESTBOUND	Left	2	1	2	0		0	0	2	1	2	0	2	1	2	0	2	1	2		
	Left-Through		0							0			0				0				
	Through	152	2	76	19		0	72	224	2	112	0	224	2	112	0	224	2	112		
	Through-Right		0				0			0			0				0				
	Right	54	1	38	37		0	-17	37	1	4	0	37	1	0	0	37	1	0		
	Left-Through-Right		0							0			0				0				
	Left-Right		0							0			0				0				
CRITICAL VOLUMES				North-South: 114 East-West: 188 SUM: 302			North-South: 0 East-West: 0 SUM: 0			North-South: 94 East-West: 147 SUM: 241			North-South: 702 East-West: 147 SUM: 849			North-South: 637 East-West: 207 SUM: 844					
VOLUME/CAPACITY (V/C) RATIO:							0.212						0.000						0.175		
V/C LESS ATSAC/ATCS ADJUSTMENT:							0.212						0.000						0.088		
LEVEL OF SERVICE (LOS):							A						A						A		
REMARKS:				Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			w/ EMP (does not include 3% TCO credit)					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.124
NO

PROJECT IMPACT

0.305
NO

Δv/c after mitigation: 0.302
Fully mitigated? N/A

06 FP SAT LN 10-11 PM.xlsm

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Canoga Av			Year of Count: 2016		Ambient Growth: (%) **				Conducted by:		GTC		Date: January 2020						
27		East-West Street: Oxnard St			Projection Year: 2035		Peak Hour: Sat LN				Reviewed by:				Project: Promenade (10k Seats)						
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2		2		3				3		3							
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0		0		0				0		0							
ATSAC-1 or ATSAC+ATCS-2?				0		0		0				0		0							
Override Capacity				0		0		2				2		2							
				0		0		0				0		0							
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
				Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	24	1	24	1		0	3	27	2	15	0	27	2	15	0	27	2	15		
	Left-Through		0							0				0				0			
	Through	433	2	157	12		0	-36	397	3	132	0	397	3	132	0	397	3	132		
	Through-Right		1							0				0				0			
	Right	37	0	37	2		0	4	41	1	28	0	41	1	28	0	41	1	28		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
SOUTHBOUND	Left	46	1	46	-1		0	2	48	1	48	0	48	1	48	0	48	1	48		
	Left-Through		0							0				0				0			
	Through	72	2	36	-2		0	1	73	3	24	0	73	3	24	0	73	3	24		
	Through-Right		1							0				0				0			
	Right	44	0	39	-1		0	-1	43	1	39	0	43	1	39	0	43	1	39		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
EASTBOUND	Left	10	1	10	2		0	-1	9	1	9	0	9	1	9	0	9	1	9		
	Left-Through		0							0				0				0			
	Through	439	2	220	92		0	43	482	2	241	98	580	2	290	0	580	2	290		
	Through-Right		0							0				0				0			
	Right	79	1	67	16		0	5	84	1	77	492	576	1	569	98	674	1	667		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
WESTBOUND	Left	22	1	22	2		0	4	26	1	26	0	26	1	26	0	26	1	26		
	Left-Through		0							0				0				0			
	Through	84	1	61	8		0	21	105	2	53	0	105	2	53	0	105	2	53		
	Through-Right		1							0				0				0			
	Right	37	0	37	3		0	-1	36	1	12	0	36	1	12	0	36	1	12		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
CRITICAL VOLUMES				North-South: 203 East-West: 242 SUM: 445		North-South: 0 East-West: 0 SUM: 0		North-South: 180 East-West: 267 SUM: 447				North-South: 180 East-West: 595 SUM: 775				North-South: 180 East-West: 693 SUM: 873					
VOLUME/CAPACITY (V/C) RATIO:				0.297		0.000		0.314				0.544				0.613					
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.297		0.000		0.214				0.444				0.513					
LEVEL OF SERVICE (LOS):				A		A		A				A				A					
REMARKS:				Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC				Fut + WCSP + Non-ESC + ESC				w/ EMP (does not include 3% TCO credit)			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.083
NO

PROJECT IMPACT

0.147
NO

Δv/c after mitigation: 0.216
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			De Soto Av			Year of Count:			2016		Ambient Growth: (%) **			Conducted by:		GTC		Date:		January 2020	
28		East-West Street:			Oxnard St			Projection Year:			2035		Peak Hour:			Sat LN		Reviewed by:		Project:		Promenade (10k Seats)	
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			0			NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0			
					EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			
ATSAC-1 or ATSAC+ATCS-2?								0						2						2			
Override Capacity								0						0						0			
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP				
					Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	39	1	39	0		0	-3	36	1	36	0	36	1	36	0	36	1	36				
	Left-Through		0							0				0				0					
	Through	404	2	142	-3		0	22	426	3	142	0	426	3	142	0	426	3	142				
	Through-Right		1							0				0				0					
	Right	22	0	22	0		0	4	26	1	13	0	26	1	13	0	26	1	13				
	Left-Through-Right		0							0				0				0					
Left-Right		0							0				0				0						
SOUTHBOUND	Left	14	1	14	0		0	1	15	1	15	0	15	1	15	0	15	1	15				
	Left-Through		0							0				0				0					
	Through	383	2	135	-4		0	31	414	4	104	0	414	4	104	262	676	4	169				
	Through-Right		1							0				0				0					
	Right	22	0	22	0		0	2	24	1	13	0	24	1	13	0	24	1	13				
	Left-Through-Right		0							0				0				0					
Left-Right		0							0				0				0						
EASTBOUND	Left	25	1	25	2		0	-3	22	1	22	0	22	1	22	0	22	1	22				
	Left-Through		0							0				0				0					
	Through	46	1	46	4		0	-6	40	1	40	0	40	1	40	0	40	1	40				
	Through-Right		0							0				0				0					
	Right	54	1	35	6		0	5	59	1	41	33	92	1	74	0	92	1	74				
	Left-Through-Right		0							0				0				0					
Left-Right		0							0				0				0						
WESTBOUND	Left	18	1	18	1		0	9	27	1	27	0	27	1	27	0	27	1	27				
	Left-Through		0							0				0				0					
	Through	51	1	30	2		0	-3	48	1	29	0	48	1	29	0	48	1	29				
	Through-Right		1							1				1				1					
	Right	9	0	9	0		0	1	10	0	10	0	10	0	10	0	10	0	10				
	Left-Through-Right		0							0				0				0					
Left-Right		0							0				0				0						
CRITICAL VOLUMES				North-South: 174		174		North-South: 0		0		North-South: 157		157		North-South: 157		157		North-South: 205			
				East-West: 64		64		East-West: 0		0		East-West: 68		68		East-West: 101		101		East-West: 101			
				SUM: 238		238		SUM: 0		0		SUM: 225		225		SUM: 258		258		SUM: 306			
VOLUME/CAPACITY (V/C) RATIO:						0.159				0.000				0.150				0.172				0.204	
V/C LESS ATSAC/ATCS ADJUSTMENT:						0.159				0.000				0.075				0.086				0.104	
LEVEL OF SERVICE (LOS):						A				A				A				A				A	
REMARKS:				Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan							

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.084
NO

PROJECT IMPACT

-0.073
NO

Δv/c after mitigation: -0.055
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Canoga Av	Year of Count:	2016	Ambient Growth: (%): **		Conducted by:	GTC	Date:	January 2020								
29	East-West Street:	Califa St	Projection Year:	2035	Peak Hour:	Sat LN	Reviewed by:		Project:	Promenade (10k Seats)								
No. of Phases		2	2		2		2		2									
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-- 0	NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0									
ATSAC-1 or ATSAC+ATCS-2?		EB-- 2 WB-- 0	EB-- 2 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0									
Override Capacity		0	0		0		0		0									
MOVEMENT		2035 NO BUILD		NON-ESC PROJECT VOLS		FUTURE W/ WCSP W/ NON-ESC PROJ		FUTURE W/ WCSP W/ FULL PROJ		FUT W/ WCSP W/ FULL PROJ W/ EMP								
		Volume	No. of Lanes	Lane Volume	Project Traffic	Lane Volume	Delta 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	36	1	36	0	0	6	42	1	42	0	42	1	42	0	42	1	42
	Left-Through		0						0				0				0	
	Through	571	2	192	7	0	-7	564	2	191	0	564	2	191	0	564	2	191
	Through-Right		1						1				1				1	
	Right	5	0	5	0	0	3	8	0	8	0	8	0	8	0	8	0	8
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
SOUTHBOUND	Left	8	1	8	0	0	2	10	1	10	0	10	1	10	0	10	1	10
	Left-Through		0						0				0				0	
	Through	436	2	150	12	0	-6	430	2	148	492	922	2	312	98	1020	2	345
	Through-Right		1						1				1				1	
	Right	13	0	13	0	0	2	15	0	15	0	15	0	15	0	15	0	15
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
EASTBOUND	Left	30	1	30	4	0	-7	23	1	23	0	23	1	23	0	23	1	23
	Left-Through		0						0				0				0	
	Through	8	1	8	2	0	2	10	1	10	0	10	1	10	0	10	1	10
	Through-Right		0						0				0				0	
	Right	25	1	25	3	0	-4	21	1	0	0	21	1	0	0	21	1	0
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
WESTBOUND	Left	5	1	5	0	0	0	5	1	5	0	5	1	5	0	5	1	5
	Left-Through		0						0				0				0	
	Through	9	1	9	0	0	3	12	1	12	0	12	1	12	0	12	1	12
	Through-Right		1						0				0				0	
	Right	10	0	6	0	0	-1	9	1	4	0	9	1	4	0	9	1	4
	Left-Through-Right		0						0				0				0	
	Left-Right		0						0				0				0	
CRITICAL VOLUMES		North-South: 200 East-West: 39 SUM: 239	North-South: 0 East-West: 0 SUM: 0	North-South: 201 East-West: 35 SUM: 236	North-South: 354 East-West: 35 SUM: 389	North-South: 387 East-West: 35 SUM: 422												
VOLUME/CAPACITY (V/C) RATIO:		0.159	0.000	0.157	0.259	0.281												
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.159	0.000	0.079	0.159	0.181												
LEVEL OF SERVICE (LOS):		A	A	A	A	A												
REMARKS:		Future 2035 No Build	Non_ESC Project Volumes Only	Delta Vol = WCSP Background + Non_ESC	Fut + WCSP + Non_ESC + ESC	with Event Management Plan												

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.080
NO

PROJECT IMPACT

0.000
NO

Δv/c after mitigation: 0.022
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			De Soto Av			Year of Count:			2016		Ambient Growth: (%) **			Conducted by:		GTC		Date:		January 2020			
30		East-West Street:			Califa St			Projection Year:			2035		Peak Hour:			Sat LN		Reviewed by:		Project:		Promenade (10k Seats)			
No. of Phases								3						2						2					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?								2						0						0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			EB-- 0 WB-- 0			NB-- 0 SB-- 0			EB-- 0 WB-- 0			NB-- 0 SB-- 0			EB-- 0 WB-- 0					
ATSAC-1 or ATSAC+ATCS-2?					0			0			0			2			0			2					
Override Capacity					0			0			0			0			0			0					
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLTS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP						
					Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	8	1	8	0		0	1	9	1	9	0	9	1	9	0	9	1	9						
	Left-Through		0							0				0				0							
	Through	452	3	151	-1		0	11	463	3	154	0	463	3	154	0	463	3	154						
	Through-Right		0							0				0				0							
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0						
	Left-Through-Right		0							0				0				0							
SOUTHBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0						
	Left-Through		0							0				0				0							
	Through	486	2	163	6		0	-16	470	3	157	33	503	3	168	262	765	3	255						
	Through-Right		1							0				0				0							
	Right	2	0	2	0		0	4	6	1	6	0	6	1	6	0	6	1	6						
	Left-Through-Right		0							0				0				0							
EASTBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0						
	Left-Through		0							0				0				0							
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0						
	Through-Right		0							0				0				0							
	Right	16	1	16	1		0	6	22	2	8	0	22	2	8	0	22	2	8						
	Left-Through-Right		0							0				0				0							
WESTBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0						
	Left-Through		0							0				0				0							
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0						
	Through-Right		0							0				0				0							
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0						
	Left-Through-Right		0							0				0				0							
CRITICAL VOLUMES		North-South: 171		East-West: 16		SUM: 187		North-South: 0		East-West: 0		SUM: 0		North-South: 166		East-West: 8		SUM: 174		North-South: 177		East-West: 8		SUM: 185	
VOLUME/CAPACITY (V/C) RATIO:		0.131		0.000		0.116		0.058		0.123		0.062		0.181		0.091		A		A		A			
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A		A		A			
REMARKS:		Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				with Event Management Plan									

06 FP SAT LN 10-11 PM.xlsm

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	US 101 WB Onramp	Year of Count:	2016	Ambient Growth: (%): **		Conducted by:	GTC	Date:	January 2020								
32	East-West Street:	Burbank Bl	Projection Year:	2035	Peak Hour:	Sat LN	Reviewed by:		Project:	Promenade (10k Seats)								
No. of Phases		3	3		3		3		3									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		0		0		0									
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?		EB-- 0 WB-- 0	EB-- 0 WB-- 0		EB-- 2 WB-- 0		EB-- 2 WB-- 0		EB-- 2 WB-- 0									
Override Capacity		0	0		0		0		0									
MOVEMENT		2035 NO BUILD		NON-ESC PROJECT VOLS		FUTURE W/ WCSP W/ NON-ESC PROJ		FUTURE W/ WCSP W/ FULL PROJ		FUT W/ WCSP W/ FULL PROJ W/ EMP								
		Volume	No. of Lanes	Lane Volume	Project Traffic	Lane Volume	Delta 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	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
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1
WESTBOUND	Left-Through	136	1	73	4	0	8	144	1	79	0	144	1	79	0	144	1	79
	Through	9	0	9	0	0	4	13	0	13	0	13	0	13	0	13	0	13
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES	Left	290	2	160	6	0	1	291	2	160	328	619	2	340	164	783	2	431
	Left-Through	114	0	114	3	0	21	135	1	68	33	168	1	84	0	168	1	84
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUME/CAPACITY (V/C) RATIO:	North-South:	0		0		0		0		0		0		0		0		0
	East-West:	233		0		0		239		419		510		510		510		510
	SUM:	233		0		0		239		419		510		510		510		510
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.164		0.000		0.168		0.294		0.358		0.194		0.258		0.258		0.258
		0.164		0.000		0.084		0.194		0.258		0.194		0.258		0.258		0.258
		A		A		A		A		A		A		A		A		A
REMARKS:		Future 2035 No Build		Non-ESC Project Volumes Only		Delta Vol = WCSP Background + Non-ESC		Fut + WCSP + Non-ESC + ESC		with Event Management Plan								

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.080
NO

PROJECT IMPACT

0.030
NO

Δv/c after mitigation: 0.094
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon BI			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:		GTC		Date: January 2020		
33		East-West Street: Burbank BI			Projection Year: 2035			Peak Hour: Sat LN			Reviewed by:				Project: Promenade (10k Seats)		
		No. of Phases			3			3			3		3		3		
		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-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		
		ATSAC-1 or ATSAC+ATCS-2?			0			0			0		0		0		
		Override Capacity			0			0			2		2		2		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0			0		0		0		
					0			0									

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.156
NO

PROJECT IMPACT

0.104
NO

Δv/c after mitigation: 0.204
Fully mitigated? N/A

06 FP SAT LN 10-11 PM.xlsm

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Canoga Av			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:		GTC		Date: January 2020		
35		East-West Street: Burbank Bl			Projection Year: 2035			Peak Hour: Sat LN			Reviewed by:				Project: Promenade (10k Seats)		
		No. of Phases			3			3			3			3			3
		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-- 0 EB-- 0 WB-- 0	0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		0	NB-- 0 SB-- 0 EB-- 0 WB-- 3		0	NB-- 0 SB-- 0 EB-- 0 WB-- 3		0	NB-- 0 SB-- 0 EB-- 0 WB-- 3		0
		ATSAC-1 or ATSAC+ATCS-2?			0			0			2			2			2
		Override Capacity			0			0			0			0			0

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			De Soto Av			Year of Count:			2016		Ambient Growth: (%) **			Conducted by:			GTC			Date:		January 2020	
36		East-West Street:			Burbank Bl			Projection Year:			2035		Peak Hour:			Sat LN		Reviewed by:			Project:			Promenade (10k Seats)	
No. of Phases											3												2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?											2												0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?					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		
ATSAC-1 or ATSAC+ATCS-2?											0												2		
Override Capacity											0												0		
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP						
					Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	16	1	16	0		0	9	25	1	25	0	25	1	25	0	25	1	25						
	Left-Through		0							0				0				0							
	Through	466	3	155	-1		0	22	488	3	163	0	488	3	163	0	488	3	163						
	Through-Right		0							0				0				0							
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0							
	Left-Through-Right		0							0				0				0							
SOUTHBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0							
	Left-Through		0							0				0				0							
	Through	412	2	149	12		0	-1	411	2	149	33	444	2	160	262	706	2	247						
	Through-Right		1							1				1				1							
	Right	35	0	35	1		0	1	36	0	36	0	36	0	36	0	36	0	36						
	Left-Through-Right		0							0				0				0							
EASTBOUND	Left	42	2	23	0		0	-2	40	2	22	0	40	2	22	0	40	2	22						
	Left-Through		0							0				0				0							
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0							
	Through-Right		0							0				0				0							
	Right	33	2	10	0		0	3	36	2	8	0	36	2	8	0	36	2	8						
	Left-Through-Right		0							0				0				0							
WESTBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0							
	Left-Through		0							0				0				0							
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0							
	Through-Right		0							0				0				0							
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0							
	Left-Through-Right		0							0				0				0							
CRITICAL VOLUMES		North-South: 165			North-South: 0			North-South: 174			North-South: 185			North-South: 272											
		East-West: 23			East-West: 0			East-West: 22			East-West: 22			East-West: 22											
		SUM: 188			SUM: 0			SUM: 196			SUM: 207			SUM: 294											
VOLUME/CAPACITY (V/C) RATIO:					0.132						0.131						0.138								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.132						0.065						0.069								
LEVEL OF SERVICE (LOS):					A						A						A								
REMARKS:		Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC				Fut + WCSP + Non-ESC + ESC				with Event Management Plan									

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.067
NO

PROJECT IMPACT

-0.063
NO

Δv/c after mitigation: -0.034
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Shoup Av			Year of Count: 2016			Ambient Growth: (%) : **				Conducted by:		GTC		Date: January 2020			
37		East-West Street: Ventura BI			Projection Year: 2035			Peak Hour: Sat LN				Reviewed by:				Project: Promenade (10k Seats)			
<div>No. of Phases</div> <div>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?</div> <div>Right Turns: FREE-1, NRTOR-2 or OLA-3?</div> <div>ATSAC-1 or ATSAC+ATCS-2?</div> <div>Override Capacity</div>																			
		3			3			4				4		4					
		2			2			1				1		1					
		0			0			0				0		0					
		2			2			0				0		0					
		0			0			2				2		2					
		0			0			0				0		0					
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	25	0	25	0		0	25	0	25	0	25	0	25	0	25	0	25	
	Left-Through		1						1			1	1			1	1		
	Through	79	0	86	1		-8	71	0	87	0	71	0	87	0	71	0	87	
	Through-Right		1						1			1	1			1	1		
	Right	68	0	86	1		9	77	0	87	0	77	0	87	0	77	0	87	
	Left-Through-Right		0						0			0	0			0	0		
	Left-Right		0						0			0	0			0	0		
SOUTHBOUND	Left	155	1	99	10		41	196	1	118	0	196	1	118	0	196	1	118	
	Left-Through		1						1			1	1			1	1		
	Through	43	0	99	2		-3	40	0	118	0	40	0	118	0	40	0	118	
	Through-Right		0						0			0	0			0	0		
	Right	103	1	78	5		2	105	1	80	0	105	1	80	0	105	1	80	
	Left-Through-Right		0						0			0	0			0	0		
	Left-Right		0						0			0	0			0	0		
EASTBOUND	Left	51	1	51	1		0	51	1	51	0	51	1	51	0	51	1	51	
	Left-Through		0						0			0	0			0	0		
	Through	459	2	165	6		3	462	2	165	0	462	2	165	0	462	2	165	
	Through-Right		1						1			1	1			1	1		
	Right	35	0	35	0		-3	32	0	32	0	32	0	32	0	32	0	32	
	Left-Through-Right		0						0			0	0			0	0		
	Left-Right		0						0			0	0			0	0		
WESTBOUND	Left	47	1	47	0		10	57	1	57	0	57	1	57	0	57	1	57	
	Left-Through		0						0			0	0			0	0		
	Through	505	3	168	-2		32	537	2	194	360	897	2	299	-164	733	2	244	
	Through-Right		0						1			1	1			1	1		
	Right	185	1	185	-1		53	238	1	0	0	238	1	179	0	238	1	179	
	Left-Through-Right		0						0			0	0			0	0		
	Left-Right		0						0			0	0			0	0		
CRITICAL VOLUMES		North-South: 185			North-South: 0			North-South: 205				North-South: 205				North-South: 205			
		East-West: 350			East-West: 0			East-West: 245				East-West: 350				East-West: 295			
		SUM: 535			SUM: 0			SUM: 450				SUM: 555				SUM: 500			
VOLUME/CAPACITY (V/C) RATIO:					0.375			0.327				0.404				0.364			
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.375			0.227				0.304				0.264			
LEVEL OF SERVICE (LOS):					A			A				A				A			
REMARKS:		Refer to Traffix Analysis			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				with Event Management Plan			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.148
NO

PROJECT IMPACT

-0.071
NO

Δv/c after mitigation: -0.111
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	US 101 EB Ramps	Year of Count:	2016	Ambient Growth: (%) **		Conducted by:	GTC	Date:	January 2020								
38	East-West Street:	Ventura BI	Projection Year:	2035	Peak Hour:	Sat LN	Reviewed by:		Project:	Promenade (10k Seats)								
No. of Phases		3	3		2		2		2									
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-- 1 SB-- 0	NB-- 1 SB-- 0		NB-- 1 SB-- 0		NB-- 1 SB-- 0		NB-- 1 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									
Override Capacity		0	0		0		0		0									
MOVEMENT		2035 NO BUILD		NON-ESC PROJECT VOLS		FUTURE W/ WCSP W/ NON-ESC PROJ		FUTURE W/ WCSP W/ FULL PROJ		FUT W/ WCSP W/ FULL PROJ W/ EMP								
		Volume	No. of Lanes	Lane Volume	Project Traffic	Lane Volume	Delta 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	507	0	0	5	0	64	571	0	0	0	571	0	0	0	571	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	557	1	557	7	0	42	599	2	329	0	599	2	329	0	599	2	329
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	353	2	177	5	0	8	361	2	181	0	361	2	181	0	361	2	181
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	388	2	136	2	0	10	398	2	139	360	758	2	259	-164	594	2	205
	Through-Right	19	0	19	0	0	1	20	0	20	0	20	0	20	0	20	0	20
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 0 East-West: 693 SUM: 693	North-South: 0 East-West: 0 SUM: 0	North-South: 0 East-West: 468 SUM: 468	North-South: 0 East-West: 588 SUM: 588	North-South: 0 East-West: 534 SUM: 534												
VOLUME/CAPACITY (V/C) RATIO:		0.486	0.000	0.312	0.392	0.356												
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.486	0.000	0.212	0.292	0.256												
LEVEL OF SERVICE (LOS):		A	A	A	A	A												
REMARKS:		Future 2035 No Build	Non_ESC Project Volumes Only	Delta Vol = WCSP Background + Non_ESC	Fut + WCSP + Non_ESC + ESC	with Event Management Plan												

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.274
NO

PROJECT IMPACT

-0.194
NO

Δv/c after mitigation: -0.230
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon Bl			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:		GTC		Date: January 2020						
39		East-West Street: US-101 WB Off-ramp			Projection Year: 2035			Peak Hour: Sat LN			Reviewed by:				Project: Promenade (10k Seats)						
No. of Phases						3								0				0			
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-- 1		0		NB-- 0 SB-- 1				NB-- 0 SB-- 0		0		NB-- 0 SB-- 0		0			
ATSAC-1 or ATSAC+ATCS-2?				EB-- 1 WB-- 0		0		EB-- 1 WB-- 0				EB-- 1 WB-- 1		1		EB-- 1 WB-- 1		1			
Override Capacity						0								2				2			
						0		1500						1500				1500			
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
				Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through		0						0				0				0				
	Through	749	3	250	1		0	80	829	3	276	0	829	3	276	0	829	3	276		
	Through-Right		0						0				0				0				
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
SOUTHBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through		0						0				0				0				
	Through	660	3	220	9		0	-44	616	3	205	1114	1730	3	577	-524	1206	3	402		
	Through-Right		0						0				0				0				
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
EASTBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through		0						0				0				0				
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through-Right		0						0				0				0				
	Right	215	0	0	0		0	-1	214	0	0	0	214	0	0	0	214	0	0		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
WESTBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through		0						0				0				0				
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through-Right		0						0				0				0				
	Right	271	2	149	16		0	17	288	0	0	0	288	0	0	0	288	0	0		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
CRITICAL VOLUMES				North-South: 250		0		North-South: 276				North-South: 577		402		East-West: 0		0			
				East-West: 149		0		East-West: 0				East-West: 0		0		East-West: 0		0			
				SUM: 399		0		SUM: 276				SUM: 577		402		SUM: 402					
VOLUME/CAPACITY (V/C) RATIO:				0.280		0.000		0.184				0.385		0.268							
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.280		0.000		0.092				0.285		0.168							
LEVEL OF SERVICE (LOS):				A		A		A				A		A							
REMARKS:				Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.188
NO

PROJECT IMPACT

0.005
NO

Δv/c after mitigation: -0.112
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon Bl			Year of Count: 2016			Ambient Growth: (%) : **				Conducted by:		GTC		Date: January 2020			
40		East-West Street: Clarendon St			Projection Year: 2035			Peak Hour: Sat LN				Reviewed by:				Project: Promenade (10k Seats)			
<div>No. of Phases</div> <div>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?</div> <div>Right Turns: FREE-1, NRTOR-2 or OLA-3?</div> <div>ATSAC-1 or ATSAC+ATCS-2?</div> <div>Override Capacity</div>																			
		3			3			4				4		4					
		2			2			2				2		2					
		0			0			0				0		0					
		2			2			3				3		3					
		0			0			2				2		2					
		0			0			0				0		0					
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	24	1	24	0		0	3	27	1	27	0	27	1	27	0	27	1	27
	Left-Through		0							0				0				0	
	Through	810	2	280	12		0	77	887	2	307	0	887	2	307	0	887	2	307
	Through-Right		1							1				1				1	
	Right	30	0	30	0		0	3	33	0	33	0	33	0	33	0	33	0	33
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	124	1	124	2		0	11	135	1	135	0	135	1	135	0	135	1	135
	Left-Through		0							0				0				0	
	Through	504	2	190	11		0	44	548	2	207	459	1007	2	360	-164	843	2	305
	Through-Right		1							1				1				1	
	Right	67	0	67	1		0	6	73	0	73	0	73	0	73	0	73	0	73
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	101	1	72	0		0	11	112	2	62	0	112	2	62	0	112	2	62
	Left-Through		0							0				0				0	
	Through	20	0	72	0		0	2	22	0	48	0	22	0	48	0	22	0	48
	Through-Right		0							1				1				1	
	Right	23	0	0	0		0	3	26	0	0	0	26	0	0	0	26	0	0
	Left-Through-Right		1							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	13	0	13	0		0	1	14	0	14	0	14	0	14	0	14	0	14
	Left-Through		1							1				1				1	
	Through	7	0	20	0		0	1	8	0	22	0	8	0	22	0	8	0	22
	Through-Right		0							0				0				0	
	Right	70	1	70	0		0	8	78	2	0	0	78	2	0	0	78	2	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		404	North-South:		0	North-South:		442	North-South:		442	North-South:		442			
		East-West:		142	East-West:		0	East-West:		84	East-West:		84	East-West:		84			
		SUM:		546	SUM:		0	SUM:		526	SUM:		526	SUM:		526			
VOLUME/CAPACITY (V/C) RATIO:				0.383			0.000			0.383			0.383			0.383			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.383			0.000			0.283			0.283			0.283			
LEVEL OF SERVICE (LOS):				A			A			A			A			A			
REMARKS:		Refer to Traffix Analysis			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				with Event Management Plan			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.100
NO

PROJECT IMPACT

-0.100
NO

Δv/c after mitigation: -0.100
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon BI			Year of Count: 2016		Ambient Growth: (%) **				Conducted by:		GTC		Date: January 2020				
41		East-West Street: Ventura BI			Projection Year: 2035		Peak Hour: Sat LN				Reviewed by:				Project: Promenade (10k Seats)				
<div>No. of Phases</div> <div>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?</div> <div>Right Turns: FREE-1, NRTOR-2 or OLA-3?</div> <div>ATSAC-1 or ATSAC+ATCS-2?</div> <div>Override Capacity</div>					4						4				4				
					0						0				0				
		NB-- 0 SB-- 0			0		NB-- 3 SB-- 0				0		NB-- 3 SB-- 0		0				
		EB-- 0 WB-- 2			2		EB-- 0 WB-- 3				3		EB-- 0 WB-- 3		3				
					0						2				2				
					0						0				0				
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	55	1	55	0		0	3	58	1	58	0	58	1	58	0	58	1	58
	Left-Through		0						0				0				0		
	Through	419	3	140	-4		0	41	460	3	153	0	460	3	153	0	460	3	153
	Through-Right		0						0				0				0		
	Right	95	1	77	-1		0	1	96	1	58	0	96	1	58	0	96	1	58
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	109	1	109	4		0	5	114	2	63	0	114	2	63	0	114	2	63
	Left-Through		0						0				0				0		
	Through	328	2	124	10		0	3	331	2	110	98	429	2	208	0	429	2	167
	Through-Right		1						1				1				1		
	Right	44	0	44	2		0	0	44	1	0	360	404	1	0	-164	240	1	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	232	2	128	5		0	23	255	3	89	0	255	3	89	0	255	3	89
	Left-Through		0						0				0				0		
	Through	287	2	112	5		0	2	289	2	112	0	289	2	112	0	289	2	112
	Through-Right		1						1				1				1		
	Right	49	0	49	1		0	-1	48	0	48	0	48	0	48	0	48	0	48
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	68	2	37	1		0	1	69	2	38	0	69	2	38	0	69	2	38
	Left-Through		0						0				0				0		
	Through	298	2	149	4		0	4	302	2	151	0	302	2	151	0	302	2	151
	Through-Right		0						0				0				0		
	Right	151	1	151	2		0	21	172	2	32	0	172	2	32	0	172	2	32
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 249			North-South: 0			North-South: 216				North-South: 266				North-South: 225			
		East-West: 279			East-West: 0			East-West: 240				East-West: 240				East-West: 240			
		SUM: 528			SUM: 0			SUM: 456				SUM: 506				SUM: 465			
VOLUME/CAPACITY (V/C) RATIO:					0.384			0.332				0.368				0.338			
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.000			0.232				0.268				0.238			
LEVEL OF SERVICE (LOS):					A			A				A				A			
REMARKS:		Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				with Event Management Plan			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.152
NO

-0.116
NO

Δv/c after mitigation: -0.146
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Canoga Av			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:		GTC		Date: January 2020						
42		East-West Street: US 101 WB Off Ramp			Projection Year: 2035			Peak Hour: Sat LN			Reviewed by:				Project: Promenade (10k Seats)						
No. of Phases						3				2				2				2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						2				0				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 0 SB-- 0		0		NB-- 0 SB-- 0		0		NB-- 0 SB-- 0		0		NB-- 0 SB-- 0		0			
ATSAC-1 or ATSAC+ATCS-2?				EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0			
Override Capacity						0				2				2				2			
						0				0				0				0			
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
				Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through		0						0				0				0				
	Through	262	3	87	2		0	-9	253	3	84	0	253	3	84	0	253	3	84		
	Through-Right		0						0				0				0				
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-Right		0						0				0				0				
Left-Right		0						0				0				0					
SOUTHBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through		0						0				0				0				
	Through	470	4	118	14		0	17	487	4	122	492	979	4	245	98	1077	4	269		
	Through-Right		0						0				0				0				
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-Right		0						0				0				0				
Left-Right		0						0				0				0					
EASTBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through		0						0				0				0				
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through-Right		0						0				0				0				
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-Right		0						0				0				0				
Left-Right		0						0				0				0					
WESTBOUND	Left	99	1	99	0		0	-5	94	1	94	0	94	1	94	0	94	1	94		
	Left-Through		0						0				0				0				
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through-Right		0						0				0				0				
	Right	233	2	128	-1		0	-5	228	2	125	0	228	2	125	0	228	2	125		
	Left-Through-Right		0						0				0				0				
Left-Right		0						0				0				0					
CRITICAL VOLUMES				North-South: 118		0		North-South: 122		125		North-South: 245		125		North-South: 269		125			
				East-West: 128		0		East-West: 125		125		East-West: 125		125		East-West: 125		125			
				SUM: 246		0		SUM: 247		370		SUM: 370		370		SUM: 394		394			
VOLUME/CAPACITY (V/C) RATIO:				0.173		0.000		0.165		0.247		0.263									
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.173		0.000		0.082		0.147		0.163									
LEVEL OF SERVICE (LOS):				A		A		A		A		A		A							
REMARKS:				Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.091
NO

PROJECT IMPACT

-0.026
NO

Δv/c after mitigation: -0.010
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Canoga Av			Year of Count:			2016			Ambient Growth: (%) **			Conducted by:			GTC			Date:		January 2020		
43		East-West Street:			US 101 EB On Ramp			Projection Year:			2035			Peak Hour:			Sat LN			Reviewed by:			Project:			Promenade (10k Seats)	
No. of Phases					3			3			2			2			2			2			2				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			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			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			0				
ATSAC-1 or ATSAC+ATCS-2?					0			0			0			0			0			0			0				
Override Capacity					0			0			2			0			2			0			2				
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP								
					Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Left-Through		0						0					0			0		0		0						
	Through	263	3	88	1		0	-8	255	3	85	0	255	3	85	0	255	3	85	0	255	3	85				
	Through-Right		0							0				0			0		0		0						
	Right	131	1	131	0		0	-9	122	1	122	0	122	1	122	0	122	1	122	0	122	1	122				
	Left-Through-Right		0							0				0			0		0		0						
SOUTHBOUND	Left	280	2	154	7		0	-1	279	2	153	459	738	2	406	98	836	2	460								
	Left-Through		0							0				0				0									
	Through	303	2	152	8		0	10	313	2	157	33	346	2	173	0	346	2	173	0	346	2	173				
	Through-Right		0							0				0				0									
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Left-Through-Right		0							0				0				0									
EASTBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Left-Through		0							0				0				0									
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Through-Right		0							0				0				0									
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Left-Through-Right		0							0				0				0									
WESTBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Left-Through		0							0				0				0									
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Through-Right		0							0				0				0									
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Left-Through-Right		0							0				0				0									
CRITICAL VOLUMES					North-South: 285			North-South: 0			North-South: 275			North-South: 528			North-South: 582										
					East-West: 0			East-West: 0			East-West: 0			East-West: 0			East-West: 0										
					SUM: 285			SUM: 0			SUM: 275			SUM: 528			SUM: 582										
VOLUME/CAPACITY (V/C) RATIO:					0.200			0.000			0.183			0.352			0.388										
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.200			0.000			0.092			0.252			0.288										
LEVEL OF SERVICE (LOS):					A			A			A			A			A										
REMARKS:					Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan										

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.108
NO

PROJECT IMPACT

0.052
NO

Δv/c after mitigation: 0.088
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Canoga Av			Year of Count: 2016			Ambient Growth: (%) : **			Conducted by:		GTC		Date: January 2020				
44		East-West Street: Ventura BI			Projection Year: 2035			Peak Hour: Sat LN			Reviewed by:				Project: Promenade (10k Seats)				
<div>No. of Phases</div> <div>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?</div> <div>Right Turns: FREE-1, NRTOR-2 or OLA-3?</div> <div>ATSAC-1 or ATSAC+ATCS-2?</div> <div>Override Capacity</div>																			
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	54	1	54	0		0	54	1	54	0	54	1	54	0	54	1	54	
	Left-Through		0						0				0				0		
	Through	102	1	63	0		-7	95	1	59	0	95	1	59	0	95	1	59	
	Through-Right		1						1				1				1		
	Right	23	0	23	0		-1	22	0	22	0	22	0	22	0	22	0	22	
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	84	1	84	2		0	84	1	84	0	84	1	84	0	84	1	84	
	Left-Through		0						0				0				0		
	Through	95	1	95	3		3	98	1	98	33	131	1	131	0	131	1	131	
	Through-Right		0						0				0				0		
	Right	114	1	24	3		3	117	1	28	0	117	1	28	0	117	1	28	
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	164	2	90	0		-2	162	2	89	0	162	2	89	0	162	2	89	
	Left-Through		0						0				0				0		
	Through	400	2	200	0		6	406	2	203	0	406	2	203	0	406	2	203	
	Through-Right		0						0				0				0		
	Right	46	1	19	0		3	49	1	22	0	49	1	22	0	49	1	22	
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	29	1	29	0		1	30	1	30	0	30	1	30	0	30	1	30	
	Left-Through		0						0				0				0		
	Through	410	3	137	1		2	412	3	137	0	412	3	137	0	412	3	137	
	Through-Right		0						0				0				0		
	Right	99	1	15	0		-4	95	1	11	0	95	1	11	0	95	1	11	
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 149 East-West: 229 SUM: 378			North-South: 0 East-West: 0 SUM: 0			North-South: 152 East-West: 233 SUM: 385				North-South: 185 East-West: 233 SUM: 418				North-South: 185 East-West: 233 SUM: 418			
VOLUME/CAPACITY (V/C) RATIO:					0.265							0.304							
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.265							0.204							
LEVEL OF SERVICE (LOS):					A							A							
REMARKS:		Future 2035 No Build			Non-ESC Project Volumes Only			Delta Vol = WCSP Background + Non-ESC				Fut + WCSP + Non-ESC + ESC				with Event Management Plan			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.085
NO

PROJECT IMPACT

-0.061
NO

Δv/c after mitigation: -0.061
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			De Soto Av			Year of Count:			2016		Ambient Growth: (%) **			Conducted by:			GTC			Date:		January 2020	
45		East-West Street:			US 101 WB Ramps			Projection Year:			2035		Peak Hour:			Sat LN		Reviewed by:			Project:			Promenade (10k Seats)	
No. of Phases					3			3			3			3			3			3			3		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					2			2			0			0			0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?					0			0			0			0			0			0			0		
ATSAC-1 or ATSAC+ATCS-2?					2			2			0			0			0			0			0		
Override Capacity					0			0			2			2			2			2			2		
					0			0			0			0			0			0			0		
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP						
					Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	58	1	58	0		0	1	59	1	59	0	59	1	59	0	59	1	59						
	Left-Through		0							0				0				0							
	Through	377	2	189	0		0	-12	365	3	122	0	365	3	122	0	365	3	122						
	Through-Right		0							0				0				0							
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
SOUTHBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0						
	Left-Through		0							0				0				0							
	Through	385	4	96	11		0	51	436	4	109	33	469	4	117	262	731	4	183						
	Through-Right		0							0				0				0							
	Right	104	1	104	3		0	3	107	2	59	0	107	2	59	0	107	2	59						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
EASTBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0						
	Left-Through		0							0				0				0							
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0						
	Through-Right		0							0				0				0							
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
WESTBOUND	Left	85	1	78	-1		0	8	93	1	84	0	93	1	84	0	93	1	84						
	Left-Through		0							0				0				0							
	Through	0	0	78	0		0	0	0	0	84	0	0	0	84	0	0	0	84						
	Through-Right		0							0				0				0							
	Right	150	1	0	-1		0	8	158	1	0	0	158	1	0	0	158	1	0						
	Left-Through-Right		1							1				1				1							
Left-Right		0							0				0				0								
CRITICAL VOLUMES					North-South: 189 East-West: 78 SUM: 267			North-South: 0 East-West: 0 SUM: 0			North-South: 168 East-West: 84 SUM: 252			North-South: 176 East-West: 84 SUM: 260			North-South: 242 East-West: 84 SUM: 326								
VOLUME/CAPACITY (V/C) RATIO:					0.187			0.000			0.177			0.182			0.229								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.187			0.000			0.088			0.091			0.129								
LEVEL OF SERVICE (LOS):					A			A			A			A			A								
REMARKS:					Refer to Traffix Analysis			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan								

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.099
NO

PROJECT IMPACT

-0.096
NO

Δv/c after mitigation: -0.058
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: De Soto Av			Year of Count: 2016			Ambient Growth: (%) : **				Conducted by:		GTC		Date: January 2020			
46		East-West Street: US 101 EB Ramps			Projection Year: 2035			Peak Hour: Sat LN				Reviewed by:				Project: Promenade (10k Seats)			
		No. of Phases			3			3				3		3		3			
		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2				0		0		0			
		Right Turns: FREE-1, NRTOR-2 or OLA-3?			0			0				0		0		0			
		ATSAC-1 or ATSAC+ATCS-2?			0			0				0		0		0			
		Override Capacity			0			0				2		2		2			
					0			0				0		0		0			
MOVEMENT		2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0						0				0				0		
	Through	210	3	70	-7		0	-5	205	4	51	0	205	4	51	0	205	4	51
	Through-Right		0							0			0				0		
	Right	92	1	92	-3		0	2	94	1	94	0	94	1	94	0	94	1	94
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0			0				0		
SOUTHBOUND	Left	187	2	103	2		0	-15	172	2	95	0	172	2	95	262	434	2	239
	Left-Through		0							0			0					0	
	Through	291	2	146	3		0	-9	282	2	141	33	315	2	158	0	315	2	158
	Through-Right		0							0			0					0	
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0			0					0	
	Left-Right		0							0			0				0		
EASTBOUND	Left	213	1	109	0		0	-10	203	1	104	0	203	1	104	0	203	1	104
	Left-Through		1							1			1					1	
	Through	5	0	109	0		0	0	5	0	104	0	5	0	104	0	5	0	104
	Through-Right		0							0			0					0	
	Right	214	1	214	1		0	-1	213	1	213	0	213	1	213	0	213	1	213
	Left-Through-Right		0							0			0					0	
	Left-Right		0							0			0				0		
WESTBOUND	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0			0					0	
	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0			0					0	
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0			0					0	
	Left-Right		0							0			0				0		
CRITICAL VOLUMES		North-South: 195 East-West: 214 SUM: 409			North-South: 0 East-West: 0 SUM: 0			North-South: 189 East-West: 213 SUM: 402				North-South: 189 East-West: 213 SUM: 402				North-South: 333 East-West: 213 SUM: 546			
VOLUME/CAPACITY (V/C) RATIO:					0.287							0.282							
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.287							0.182							
LEVEL OF SERVICE (LOS):					A							A							
REMARKS:		Refer to Traffix Analysis			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				with Event Management Plan			

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.105
NO

PROJECT IMPACT

-0.105
NO

Δv/c after mitigation: -0.004
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			De Soto Av			Year of Count:			2016		Ambient Growth: (%) **			Conducted by:		GTC		Date:		January 2020					
47		East-West Street:			Ventura BI			Projection Year:			2035		Peak Hour:			Sat LN		Reviewed by:		Project:		Promenade (10k Seats)					
No. of Phases							3						4						4						4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?							1						0						0						0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 0 SB-- 2			2			NB-- 0 SB-- 1			0			NB-- 0 SB-- 3			0			NB-- 0 SB-- 3			0		
ATSAC-1 or ATSAC+ATCS-2?				EB-- 0 WB-- 2			2			EB-- 0 WB-- 2			0			EB-- 0 WB-- 3			0			EB-- 0 WB-- 3			0		
Override Capacity							0						0						0						0		
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP									
				Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	17	1	17	0		0	2	19	1	19	0	19	1	19	0	19	1	19								
	Left-Through		0							0				0				0									
	Through	79	1	59	0		0	4	83	2	42	0	83	2	42	0	83	2	42								
	Through-Right		1							0				0				0									
	Right	39	0	39	0		0	8	47	1	35	0	47	1	35	0	47	1	35								
	Left-Through-Right		0							0				0				0									
	Left-Right		0							0				0				0									
SOUTHBOUND	Left	305	2	168	-7		0	62	367	2	202	0	367	2	202	0	367	2	202								
	Left-Through		0							0				0				0									
	Through	77	1	77	-1		0	-3	74	1	74	33	107	1	107	0	107	1	107								
	Through-Right		0							0				0				0									
	Right	143	1	143	-3		0	10	153	1	36	0	153	1	36	0	153	1	36								
	Left-Through-Right		0							0				0				0									
	Left-Right		0							0				0				0									
EASTBOUND	Left	111	1	111	3		0	6	117	1	117	0	117	1	117	0	117	1	117								
	Left-Through		0							0				0				0									
	Through	415	2	146	9		0	21	436	2	153	0	436	2	153	0	436	2	153								
	Through-Right		1							1				1				1									
	Right	22	0	22	0		0	1	23	0	23	0	23	0	23	0	23	0	23								
	Left-Through-Right		0							0				0				0									
	Left-Right		0							0				0				0									
WESTBOUND	Left	20	1	20	0		0	4	24	1	24	0	24	1	24	0	24	1	24								
	Left-Through		0							0				0				0									
	Through	372	3	124	4		0	8	380	3	127	0	380	3	127	0	380	3	127								
	Through-Right		0							0				0				0									
	Right	112	1	112	2		0	37	149	1	0	0	149	1	0	0	149	1	0								
	Left-Through-Right		0							0				0				0									
	Left-Right		0							0				0				0									
CRITICAL VOLUMES				North-South: 227			227			North-South: 0			0			North-South: 244			244			244					
				East-West: 235			235			East-West: 0			0			East-West: 244			244			244					
				SUM: 462			462			SUM: 0			0			SUM: 488			488			488					
VOLUME/CAPACITY (V/C) RATIO:							0.324						0.000						0.355						0.355		
V/C LESS ATSAC/ATCS ADJUSTMENT:							0.324						0.000						0.255						0.255		
LEVEL OF SERVICE (LOS):							A						A						A						A		
REMARKS:				Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC				Fut + WCSP + Non_ESC + ESC				with Event Management Plan									

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.069
NO

PROJECT IMPACT

-0.069
NO

Δv/c after mitigation: -0.069
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: Topanga Canyon Bl			Year of Count: 2016			Ambient Growth: (%) **			Conducted by:		GTC		Date: January 2020						
48		East-West Street: Martinez St			Projection Year: 2035			Peak Hour: Sat LN			Reviewed by:				Project: Promenade (10k Seats)						
No. of Phases						2				2				2				2			
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		NB-- 0 SB-- 0		0		0		0			
				EB-- 0 WB-- 0		0		0		0		EB-- 0 WB-- 0		0		0		0			
ATSAC-1 or ATSAC+ATCS-2?						0				2				2				2			
Override Capacity						0				0				0				0			
MOVEMENT				2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP			
				Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	3	0	3	0		0	-1	2	0	2	0	2	0	2	0	2	0	2		
	Left-Through		1							1			1				1				
	Through	445	0	226	-7		0	46	491	0	248	0	491	0	248	0	491	0	248		
	Through-Right		1							1			1				1				
	Right	1	0	226	0		0	0	1	0	248	0	1	0	248	0	1	0	248		
	Left-Through-Right		0							0			0				0				
Left-Right		0							0			0				0					
SOUTHBOUND	Left	3	0	3	0		0	-1	2	0	2	0	2	0	2	0	2	0	2		
	Left-Through		1							1			1				1				
	Through	480	0	245	5		0	-2	478	0	243	98	576	0	292	0	576	0	292		
	Through-Right		1							1			1				1				
	Right	3	0	245	0		0	0	3	0	243	0	3	0	292	0	3	0	292		
	Left-Through-Right		0							0			0				0				
Left-Right		0							0			0				0					
EASTBOUND	Left	13	0	13	0		0	3	16	0	16	0	16	0	16	0	16	0	16		
	Left-Through		0							0			0				0				
	Through	2	0	18	0		0	0	2	0	20	0	2	0	20	0	2	0	20		
	Through-Right		0							0			0				0				
	Right	3	0	0	0		0	-1	2	0	0	0	2	0	0	0	2	0	0		
	Left-Through-Right		1							1			1				1				
Left-Right		0							0			0				0					
WESTBOUND	Left	3	0	3	0		0	0	3	0	3	0	3	0	3	0	3	0	3		
	Left-Through		0							0			0				0				
	Through	2	0	8	0		0	1	3	0	9	0	3	0	9	0	3	0	9		
	Through-Right		0							0			0				0				
	Right	3	0	0	0		0	0	3	0	0	0	3	0	0	0	3	0	0		
	Left-Through-Right		1							1			1				1				
Left-Right		0							0			0				0					
CRITICAL VOLUMES				North-South: 248		0		North-South: 250		250		North-South: 294		294		North-South: 294		294			
				East-West: 21		0		East-West: 25		25		East-West: 25		25		East-West: 25		25			
				SUM: 269		0		SUM: 275		275		SUM: 319		319		SUM: 319		319			
VOLUME/CAPACITY (V/C) RATIO:				0.179		0.000		0.183		0.183		0.213		0.213		0.213		0.213			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.179		0.000		0.092		0.092		0.113		0.113		0.113		0.113			
LEVEL OF SERVICE (LOS):				A		A		A		A		A		A		A		A			
REMARKS:				Future 2035 No Build			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan					

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.087
NO

PROJECT IMPACT

-0.066
NO

Δv/c after mitigation: -0.066
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Topanga Canyon Bl			Year of Count:			2016		Ambient Growth: (%) **			Conducted by:		GTC		Date:		January 2020			
49		East-West Street:			Mulholland Dr			Projection Year:			2035		Peak Hour:			Sat LN		Reviewed by:		Project:		Promenade (10k Seats)			
No. of Phases											3												4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?											2												2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?					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		
ATSAC-1 or ATSAC+ATCS-2?											0												0		
Override Capacity											0												0		
MOVEMENT					2035 NO BUILD			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				FUTURE W/ WCSP W/ FULL PROJ				FUT W/ WCSP W/ FULL PROJ W/ EMP						
					Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta 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	60	1	60	0		0	17	77	1	77	0	77	1	77	0	77	1	77						
	Left-Through		0							0				0				0							
	Through	248	1	127	0		0	-3	245	1	127	0	245	1	127	0	245	1	127						
	Through-Right		1							1				1				1							
	Right	6	0	6	0		0	2	8	0	8	0	8	0	8	0	8	0	8						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
SOUTHBOUND	Left	6	0	6	0		0	-1	5	0	5	0	5	0	5	0	5	0	5						
	Left-Through		1							1				1				1							
	Through	207	0	191	0		0	3	210	1	108	98	308	1	157	0	308	1	157						
	Through-Right		1							0				0				0							
	Right	168	0	191	0		0	10	178	1	117	0	178	1	117	0	178	1	117						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
EASTBOUND	Left	217	1	120	-5		0	3	220	1	123	0	220	1	123	0	220	1	123						
	Left-Through		1							1				1				1							
	Through	23	0	120	-1		0	3	26	0	123	0	26	0	123	0	26	0	123						
	Through-Right		0							0				0				0							
	Right	58	1	28	-1		0	12	70	1	32	0	70	1	32	0	70	1	32						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
WESTBOUND	Left	5	0	5	0		0	1	6	0	6	0	6	0	6	0	6	0	6						
	Left-Through		0							0				0				0							
	Through	22	0	48	0		0	1	23	0	45	0	23	0	45	0	23	0	45						
	Through-Right		0							0				0				0							
	Right	21	0	0	0		0	-5	16	0	0	0	16	0	0	0	16	0	0						
	Left-Through-Right		1							1				1				1							
Left-Right		0							0				0				0								
CRITICAL VOLUMES					North-South: 251			North-South: 0			North-South: 194			North-South: 234			North-South: 234								
					East-West: 168			East-West: 0			East-West: 168			East-West: 168			East-West: 168								
					SUM: 419			SUM: 0			SUM: 362			SUM: 402			SUM: 402								
VOLUME/CAPACITY (V/C) RATIO:					0.294			0.000			0.263			0.292			0.292								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.294			0.000			0.163			0.192			0.192								
LEVEL OF SERVICE (LOS):					A			A			A			A			A								
REMARKS:					Refer to Traffix Analysis			Non_ESC Project Volumes Only			Delta Vol = WCSP Background + Non_ESC			Fut + WCSP + Non_ESC + ESC			with Event Management Plan								

Version: 1i Beta; 8/4/2011

Change in v/c due to project:
Significant impacted?

-0.131
NO

-0.102
NO

Δv/c after mitigation: -0.102
Fully mitigated? N/A

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19 Erwin/De Soto

Cycle (sec):	100	Critical Vol./Cap.(X):	0.148
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 2 1 0	0 1 2 0 1	1 0 1! 0 1	1 0 1 1 0

Volume Module:

Base Vol:	45 400 6	5 370 34	34 5 50	5 5 6
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	45 400 6	5 370 34	34 5 50	5 5 6
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	45 400 6	5 370 34	34 5 50	5 5 6
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	45 400 6	5 370 34	34 5 50	5 5 6
PCE Adj:	1.00 1.00 1.00	2.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.10 1.00 1.10	1.00 1.00 1.00
Final Volume:	45 400 6	10 370 34	37 5 55	5 5 6

Saturation Flow Module:

Sat/Lane:	1425 1425 1425	1425 1425 1425	1425 1425 1425	1425 1425 1425
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 2.96 0.04	0.08 2.92 1.00	1.15 0.15 1.70	1.00 1.00 1.00
Final Sat.:	1425 4212 63	117 4158 1425	1642 219 2414	1425 1425 1425

Capacity Analysis Module:

Vol/Sat:	0.03 0.09 0.09	0.04 0.09 0.02	0.02 0.02 0.02	0.00 0.00 0.00
Crit Volume:	45	127	32	6
Crit Moves:	****	****	****	****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #37 Shoup/Ventura Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.381
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Protected	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	0 1 0 1 0	1 1 0 0 1	1 0 2 1 0	1 0 3 0 1

Volume Module:

Base Vol:	25	79	68	155	43	103	51	459	35	47	505	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	79	68	155	43	103	51	459	35	47	505	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	79	68	155	43	103	51	459	35	47	505	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	79	68	155	43	103	51	459	35	47	505	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	25	79	68	171	43	103	51	459	35	47	505	185

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.92	0.79	1.60	0.40	1.00	1.00	2.79	0.21	1.00	3.00	1.00
Final Sat.:	414	1309	1127	2276	574	1425	1425	3972	303	1425	4275	1425

Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.06	0.07	0.07	0.07	0.04	0.12	0.12	0.03	0.12	0.13
Crit Volume:	86			107			165					185
Crit Moves:	****			****			****					****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 Topanga Canyon Blvd/Clarendon

Cycle (sec): 100 Critical Vol./Cap.(X): 0.387
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	1	0	1	0	0	1

Volume Module:

Base Vol:	24	810	30	124	504	67	101	20	23	13	7	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	810	30	124	504	67	101	20	23	13	7	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	810	30	124	504	67	101	20	23	13	7	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	810	30	124	504	67	101	20	23	13	7	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Volume:	24	810	30	124	504	67	111	20	23	13	7	70

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.89	0.11	1.00	2.65	0.35	1.44	0.26	0.30	0.65	0.35	1.00
Final Sat.:	1425	4122	153	1425	3773	502	2055	370	425	926	499	1425

Capacity Analysis Module:

Vol/Sat:	0.02	0.20	0.20	0.09	0.13	0.13	0.05	0.05	0.05	0.01	0.01	0.05
Crit Volume:			280		124				77			70
Crit Moves:			****		****				****			****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 US 101 WB Ramps/De Soto

Cycle (sec):	100	Critical Vol./Cap.(X):	0.193
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 2 0 0	0 0 4 0 1	0 0 0 0 0	1 0 1! 0 1

Volume Module:

Base Vol:	58 377 0	0 385 104	0 0 0	85 0 150
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	58 377 0	0 385 104	0 0 0	85 0 150
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	58 377 0	0 385 104	0 0 0	85 0 150
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	58 377 0	0 385 104	0 0 0	85 0 150
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.10 1.00 1.10
Final Volume:	58 377 0	0 385 104	0 0 0	94 0 165

Saturation Flow Module:

Sat/Lane:	1425 1425 1425	1425 1425 1425	1425 1425 1425	1425 1425 1425
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 2.00 0.00	0.00 4.00 1.00	0.00 0.00 0.00	1.08 0.01 1.91
Final Sat.:	1425 2850 0	0 5700 1425	0 0 0	1546 0 2729

Capacity Analysis Module:

Vol/Sat:	0.04 0.13 0.00	0.00 0.07 0.07	0.00 0.00 0.00	0.06 0.00 0.06
Crit Volume:	189	0	0	86
Crit Moves:	****	****		****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #46 US 101 EB/De Soto

Cycle (sec):	100	Critical Vol./Cap.(X):	0.287
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Protected	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	0 0 3 0 1	2 0 2 0 0	1 1 0 0 1	0 0 0 0 0

Volume Module:

Base Vol:	0 210 92	187 291 0	213 5 214	0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 210 92	187 291 0	213 5 214	0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 210 92	187 291 0	213 5 214	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 210 92	187 291 0	213 5 214	0 0 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.10 1.00 1.00	1.10 1.00 1.00	1.00 1.00 1.00
Final Volume:	0 210 92	206 291 0	234 5 214	0 0 0

Saturation Flow Module:

Sat/Lane:	1425 1425 1425	1425 1425 1425	1425 1425 1425	1425 1425 1425
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	0.00 3.00 1.00	2.00 2.00 0.00	1.96 0.04 1.00	0.00 0.00 0.00
Final Sat.:	0 4275 1425	2850 2850 0	2790 60 1425	0 0 0

Capacity Analysis Module:

Vol/Sat:	0.00 0.05 0.06	0.07 0.10 0.00	0.08 0.08 0.15	0.00 0.00 0.00
Crit Volume:	92	103	214	0
Crit Moves:	****	****	****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #49 Topanga Canyon Blvd/Mulholland

Cycle (sec):	100	Critical Vol./Cap.(X):	0.301
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 1 1 0	0 1 0 1 0	1 1 0 0 1	0 0 1! 0 0

Volume Module:

Base Vol:	60	248	6	6	207	168	217	23	58	5	22	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	248	6	6	207	168	217	23	58	5	22	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	248	6	6	207	168	217	23	58	5	22	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	248	6	6	207	168	217	23	58	5	22	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	248	6	6	207	168	239	23	58	5	22	21

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	0.03	1.09	0.88	1.82	0.18	1.00	0.10	0.46	0.44
Final Sat.:	1425	2783	67	45	1548	1257	2600	250	1425	148	653	623

Capacity Analysis Module:

Vol/Sat:	0.04	0.09	0.09	0.13	0.13	0.13	0.09	0.09	0.04	0.03	0.03	0.03
Crit Volume:	60					191	131			48		
Crit Moves:	****					****	****			****		

Attachment C

***Modified Project Anticipated Phase 3
Trip Generation Estimate***

ATTACHMENT C
PHASE 3 MODIFIED PROJECT TRIP GENERATION - WEEKDAY/SATURDAY PEAK HOUR (TWO/THREE HOURS PRIOR TO EVENT CONDITIONS)
PROPOSED MODIFICATIONS TO THE SOUTH-WEST BLOCK ONLY

Land Use	ITE Land Use	Size	Weekday									Saturday			
			Daily	A.M. Peak Hour			P.M. Peak Hour			Daily	Midday Peak Hour				
				In	Out	Total	In	Out	Total		In	Out	Total		
Trip Generation Rates [a]															
Residential	230	per du	5.81	17%	83%	0.44	67%	33%	0.52						
Hotel	310	per room	8.17	59%	41%	0.53	51%	49%	0.60	8.19	56%	44%	0.72		
Office	710	per ksf	11.03	88%	12%	1.56	17%	83%	1.49	2.46	54%	46%	0.43		
Retail	826	per ksf	44.32	62%	38%	0.39	48%	52%	1.51	49.97	52%	48%	4.82		
Regional Retail	820	per ksf	42.70	62%	38%	0.96	48%	52%	3.71	49.97	52%	48%	4.82		
Entertainment & Sports Center	[b]	per seat	0.87	95%	5%	0.02	95%	5%	0.09	0.87	95%	5%	0.09		
Proposed Project (only South-West Modified)															
North-East (unchanged from TIA)															
Block A (NE-A)															
Residential (including work-live) [c]	230	320 du	1,859	24	117	141	111	55	166	2,045	95	71	166		
TDM Reduction Program - 6% [d]			(112)	(1)	(7)	(8)	(7)	(3)	(10)	(123)	(6)	(4)	(10)		
Retail	820	7.0 ksf	310	2	1	3	5	6	11	350	18	16	34		
TDM Reduction Program - 3% [d]			(9)	0	0	0	0	0	0	(11)	(1)	0	(1)		
Pass-By Reduction - 35% [e]			(105)	(1)	0	(1)	(2)	(2)	(4)	(119)	(6)	(6)	(12)		
Subtotal Block A (NE-A)			1,943	24	111	135	107	56	163	2,142	100	77	177		
TOD Reduction by TAZ - 12% [f]			(233)	(3)	(13)	(16)	(13)	(7)	(20)	(257)	(12)	(9)	(21)		
TAZ Internal Capture - 4% [g]			(68)	(1)	(4)	(5)	(4)	(2)	(6)	(75)	(4)	(2)	(6)		
Model Adjustment - 5.6% [h]			(92)	(1)	(5)	(6)	(5)	(3)	(8)	(101)	(5)	(3)	(8)		
Net Trips - Block A (NE-A)			1,550	19	89	108	85	44	129	1,709	79	63	142		
Block B (NE-B)															
Residential (including work-live) [c]	230	326 du	1,894	24	119	143	114	56	170	2,083	97	73	170		
TDM Reduction Program - 6% [d]			(114)	(1)	(8)	(9)	(7)	(3)	(10)	(125)	(6)	(4)	(10)		
Retail	820	14.0 ksf	620	3	2	5	10	11	21	700	35	32	67		
TDM Reduction Program - 3% [d]			(19)	0	0	0	0	(1)	(1)	(21)	(1)	(1)	(2)		
Pass-By Reduction - 35% [e]			(210)	(1)	(1)	(2)	(4)	(3)	(7)	(238)	(12)	(11)	(23)		
Subtotal Block B (NE-B)			2,171	25	112	137	113	60	173	2,399	113	89	202		
TOD Reduction by TAZ - 12% [f]			(261)	(3)	(13)	(16)	(14)	(7)	(21)	(288)	(14)	(10)	(24)		
TAZ Internal Capture - 4% [g]			(76)	(1)	(4)	(5)	(4)	(2)	(6)	(84)	(4)	(3)	(7)		
Model Adjustment - 5.6% [h]			(103)	(1)	(5)	(6)	(5)	(3)	(8)	(114)	(5)	(5)	(10)		
Net Trips - Block B (NE-B)			1,731	20	90	110	90	48	138	1,913	90	71	161		
North-West (unchanged from TIA)															
Block A (NW-A)															
Hotel	310	272 rooms	2,222	85	59	144	83	80	163	2,228	110	86	196		
TDM Reduction Program - 3% [d]			(67)	(3)	(1)	(4)	(2)	(3)	(5)	(67)	(3)	(3)	(6)		
Office	710	114.0 ksf	1,257	157	21	178	29	141	170	280	26	23	49		
TDM Reduction Program - 11% [d]			(138)	(17)	(3)	(20)	(3)	(16)	(19)	(31)	(3)	(2)	(5)		
Retail	820	62.0 ksf	2,748	15	9	24	45	49	94	3,098	155	144	299		
TDM Reduction Program - 3% [d]			(82)	0	(1)	(1)	(1)	(2)	(3)	(93)	(5)	(4)	(9)		
Pass-By Reduction - 35% [e]			(933)	(5)	(3)	(8)	(15)	(17)	(32)	(1,052)	(53)	(49)	(102)		
Subtotal Block A (NW-A)			5,007	232	81	313	136	232	368	4,363	227	195	422		
TOD Reduction by TAZ - 12% [f]			(601)	(28)	(10)	(38)	(16)	(28)	(44)	(524)	(27)	(24)	(51)		
TAZ Internal Capture - 4% [g]			(176)	(8)	(3)	(11)	(5)	(8)	(13)	(154)	(8)	(7)	(15)		
Model Adjustment - 5.6% [h]			(237)	(11)	(4)	(15)	(6)	(11)	(17)	(206)	(11)	(9)	(20)		
Net Trips - Block A (NW-A)			3,993	185	64	249	109	185	294	3,479	181	155	336		
Block B (NW-B)															
Residential	230	417 du	2,423	31	152	183	145	72	217	2,665	124	93	217		
TDM Reduction Program - 6% [d]			(145)	(2)	(9)	(11)	(9)	(4)	(13)	(160)	(7)	(6)	(13)		
Retail	820	85.0 ksf	3,767	20	13	33	61	67	128	4,247	213	197	410		
TDM Reduction Program - 3% [d]			(113)	(1)	0	(1)	(2)	(2)	(4)	(127)	(6)	(6)	(12)		
Pass-By Reduction - 35% [e]			(1,279)	(7)	(4)	(11)	(21)	(22)	(43)	(1,442)	(72)	(67)	(139)		
Subtotal Block B (NW-B)			4,653	41	152	193	174	111	285	5,183	252	211	463		
TOD Reduction by TAZ - 12% [f]			(558)	(5)	(18)	(23)	(21)	(13)	(34)	(622)	(30)	(26)	(56)		
TAZ Internal Capture - 4% [g]			(164)	(1)	(6)	(7)	(6)	(4)	(10)	(182)	(9)	(7)	(16)		
Model Adjustment - 5.6% [h]			(220)	(2)	(7)	(9)	(8)	(5)	(13)	(245)	(12)	(10)	(22)		
Net Trips - Block B (NW-B)			3,711	33	121	154	139	89	228	4,134	201	168	369		
South-West (Modified from TIA)															
Office	710	145.5 ksf	1,605	200	27	227	37	180	217	358	34	29	63		
TDM Reduction Program - 11% [d]			(177)	(22)	(3)	(25)	(4)	(20)	(24)	(39)	(4)	(3)	(7)		
Retail	820	59.0 ksf	2,615	14	9	23	43	46	89	2,948	148	136	284		
TDM Reduction Program - 3% [d]			(78)	0	(1)	(1)	(1)	(2)	(3)	(88)	(4)	(5)	(9)		
Pass-By Reduction - 35% [e]			(888)	(5)	(3)	(8)	(15)	(15)	(30)	(1,001)	(50)	(46)	(96)		
Subtotal - Office/Retail			3,077	187	29	216	60	189	249	2,178	124	111	235		
TOD Reduction by TAZ - 12% [f]			(369)	(22)	(4)	(26)	(7)	(23)	(30)	(261)	(15)	(13)	(28)		
TAZ Internal Capture - 4% [g]			(108)	(7)	(1)	(8)	(2)	(7)	(9)	(77)	(4)	(4)	(8)		
Model Adjustment - 5.6% [h]			(146)	(9)	(1)	(10)	(3)	(9)	(12)	(103)	(6)	(5)	(11)		
Entertainment & Sports Center		10,000 seats	8,696	206	11	217	826	44	870	8,696	827	43	870		
Internal Capture [i]			(435)	(10)	(1)	(11)	(41)	(2)	(43)	(1,739)	(165)	(9)	(174)		
Net Trips - South-West			10,715	345	33	378	833	192	1,025	8,694	761	123	884		
Existing to be Removed															
Regional Retail	820	426.8 ksf	18,224	254	156	410	760	823	1,583	21,327	1,070	987	2,057		
TDM Reduction Program - 3% [c]			(547)	(8)	(4)	(12)	(23)	(24)	(47)	(640)	(32)	(30)	(62)		
Pass-By Reduction - 35% [c]			(6,187)	(86)	(53)	(139)	(268)	(280)	(538)	(7,240)	(363)	(335)	(698)		
Net Trips - Existing to be Removed			11,490	160	99	259	479	519	998	13,447	675	622	1,297		
Modified Project without ESC, Phases 1-3 (non-event day)															
Total			13,439	406	387	793	471	516	987	12,972	650	546	1,196		
Net New Trips			1,949	246	288	534	(8)	(3)	(11)	(475)	(25)	(76)	(101)		
Modified Project with ESC, Phases 1-3 (event day)															
Total			21,700	602	397	999	1,256	558	1,814	19,929	1,312	580	1,892		
Net New Trips			10,210	442	298	740	777	39	816	6,482	637	(42)	595		

ksf: 1,000 square feet; du: dwelling units
The weekday AM period represents the period approximately three hours prior to event. Weekday PM and Saturday Midday periods represent the period approximately two hours prior to event following peak traffic conditions.
[a] Source: Trip Generation, 9th Edition (Institute of Transportation Engineers, 2012). Calculations are consistent with the WC 2035 model methodology.
[b] Entertainment & Sports Center rates based on an assumed 2.3 AVR per LADOT. The AM peak is estimated to be three hours prior to the event, with a 5% arrival pattern. Per LADOT, the arrival pattern two hours prior to the event is estimated at 20% for the PM and MD periods.
[c] The 320 residential units in NE-A include work-live units which contain approximately 34,000 gross square feet of non-residential area; the 326 residential units in NE-B include work-live units which contain approximately 30,000 gross square feet of non-residential area in NE-B. Some of the gross non-residential area will function as workspace which the Warner Center Plan defines as "...space regularly used as workspace by one or more persons residing in such unit." Within the context of the Warner Center Plan, the workspace is ancillary to the work-live unit and not anticipated to function as a trip generator.
[d] Trip reductions and adjustments per WC 2035.
[e] Pass-by reduction per WC 2035 for the specified land uses.
[f] TOD reduction by TAZ per WC 2035; Project is located in TAZ 9 with 12% reduction.
[g] TAZ internal capture per WC 2035.
[h] Model adjustment per WC 2035 and is a proxy for the ITE vs model trip generation comparison.
[i] Internal capture is estimated at 5% on weekdays and 20% on weekends.