

ERRATUM No. 1 TO THE ENVIRONMENTAL IMPACT REPORT

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

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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). 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.

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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.

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.

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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.

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.

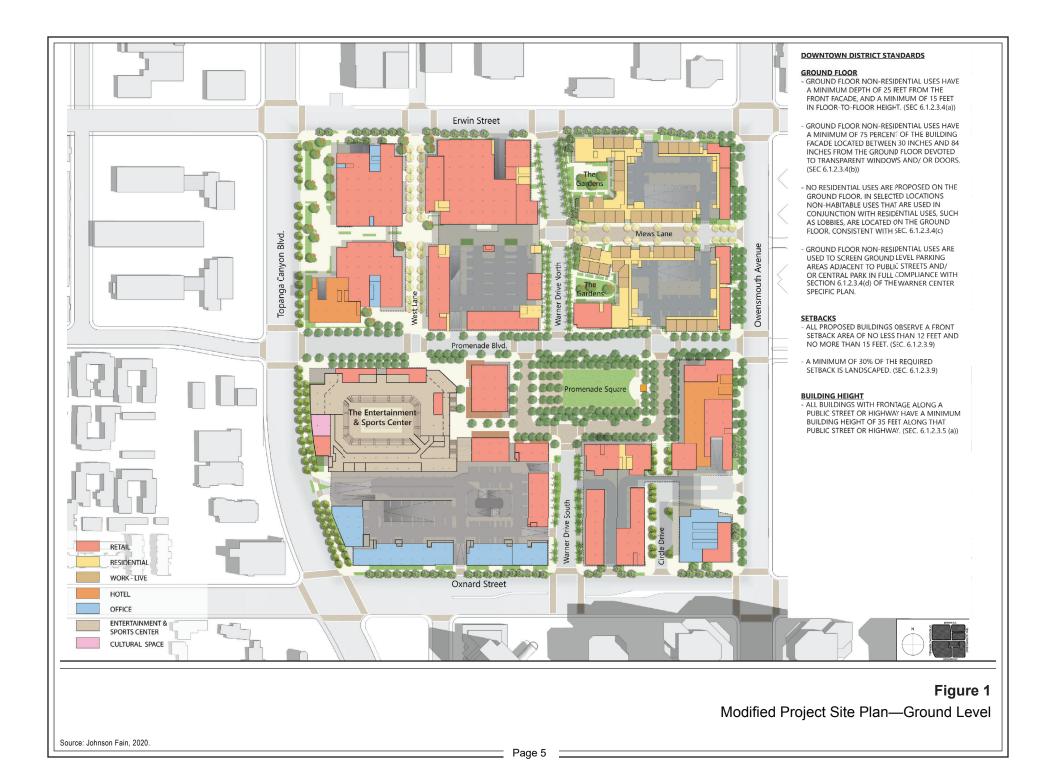
2.2 Southwest Area Modifications—Office, Retail, Open Space, and Parking

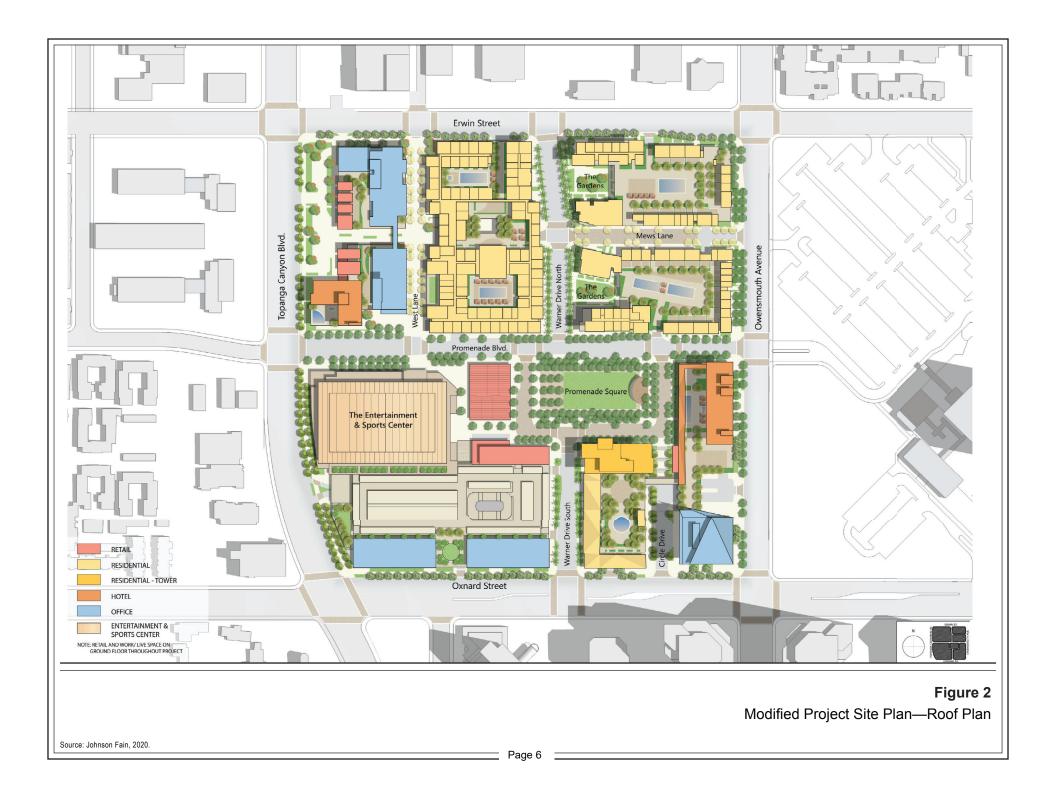
As described in the Supplemental EIR, and shown in Figure 3 on page 7, the Original Project proposed a three-story office building comprising approximately 43,000 square feet adjoining the Entertainment and Sports Center. Below the office building would be a three-story parking structure providing approximately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

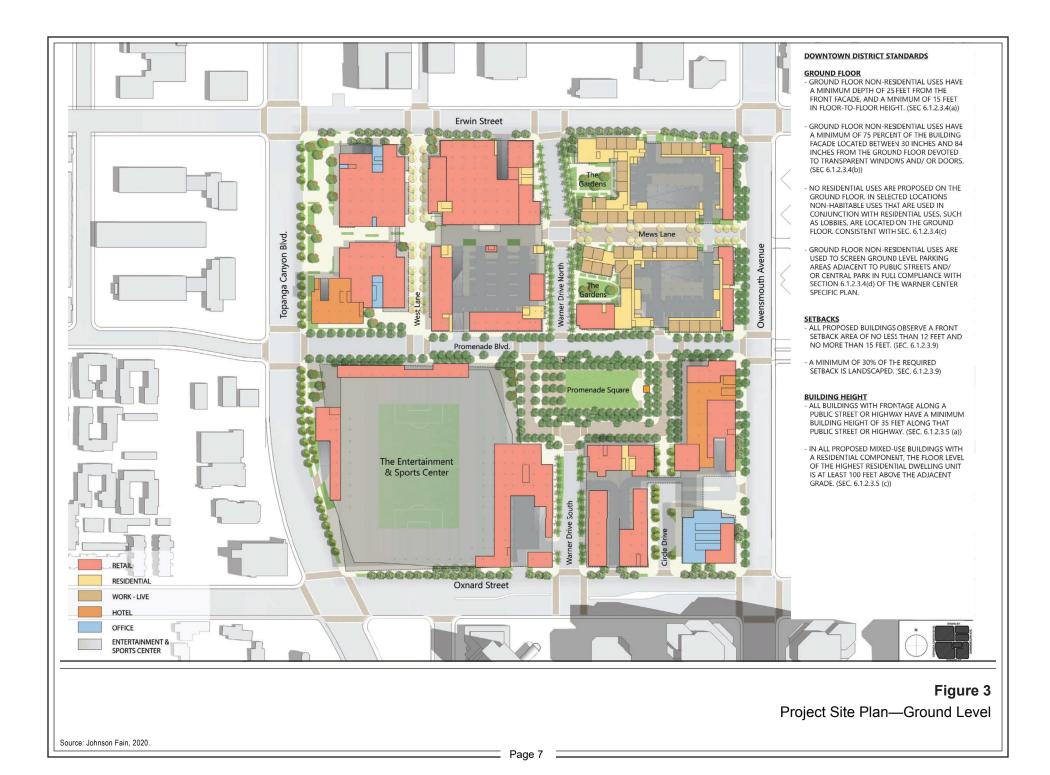
With the reduced footprint of the Entertainment and Sports Center described above, the Modified Project proposes to reallocate the 138,500-square-foot reduction in the Entertainment and Sports Center to include 102,500 square feet of additional office space and 36,000 square feet of additional retail 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.

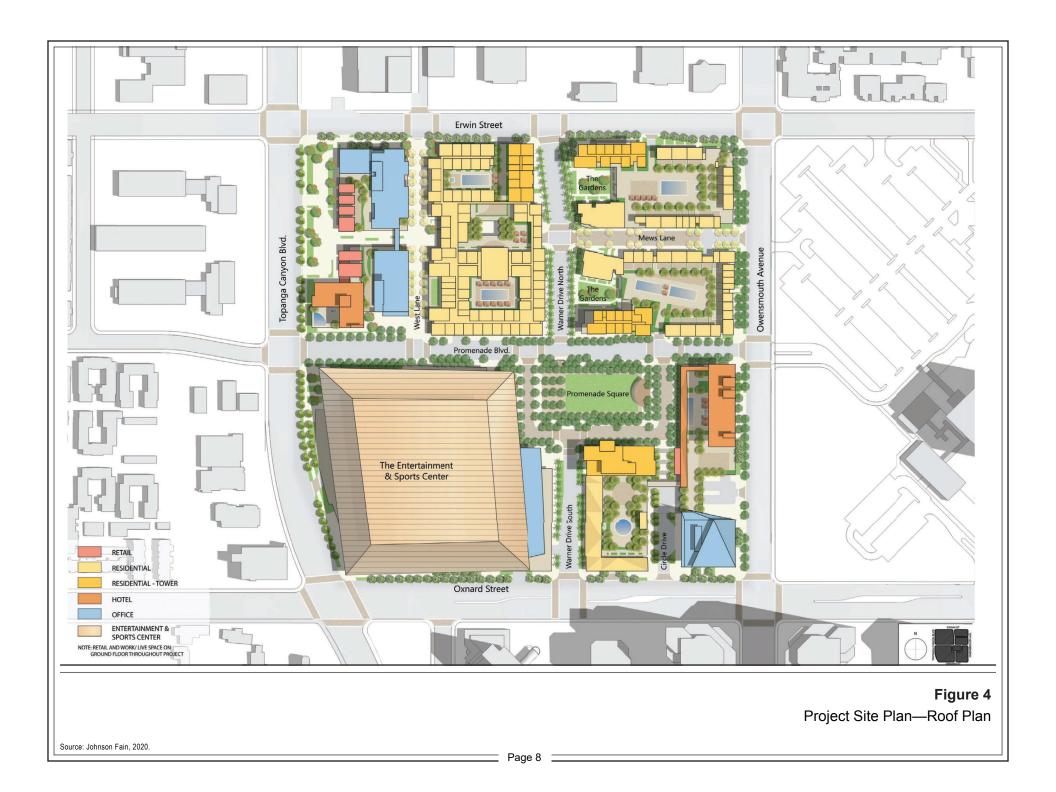
As further illustrated in Figure 1 and Figure 2 on pages 5 and 6, the modified Entertainment and Sports Center would also allow for the creation of approximately 9,000 square feet of additional open space within the Southwest Area. In addition, the Modified Project proposes to increase the previously 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









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. 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.

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.

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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

	Pollutant Emissions (pounds per day)						
Emission Source	voc	NOx	СО	SO _X	PM ₁₀	PM _{2.5}	
Modified Project	l.		l.			l.	
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	

Numbers may not add up exactly due to rounding.

Source: Eyestone Environmental, 2020.

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,

^a The CalEEMod model printout sheets and/or calculation worksheets are presented in Appendix 1 (CalEEMod Output) of this Erratum.

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)

^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.

Source: Eyestone Environmental, 2020.

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.

^b Area source emissions are from landscape equipment and fireplaces.

^c Stationary source emissions are from on-site emergency generators.

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.

Table IV.D-6 of Section IV.D, Greenhouse Gas Emissions, of the Draft Supplemental EIR.

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). 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

	Existing Ambient Noise	from Enter	Noise Levels rtainment & G Center	Noise	+ Project Levels (L _{eq})	Significance	Exceedance Above the
Receptor Location	Levels dBA (L _{eq})	Original Project ^a	Modified Project	Original Project	Modified Project	Threshold dBA (L _{eq})	Significance Threshold
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

Original Project analyzed with maximum 15,000 seats and a partial roof.

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.

b Analyzed with maximum 10,000 seats and a closed roof.

^c Analyzed with maximum 7,500 seats and a partial roof.

Table 4
Estimated Noise Levels from Outdoor Uses—Modified Project

	Existing Ambient Noise	ii oiii oataooi oscs		Ambient + Project Noise Levels dBA (L _{eq})		Significance	Exceedance Above the
Receptor Location	Levels dBA (L _{eq})	Original Project	Modified Project	Original Project	Modified Project	Threshold dBA (L _{eq})	Significance Threshold
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

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

	Existing Ambient Noise	Estimated N from Parkir dBA	•	Noise	+ Project Levels (L _{eq})	Significance	Exceedance Above the	
Receptor Location	Levels dBA (L _{eq})	Original Project	Modified Project	Original Project	Modified Project	Threshold dBA (Leq)	Significance Threshold	
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	

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

	Existing Ambient Noise	Compos Lev	d Project ite Noise /els (dBA)	Noise	+ Project Levels . (dBA)	Significance	Exceedance Above the
Receptor Location	Levels CNEL (dBA)	Original Project	Modified Project	Original Project	Modified Project	Threshold CNEL (dBA)	Significance Threshold
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

^a Composite noise levels include: traffic, mechanical, parking, loading/trash compactors, outdoor spaces, and Entertainment and Sports Center.

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

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 Projectrelated 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.

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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.

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
Subtotal Proposed			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)

du = dwelling units

sf = square feet

rm = rooms

- ^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.
- 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.

Source: Eyestone Environmental, 2020.

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

		Students Generated ^a			
Land Use	Area/Units	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	

du = dwelling units

sf = square feet

Numbers may not total due to rounding.

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

^a Based on student generation factors provided in the LAUSD Developer Fee Justification Study, March 2017.

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

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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

Source: Gibson Transportation Consulting Inc., 2020.

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

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 10,000 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 <u>sold-out</u> events <u>with >10,000</u> 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	<u>'</u>		
Retail/Commercial	546,794 sf ^b		50,078°
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 Tubse	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 Tubsh	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

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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

du = dwelling units

bd = bedroom

sf = square feet

rm = rooms

gpd = gallons per day

Note: Some numbers do not add up exactly due to rounding.

- Based on sewage generation rates provided by the City of Los Angeles Bureau of Sanitation (2012).
- 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.
- Existing water demand is based on LADWP billing data.
- ^d Seven residential swimming pools measure as follows: 42'x75', 32'x75', 32'x75', 38'x38', 46' diameter, 30'x75', and 42'x75'.
- 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'.
- 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.
- ^g Three hotel swimming pools measure as follows: 25'x75', 30'x75', 46' diameter.
- Four hotel hot tubs measure 10'x15' each.
- Number of seats for restaurant uses based on LADWP standard of 1 seat/30 sf.
- Landscaping water use is estimated per California Code of Regulations Title 23. Division 2. Chapter 2.7. Model Water Efficient Landscape Ordinance.
- ^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.
- Operating 24 hours/day, 365 days/year, 6 cycles of concentration, and 55% of chiller capacity.

Source: LADWP, Water Supply Assessment—Promenade 2035 Project; Eyestone Environmental, 2020.

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

du = dwelling units

sf = square feet

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.

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.

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°	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

sf = square feet

Source: Eyestone Environmental, 2020.

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

^a U.S. Environmental Protection Agency, Report No. EPA530-98-010, Characterization of Building-Related Construction and Demolition Debris in the United States, 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.

Pursuant to requirements of SB 1374 and Warner Center Plan Mitigation Measure U-12 set forth in the Warner Center Plan EIR.

National Asphalt Pavement Association, How to Determine Quantities, www.asphaltpavement.org/index.php?option=com_content&view=article&id=144&Itemid=330, accessed January 17, 2017.

^d Includes surface parking, below grade parking, and parking structures.

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/visitore	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

sf = square feet

du = dwelling unit

Note: Numbers may not sum due to rounding.

- 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.
- 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.
- 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)

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)
----------	------------	--	--	------------------------------------

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.

- d 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.
- 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.

Source: Eyestone Environmental, 2020.

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.

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

cf = cubic feet

MWh = megawatt hours

Source: Eyestone Environmental, 2020.

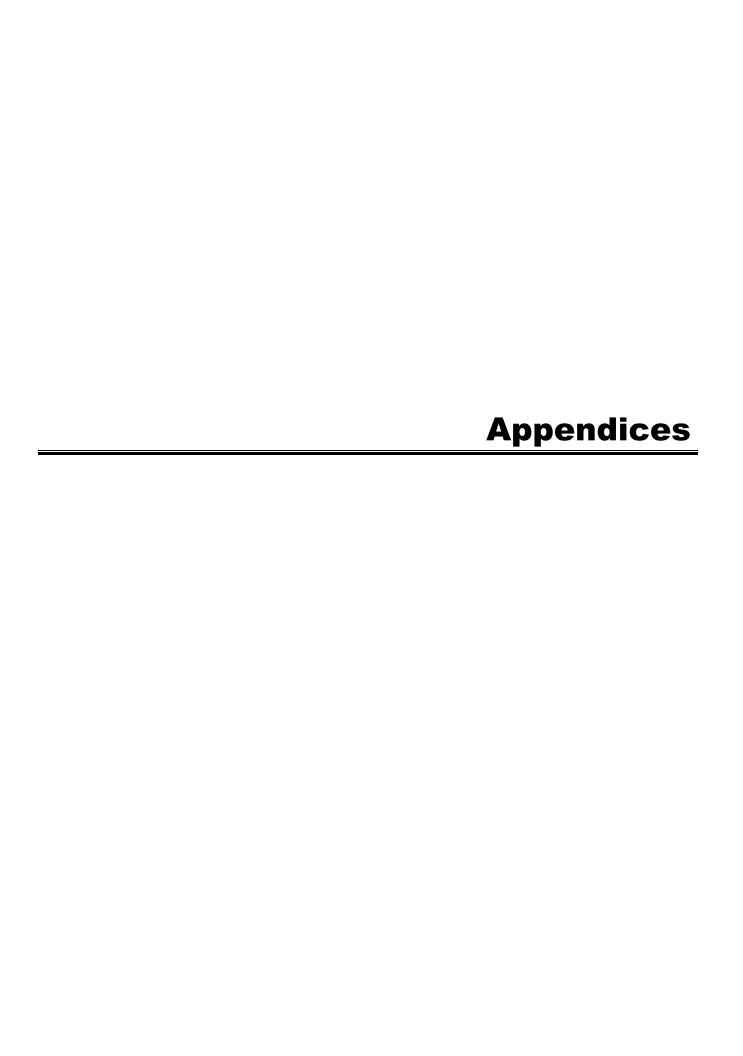
^a Calculations were derived from the CalEEMod inputs used for the GHG analysis included in Appendix 1 of this Erratum.

^b Table IV.N-2 of Section IV.N, Energy Conservation, of the Draft Supplemental EIR.

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.



Appendix 1

Air Quality, Greenhouse Gas Emissions, and Energy Calculation Worksheets

AQ SUMMARY OF EMISSIONS (Modified Project for Addendum)

Operation Emissions (With Project	t Design	Feat	ures)					
Baseline	ROG	NO_x		СО	SO2		PM ₁₀	PM _{2.5}
Area	13		0	0		0	0	0
Energy	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 (Buidout)								
	ROG	NO _x		со	SO2		PM ₁₀	PM _{2.5}
Area	13		0	0		0	0	0
Energy	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,		со	SO2		PM ₁₀	PM _{2.5}
Area	77		4	120		0	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 (Bu	ildout))							
	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

CalEEMod Version: CalEEMod.2016.3.2

Page 1 of 1

Date: 2/25/2020 2:06 PM

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

UrbanizationUrbanWind Speed (m/s)2.2Precipitation Freq (Days)33Climate Zone8Operational Year2033

Utility Company Los Angeles Department of Water & Power

 CO2 Intensity
 525
 CH4 Intensity
 0.029
 N2O Intensity
 0.006

 (Ib/MWhr)
 (Ib/MWhr)
 (Ib/MWhr)
 (Ib/MWhr)

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Carbon Intesntiy 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 - Trafffic 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/d	ay							lb/d	ay		
Area	76.6188	3.8535	119.6509	0.0222		0.8591	0.8591		0.8591	0.8591						3,414.888 9
Energy	1.2884	11.4488	7.9046	0.0703		0.8902	0.8902		0.8902	0.8902						14,138.56 08
Mobile	37.4415	208.2506	438.6503	2.1132	223.1664	1.2181	224.3845	59.6978	1.1315	60.8293						217,201.8 409
Stationary	1.1008	3.9142	20.3536	0.0384		0.1566	0.1566		0.1566	0.1566						4,097.877 5
Total	116.4494	227.4670	586.5593	2.2440	223.1664	3.1239	226.2902	59.6978	3.0373	62.7351						238,853.1 681

Mitigated Operational

	ROG	NOx	СО	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/c	lay							lb/d	lay		
Area	76.6188	3.8535	119.6509	0.0222		0.8591	0.8591		0.8591	0.8591						3,414.888 9
Energy	1.0573	9.3826	6.3904	0.0577		0.7305	0.7305		0.7305	0.7305						11,603.15 97
Mobile	26.5873	155.6793	205.9054	0.8100	74.2028	0.5067	74.7096	19.8495	0.4701	20.3197						83,640.68 32
Stationary	1.1008	3.9142	20.3536	0.0384		0.1566	0.1566		0.1566	0.1566						4,097.877 5

Total	105.3642	172.8294	352.3003	0.9282	74.2028	3 2.252	9 76.455	7 19.8	3495 2.2	163 22.	0658						,756.6 193
	ROG	N	Ox C	o s		ugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	9.52	24	.02 39	.94 58	3.63	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/c	lay							lb/d	ay		
Mitigated	26.5873	155.6793	205.9054	0.8100	74.2028	0.5067	74.7096	19.8495	0.4701	20.3197						83,640.68 32
Unmitigated	37.4415	208.2506	438.6503	2.1132	223.1664	1.2181	224.3845	59.6978	1.1315	60.8293						217,201.8 409

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

		Miles			Trip %			Trip Purpos	e %
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	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	СО	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/c	lay							lb/d	ay		
NaturalGas Mitigated	1.0573	9.3826	6.3904	0.0577		0.7305	0.7305		0.7305	0.7305						11,603.15 97
NaturalGas Unmitigated	1.2884	11.4488	7.9046	0.0703		0.8902	0.8902		0.8902	0.8902						14,138.56 08

5.2 Energy by Land Use - NaturalGas <u>Unmitigated</u>

	NaturalGa s 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/d	lay							lb/c	lay		
Apartments High Rise	44833.2	0.4835	4.1317	1.7582	0.0264		0.3341	0.3341		0.3341	0.3341						5,305.839
Arena	10392.7	0.1121	1.0189	0.8559	6.1100e- 003		0.0774	0.0774		0.0774	0.0774						1,229.941 0
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			2,167.813 4
Hotel	44008.9	0.4746	4.3146	3.6243	0.0259	0.3279	0.3279	0.3279	0.3279			5,208.285 5
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	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			14,138.56 08

Mitigated

	NaturalGa s 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/d	day		
Apartments High Rise	39.0351	0.4210	3.5974	1.5308	0.0230		0.2909	0.2909		0.2909	0.2909						4,619.657 6
Arena	8.64736	0.0933	0.8478	0.7121	5.0900e- 003		0.0644	0.0644		0.0644	0.0644		This is the second of the seco				1,023.381 5
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						1,658.472 1
Hotel	34.661	0.3738	3.3981	2.8544	0.0204		0.2583	0.2583		0.2583	0.2583		D	D	D		4,102.000 1
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	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			_		_	11,603.15 97

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/c	lay							lb/d	ay		
Mitigated	76.6188	3.8535	119.6509	0.0222		0.8591	0.8591		0.8591	0.8591						3,414.888 9
Unmitigated	76.6188	3.8535	119.6509	0.0222		0.8591	0.8591		0.8591	0.8591						3,414.888 9

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	СО	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/c	lay							lb/c	lay		
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	0.2012	0.2012		0.2012	0.2012				0		3,195.346 8
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						3,414.888 9

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/c	lay							lb/d	lay		
Architectural Coating	7.1544					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	65.5790				0.000	0.0000	0.0000		0.0000	0.0000					D	0.0000
Hearth	0.2912	2.4882	1.0588	0.0159		0.2012	0.2012		0.2012	0.2012					MINIMUM MINIMU	3,195.346 8
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						3,414.888 9

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
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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/c	lay							lb/d	ay		
Emergency Generator - Diesel	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
Emergency Generator - Diesel	1.1008	3.9142	20.3536	0.0384		0.1566	0.1566		0.1566	0.1566						4,097.877 5
Total	1.1008	3.9142	20.3536	0.0384		0.1566	0.1566		0.1566	0.1566						4,097.877 5

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	Proje No PDFs	ct Total Weekday Daily Tri With PDFs		oject Total Saturda PDFs With F		Total V No PDFs	Veekday Trips With PDFs	Total Saturday Trips No PDFs With PDF			Adjustment Factor for Project With PDFs	
																CalEEMod			
Buildout (Daily Trip Generation) Apartments (units)																	nday	Sun	
NE-A	384,000	320	5.81	1859	6.39	2045	112	123	1.859	1,748	2,045	1,922				Saturday Sur	iuay	3011	
NE-B	370,000	326	5.81	1894	6.39	2083		125	1,894	1,780	2,083	1,958							
NW NW	480,000	417	5.81	2423	6.39	2665		160	2,423	2,277	2,665	2,505							
SW	400,000	0	5.81	0	6.39	0		-	2,423	-,,-	2,003	-							
SE	375,000	369	5.81	2144	6.39	2358		141	2,144	2,015	2,358	2,216							
Subtotal:	1,609,000	1432	5.81	8320	6.39	9150		549	8,320	7,821	9,150	8,601		5.81 5.4	6.39 6.0	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							
5W	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	4	4.32 42.7	9 57.34 55.0	42.04	20.43	1.32 27.03	1.36
lotel (rooms)																			
NE-A	-	0	8.17	0	8.19	0		-	-	-	-	-							
NE-B		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	8.17	0	8.19	0													
SE Subtotal:	260,000 469,000	300 572	8.17 8.17	2451 4673	8.19 8.19	2457 4685	74 140	74 141	2,451 4,673	2,377 4,533	2,457 4,685	2,383 4,544		8.17 7.9	2 8.19 7.5	8.19	5.95	0.97 5.77	1.00
Office (ksf)																_			
NE-A	_	0	11.03	0	2.46	0		-			_	-							
NE-B		0	11.03	0	2.46	0					-	-							
NE-B NW	114,000	114	11.03	1257	2.46	280	138		1,257	1,119	280	250							
SW	43,000	145.5	11.03	1605	2.46	358	177	31 39	1,605	1,119	358	319							
CE SW	472,000	472	11.03	5206	2.46	1161		128	5,206	4,633	1,161	1,033							
Subtotal:	629,000	629	11.03	8068	2.46	1799		198	8,068	7,181	1,799	1,602	1	2.83 11.4	2 2.86 2.5	5 2.37	0.98	1.07 1.05	1.21
ive Entertainment Venue (seats)																			
NE-A	_	0	0.87	0	0.87	0				-		-							
NE-B	-	0	0.87	0	0.87	ō	-				-	-							
NW	-	0	0.87	0	0.87	o o	-				-	-							
SW	320,000	10000	0.87	8695	0.87	8695	-	-	8,695	8,695	8,695	8,695							
SE	· · · · · · · · · · · · · · · · · · ·	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 0.8	7 0.87 0.8	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																
		Westel	Monto	est	Fabrus!		TDM		Total Woodston D. C		-the Tabel Sec.	Bart. Total	*	Hardeley Tele	Tabel Cabundar T :				
Baseline-Buildout (Daily Trip Generation)	Square Footage Units	Weekday Trio Rato	Weekday	Saturday Trip Rate	Saturday	Weekday		No PDFs	ne Total Weekday Daily Tr		eline Total Saturda PDFs With F		No PDFs	Veekday Trips	Total Saturday Trips No PDFs With PDF:			Adjustment Factor for Project With PDFs	
Regional Shopping Center (TSF)	Square Footage Units 547	Trip Rate 547	Trips 42.68	23348	Trips 50.0	27323		NO PDFS 820	With PDFs 23,348	22,648	27,323 With F	26,503		2.68 41.4			20.43	Adjustment Factor for Project With PDFs 1.15 23.55	1.19
Parking Lot (square feet)	1,165,000																		

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				CalEEMod Default			0	alEEMod Adjustn	ment to Reflect 2	008 Title 24 Standards	
En	ergyUseLandUseSubType	T24E	NT24E	Lighting	T24NG	NT24NG	T24E	NT24E	Lighting	T24NG	NT24NG
Re	gional Shopping Center	3.79	2.8	6.85	1.06	1.05	3.79	2.8	6.85	1.06	1.05
Par	rking 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.

			CalEEMod Default			CalEEMod Adjustment to Reflect 2016 Title 24 Standards							
EnergyUseLandUseSubType	T24E	NT24E	Lighting	T24NG	NT24NG	T24E	NT24E	Lighting	T24NG	NT24NG			
Apartments 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	3.07	2.8	5.85	0.96	1.05	2.92	2.80	5.85	0.96	1.05			
General Office Building	4.94	4.94	4.46	8.63	0.55	4.69	4.94	4.46	8.63	0.55			
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			

roject 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/nulemaking/documents/2015-06-10_hearing/

alculation 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 Gange Ventilation
Square Footage =
Information =
Flowrate =
Flowrate =
Flowrate =
Flowrate of Fans
Storppower per Fan
Horspower to KW Conv.
Total KW =
Juage Bate:
Adjustment: 952,000 ft2
0.15 cfm/lt2
143800 cfm
7.9 fans
8 fans
13 hp
0.75 kW yer hp
37.9 kW

Buildout Parking Garage Lighting Square Footage = Allowed Lighting Power = Annual kW = Annual kW/sq ft = Adjustment: 2,296,000 ft2 2,249,0UR TtZ

Q2 watts per ft2 [Table 140.6 (Complete Building Method Lighting Power Density Value) of the 2013 Building Energy Efficiency Standards)
4,012,536 consensitively assumes maximum lighting power 24 hours per day)

1.75 (Wh/ly fit annual

2.33 (CallEtMod applier mitigation to all land uses. 50, this adjustement 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)

	Gallons Per I	Dav
1	Indoor Out	door
Baseline	45,070	5,008
Gallons Per Year	16,450,623	1,827,847
Buildout	10,430,023	1,027,047
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 Per
Gallons Per Year	137,315,190	77,640,975
Note: The Refined Project would result in a smalll reduction in water u		

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Westfield Promenade GHG Modeling Parameters

Solid Waste Generation (Table IV.L.3-5 of the Draft EIR)									
	Waste Generation Was	ite Diverted Waste Dispos	ed						
Baseline	1,617	809	809 Note: 50% Divi	ersion Rate					
Buildout	8,092	5,017	3,075 Note: 62% Div						
Note: The Refined Project would result in a smalll reduction in solid waste a	generation in comparison to the	Project analyzed in the Suppleme	ntal EIR. It was conservatively	assumed that solid v	waste generation would not	ecrease under the F	Refined Project		
Summary of GHG Emissions									
	_	eline (2016) Baseline (Bui	ldout) Buildout-No PE		PV and Wa out-PDFs Redu				
	Area	eline (2016) Baseline (Bui	Idout) Buildout-No PL	337	out-PDFs Redu 61	tion Project	% Rec	luction % Project -82%	1%
	Energy	3,262	2,066	9,642	8,055	(451)	5,538	-82% -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	(2,037)	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 CAP	COA's Quantifying Greenhouse	Gas Mitigation Measures Augus	2010						
	uumanyma areemiouse	Augus	,						
LUT-1:	Increase Density LUT-1 CAP	COA measures dwellings per acre	and jobs per acre .		Buildout	Baseline			
	Data Needed: number of hi	ousing units per acre or jobs per a	icre (34 acres)		#/Acre	#/Acre			
		ees for Baseline and 4,420 emplo				130.0	43.6		
	Residential Units: 0 units f	or Baseline and 1,432 units or 3,7	14 population for Buildout.			42.1 Not App	licable		
LUT-3	Increase Diversity of Urban	and Suburban Developments (Mi	ved Lice) (Internally calculated	in CalEFMod based	on mix of land uses)				
101-5	increase biversity or orbain	and suburban Developments (wi	ked ose) (internally calculated	III Caleelwidd based C	on mix or rand uses)				
LUT-5	Increase Transit Accessibility	y (0.5-24.6% reduction)			Buildout	Baseline			
	Distance toTransit Station	along Owensmouth Avenue				0.1	0.1 miles		
LUT-6	Integrate Below Market Rat				Buildout	Baseline			
	Number of dwelling units b	elow market rate				0 Not App	licable dwelli	ng units	
LUT-8/SDT-1	Provide pedestrian Network				Buildout	Baseline			
LU1-8/SD1-1	Provide pedestrian Network	improvements			Applicable	Not App			
					Аррисион	Hot App	incubic.		
LUT-9	Improve Walkability Design				Buildout	Baseline	•		
	Intersections within one	square mile of the Project site				97	89 inters	ections	
SDT-2	Provide Traffic Calming Mea				Buildout	Baseline			
		ewalks within one square mile of th crosswalks within one square				100 25	100 Perce 25 Perce		
	. Green of intersections wi	or crosswarks within one square	mic or the Project site			23	23 refte		
Total VMT Reduction for Buildout:									
Buildout with CAPCOA Measures:	33,026,431 mile	es .							
Buildout without CAPCOA Measures:	99,327,611 mile	es .							
Percent Reduction:	67%								
Same Reduction Management technical in Colffs and Rese									
Energy Reduction Measures Included in CalEEMod Run: High Efficiency Lighting (25%)		Red	uction 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_s	solar/benefits_savin	ngs)				
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						

3 of 6 12:25 PM 2/28/2020

CalEEMod Version: CalEEMod.2016.3.2

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Date: 2/26/2020 10:22 AM

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

8 **Operational Year** 2033 Climate Zone

Utility Company Los Angeles Department of Water & Power

CO2 Intensity 525 0.029 0.006 **CH4 Intensity N2O Intensity** (lb/MWhr) (lb/MWhr) (lb/MWhr)

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Carbon Intesntiy 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 - Trafffic 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	tblEnergyUse T24E		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	СО	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	s/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						9,641.831 5
Mobile	5.8379	33.8434	70.7598	0.3421	34.8966	0.1938	35.0904	9.3501	0.1800	9.5301						31,897.36 07
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						4,069.479 1
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
										******			,
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													L

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	s/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						8,054.686 6
Mobile	4.0991	25.2894	32.7331	0.1321	11.6031	0.0805	11.6836	3.1089	0.0747	3.1836						12,376.16 85
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						1,546.402 1
Water	07					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						22,878.84 32

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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

	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	s/yr							MT	/yr		
Mitigated	4.0991	25.2894	32.7331	0.1321	11.6031	0.0805	11.6836	3.1089	0.0747	3.1836						12,376.16 85
Unmitigated	5.8379	33.8434	70.7598	0.3421	34.8966	0.1938	35.0904	9.3501	0.1800	9.5301						31,897.36 07

4.2 Trip Summary Information

	Avera	age Daily Trip F	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

		Miles			Trip %			Trip Purpos	e %
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	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	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	СО	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	s/yr							MT.	/yr		

Electricity Mitigated					0.0000	0.0000	0.0000	0.0000			6,133.653 3
Electricity Unmitigated					0.0000	0.0000	0.0000	0.0000			7,301.034 2
NaturalGas Mitigated	0.1930	1.7123	1.1662	0.0105	0.1333	0.1333	0.1333	0.1333			1,921.033 2
NaturalGas Unmitigated	0.2351	2.0894	1.4426	0.0128	0.1625	0.1625	0.1625	0.1625			2,340.797 3

5.2 Energy by Land Use - NaturalGas <u>Unmitigated</u>

	NaturalGa s 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					ton	s/yr							M	Г/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	ā	0.0141	0.0141						203.6305
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	ā	0.0000	0.0000		j	j			0.0000
General Office Building	6.68591e+ 006	0.0361	0.3277	0.2753	1.9700e- 003		0.0249	0.0249	ā	0.0249	0.0249	T		ñ	T		358.9058
Hotel	1.60633e+ 007	0.0866	0.7874	0.6614	4.7200e- 003		0.0598	0.0598	ā	0.0598	0.0598						862.2901
Strip Mall	545000	2.9400e- 003	0.0267	0.0224	1.6000e- 004	<u> </u>	2.0300e- 003	2.0300e- 003	₫ = = = = = = = = = = = = = = = =	2.0300e- 003	2.0300e- 003	10000000000000000000000000000000000000		D			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	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	ā	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

	NaturalGa s 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					ton	s/yr							МТ	/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	D	j)			7.2721
Unenclosed Parking with	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	Tillian (1)					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		M	Γ/yr	
Apartments High Rise	5.69263e+ 006				1,362.108 9
Arena	1.53367e+ 006				366.9714
Enclosed Parking with Elevator	2.79888e+ 006				669.7045
General Office Building	1.02337e+ 007				2,448.673 9
Hotel	4.23976e+ 006				1,014.472 3

Strip Mall	3.1174e+0 06		745.9186
Supermarket	289650		69.3063
Unenclosed Parking with	2.60736e+ 006		623.8783
Total			7,301.034 2

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr		M	T/yr	
Apartments High Rise	5.36284e+ 006				1,283.198 2
Arena	1.32404e+ 006				316.8114
Enclosed Parking with Elevator	2.14438e+ 006				513.0984
General Office Building	8.53697e+ 006				2,042.691 1
	3.49499e+ 006				836.2663
Strip Mall	2.48711e+ 006				595.1048
Supermarket	264544				63.2989
Unenclosed Parking with	2.01936e+ 006				483.1841
Total					6,133.653 3

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	СО	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	s/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	СО	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	s/yr							МТ	/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	СО	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	s/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		МТ	/yr	
Mitigated				763.6473
Unmitigated				821.1261

7.2 Water by Land Use

Unmitigated

	Indoor/Out door Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal		M	Γ/yr	
Apartments High Rise	0/0	T.			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	0/0				0.0000
Total					821.1261

Mitigated

	Indoor/Out door Use	Total CO2 CH4	N2O	CO2e
Land Use	Mgal	MT	Γ/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	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 <u>Unmitigated</u>

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons		M	Г/уг	
Apartments High Rise					0.0000

Arena	0		0.0000
Enclosed Parking with Elevator	0		0.0000
General Office Building	8092		4,069.479 1
Hotel	0		0.0000
Strip Mall	0		0.0000
Supermarket	0		0.0000
Unenclosed Parking with	0		0.0000
Total			4,069.479 1

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons		M	Г/уг	
Apartments High Rise	0				0.0000
Arena	0				0.0000
Enclosed Parking with Elevator	0				0.0000
General Office Building	3074.96				1,546.402 1
Hotel	0				0.0000
Strip Mall	0				0.0000
Supermarket	0				0.0000
Unenclosed Parking with	0				0.0000
Total					1,546.402 1

9.0 Operational Offroad

Equipment Type Numb	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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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
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10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	СО	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	s/yr							MT	/yr		
Emergency	2.7300e-	9.7000e-	0.0505	1.0000e-		3.9000e-	3.9000e-		3.9000e-	3.9000e-						9.2170
Generator - Diesel	003	003		004		004	004		004	004						
Emergency	0.0200	0.0712	0.3701	7.0000e-		2.8500e-	2.8500e-		2.8500e-	2.8500e-						67.5915
Generator - Diesel				004		003	003		003	003						
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		Avera	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)

	Total	25.634.234
Strip Mall		2,487,110
Supermarket		264,544
Apartment High Rise		5,362,840
Arena		1,324,040
Hotel		3,494,990
Unenclosed Parking with Elevator		2,019,360
Enclosed Parking with Elevator		2,144,380
General Office Building		8,536,970
Land Uses		kWH/yr

Water Detail (Unmitigated)

		Indoor Use	Outdoor Use	Electricity Use
Land Uses		(Mgal)	(Mgal)	(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).



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

							Event	Project	Ambient +	
Receptor	Ambient	Traffic ^a	Mechanical	Parking	Loading	Courtyard	Center	Composite	Project	Increase
R1	69.0	60.3	43.4	35.8	20.0	48.2	47.8	60.9	69.6	0.6
R2	61.6	59.6	46.3	53.9	35.7	55.4	57.3	63.2	65.5	3.9
R3	63.1	60.4	36.0	50.7	21.0	58.4	52.9	63.2	66.2	3.1
R4	59.5	56.7	42.0	43.3	20.4	59.5	53.5	62.1	64.0	4.5

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

		Traffic	Traffic Noise Levels, CNEL							
			Existing +	Project	distance to		Existing +		distance to	adj. for
Receptor	Roadway Segment	Existing	Project	Only	roadway, ft	Existing	Project	barrier	Center Line	distance
R1	Erwin Street	65.7	66.8	60.3	10	65.7	66.8	0	40	0.0
R2	Oxnard Street	64.5	65.7	59.6	30	66.3	67.5	0	40	-1.8
R3	Oxnard Street	65.3	66.5	60.4	20	66.3	67.5	0	40	-1.0
R4	Topanga Canyon Blvd.	60.3	61.9	56.7	290	71.1	72.7	3	55	-7.8



Parking Noise Calculations Project: Promenade 2035 Project

MODIFIED PROJECT Hours of Operations

	Estimat	ed noise levels	Leq (FROM	Ld (7am to	Le (7pm to	Ln (10pm to	
		SOUNDPLAN)			10pm)	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	_	
R4			39.2	39.2	39.2	35.7	

			Ambient +		Lowest		Ambient +	Significance
	Ambient		Project	Increase	ambient	Project	Project	threshold
Receptor	CNEL	Project CNEL	(CNEL)	(CNEL)	(Leq)	Noise, (Leq)	(Leq)	(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	Estimated noise levels, Leq (FROM			Le (7pm to	Ln (10pm to	
		SOUNDPLAN)			10pm)	7am)	
	Sound						
Receptor	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

			Ambient +			Project		Significance
	Project	Ambient	Project	Increase	Ambient	Noise,	Ambient +	threshold
Receptor	(CNEL)	(CNEL)	(CNEL)	(CNEL)	(Leq)	(Leq)	Project (Leq)	(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

	Estimate	ed noise levels, Le	eq (FROM	Ld (7am to	Le (7pm to	Ln (10pm to
		SOUNDPLAN)		7pm)	10pm)	7am)
Receptor	Sound Syst	em Occupants	Total	3	3	4
R1	4	3.1 38.5	44.4	38.4	44.4	40.9
R2	5	3.1 46.3	53.9	47.9	53.9	50.4
R3	4	4.0 48.1	49.5	43.5	49.5	46.0
R4	4	4.1 48.8	50.1	44.0	50.1	46.5

TOTAL COMBINED

			Ambient +		Lowest	Project		
	Ambient		Project	Increase	Ambient	Noise,	Ambient +	Significance
Receptor	(CNEL)	Project (CNEL)	(CNEL)	(CNEL)	(Leq)	(Leq)	Project (Leq)	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 n	oise levels, Le	q (FROM	Ld (7am to	Le (7pm to	Ln (10pm to
	S	OUNDPLAN)	7pm)	10pm)	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

			Ambient +		Lowest	Project		
	Ambient		Project	Increase	Ambient	Noise,	Ambient +	Significance
Receptor	(CNEL)	Project (CNEL)	(CNEL)	(CNEL)	(Leq)	(Leq)	Project (Leq)	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	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	8kHz	
	,,									
		dB(A)	dB	dB	dB	dB	dB	dB	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-Spkr3 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	-		90.4				101.7	101.7	103.7	
	Point	108.6		96.0	98.8 98.8	100.7				
NW-A-Office2-Spkr2	Point	108.6	90.4	96.0		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	<u> </u>
NW-B-Resi2-Spkr2	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	1
NW-B-Resi2-Spkr3	Point	108.6	90.4	96.0	98.8	100.7	101.7	101.7	103.7	1
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	•	106.0			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							
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

Source	Source type	Leq	
	71	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	

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	

Promenade 2035 Assessed contribution level - Modified Project - Outdoor Spaces

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	۸)		
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	

Source	Source type	Leq	
	300	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	

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	

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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	

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

Name	Source type	Lw	Emission spectrum	500Hz	
		dB(A)		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	

Promenade 2035 Assessed contribution level - Modified Project - Outdoor Spaces

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				

Source	Source type	Leq				
	Source type	dB(A)				
SE-Hotel	Area	23.8				
SE-Resi	Area	31.4				
	1	38.9				
SW People Level 3	Area	!				
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				
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Promenade 2035 Assessed contribution level - Modified Project - Outdoor Spaces

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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	
Svv People Level 5 Roof Garden	Area	29.3	

Promenade 2035 Input data parking lots - Modified Project - Parking Facilities

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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	

Promenade 2035 Assessed contribution level - Modified Project - Parking Facilities

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)			

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Promenade 2035 Assessed contribution level - Modified Project - Parking Facilities

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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	

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

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

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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						
		<u> </u>						

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

Name	Source type	Lw	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	8kHz
	1								
		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

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Source	Source type	Leq						
		dB(A)						
Receiver R1 Leq,d 43.1 dB(A)								
ESC Speakers - Stage L	Point	38.1						
ESC Speakers - Stage R	Point	38.3						
ESC Speakers Delay L	Point	32.2						
ESC Speakers Delay R	Point	37.4						
Receiver R2 Leq,d 53.1 dB(A)							
ESC Speakers - Stage L	Point	48.7						
ESC Speakers - Stage R	Point	46.9						
ESC Speakers Delay L	Point	42.0						
ESC Speakers Delay R	Point	47.9						
Receiver R3 Leq,d 44.0 dB(A)							
ESC Speakers - Stage L	Point	39.7						
ESC Speakers - Stage R	Point	39.2						
ESC Speakers Delay L	Point	33.1						
ESC Speakers Delay R	Point	37.3						
Receiver R4 Leq,d 44.1 dB(A)							
ESC Speakers - Stage L	Point	37.9						
ESC Speakers - Stage R	Point	37.4						
ESC Speakers Delay L	Point	36.1						
ESC Speakers Delay R	Point	39.9						

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

Name	Source type	Lw	Emission spectrum		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	

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

dB(A) dB dB
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 F Well Area 97.7 995. Transmissive area 04 101.2 99.2 74.0 65.9 50.2
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

Source	Source type	Leq	
		dB(A)	
Receiver R1 Leq,d 33.2 dB(A)			
Transmission Area - Roof	Area	32.4	
Transmissive area S Wall	Area	3.7	
Transmissive area E Wall	Area	20.7	
Transmissive area N Wall	Area	23.8	
Transmissive area W Wall	Area	1.6	
Receiver R2 Leq,d 30.7 dB(A)			
Transmission Area - Roof	Area	29.1	
Transmissive area S Wall	Area	20.4	
Transmissive area E Wall	Area	23.6	
Transmissive area N Wall	Area	6.9	
Transmissive area W Wall	Area	10.8	
Receiver R3 Leq,d 39.7 dB(A)			
Transmission Area - Roof	Area	38.6	
Transmissive area S Wall	Area	27.9	
Transmissive area E Wall	Area	7.9	
Transmissive area N Wall	Area	9.3	
Transmissive area W Wall	Area	31.7	
Receiver R4 Leq,d 40.2 dB(A)			
Transmission Area - Roof	Area	38.4	
Transmissive area S Wall	Area	13.1	
Transmissive area E Wall	Area	6.9	
Transmissive area N Wall	Area	34.1	
Transmissive area W Wall	Area	29.9	

Appendix 3

Updated Transportation Analysis

FORM GEN, 160A (Rev. 1/82)

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 2,837net 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		Weekday						
	Daily	AM Peak	PM Peak	Weekday	Weekday			
	Dally	Hour	Hour	6-7 PM	10-11 PM			
		8-9 AM	5-6 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			

		Saturday					
Non-Event Day SEIR Proposed Project, No ESC event	Daily	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:

		Weekday							
Event Day 7,500 Seat ESC SEIR Alternative 5 Option 2, Sold-out Event Modified Project, Sold-out Event	Daily	AM Peak	PM Peak	Weekday	Weekday				
	Dally	Hour	Hour	6-7 PM	10-11 PM				
		8-9 AM	5-6 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		Saturday					
	Daily	Midday	1-2 PM	10-11 PM			
	Dally	Peak Hour,					
		12-1 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				

		Saturday					
Event Day 10,000 Seat ESC	Daily	Midday	1-2 PM	10-11 PM			
	Daily	Peak Hour,					
		12-1 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			

		Weekday							
Event Day 15,000 Seat ESC	Daily	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)				

			Saturday	
Event Day 15,000 Seat ESC	Daily	Midday Peak	1-2 PM	10-11 PM
Event buy 15,000 ocut 150	Daily	Hour, 12-1		
		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-tum lane (\$231,492)
- Adjacent Improvement Add a second Eastbound left-tum 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

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

			Weekday							Sati	ırday		
Land Use	ITE Land Use	Size	Daily	AM Peak	Hour, 8:0	0-9:00 AM	PM Peak	PM Peak Hour, 5:00-6:00 PM			Midday Peak Hour, 1 1:00 PM		ur, 12:00
				In	Out	Total	In	Out	Total		In	Out	Tota
Trip Generation Rates [a]													
Residential	230	per du	5.81	17%	83%	0.44	67%	33%	0.52	6.39	57%	43%	0.5
Hotel	310	per room	8.17	59%	41%	0.53	51%	49%	0.60	8.19	56%	44%	0.7
Office	710	per ksf	11.03	88%	12%	1.56	17%	83%	1.49	2.46	54%	46%	0.4
Retail	826	per ksf	44.32	62%	38%	0.39	48%	52%	1.51	49.97	52%	48%	4.8
Entertainment & Sports Center	[b]	per seat	0.87	95%	5%	0.02	95%	5%	0.09	0.87	95%	5%	0.0
Proposed Project (only South-West Modified)													
North-East (unchanged from TIA)													
Block A (NE-A)				1					1				
Residential (including work-live) [c]	230	320 du	1,859	24	117	141	111	55	166	2,045	95	71	166
	250	320 00		1		1	l .	(3)	(10)	(123)	(6)	(4)	(10
TDM Reduction Program - 6% [d]	020	7.0 1:45	(112)	(1)	(7)	(8)	(7)		1 ' '		18	16	34
Retail	826	7.0 ksf	310	2	1	3	5	6	11	350	I	I	1
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
1101111110 2101111 (1121)			1,122					 		<u> </u>			
Block B (NE-B)						1							
Residential (including work-live) [c]	230	326 du	1,894	24	119	143	114	56	170	2,083	97	73	170
	230	320 dd	(114)	1		1	l .	I	(10)	(125)	(6)	(4)	(10
TDM Reduction Program - 6% [d]		4401.6	, ,	(1)	(8)	(9)	(7)	(3)	1 ' '	700	35	32	67
Retail	826	14.0 ksf	620	3	2	5	10	11	21		4	I	1
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]	'''	Not	(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
•	020	04.0 N31		0	(1)	(1)	(1)	(2)	(3)	(93)	(5)	(4)	(9)
TDM Reduction Program - 3% [d]			(82)	1		1		1 ' '		(1,052)	(53)	(49)	(102
Pass-By Reduction - 35% [e]			(933)	(5)	(3)	(8)	(15)	(17)	(32)		227	195	422
Subtotal Block A (NW-A)			5,007	232	81	313	136	I	368	4,363	1	1	1
TOD Reduction by TAZ - 12% [f]			(601)	(28)	(10)	(38)	(16)	(28)	(44)	(524)	(27)	(24)	(51
TAZ Internal Capture - 4% [9]			(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)	(13:
Subtotal Block B (NW-B)	 		4,653	41	152	193	174	111	285	5,183	252	211	463
				1	Į.	1		1				I	1
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)

						Weekday					Satu	urday	
Land Use	ITE Land Use	Size	Daily	AM Peal	Hour, 8:0	0-9:00 AM	PM Peak	K Hour, 5:0	0-6:00 PM	Daily	Midday	Peak Hou 1:00 PM	ır, 12:00-
			,	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]	'''	7 70.0 1101	(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]		00.0 No.	(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)	(1)	(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 []]		10,000 30013	(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
Net Tips - 30001-West			10,713	343	33	370	033	192	1,020	0,034	701	123	554
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
		Total	21,817	966	604	1,570	743	1,067	1,810	18,796	970	809	1,779
Modified Project without ESC (non-event			1										ļ .
day)	Ne	et New Trips	7,096	761	478	1,239	129	402	531	1,569	106	11	117
		Total	30,078	1,162	614	1,776	1,528	1,109	2,637	25,753	1,632	843	2,475
Modified Project with ESC (event day)	N/e	et 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 or [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 hou 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.

[n] TWO institutions of the per WC 2005, Trajects is dealed in the 3 Milit 12 is reduction.

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

[] Approximately 2,508 s f 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	Size	Weekday	, 6:00 PM	- 7:00 PM	Saturday	, 1:00 PM	- 2:00 PN
Land Ose	Use	3126	ln	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)	220	300 4	000	47	143	86	64	150
Residential (including work-live) [d]	230	320 du	96	47	(9)	(5)	(4)	(9)
TDM Reduction Program - 6% [e] Retail	826	7.0 ksf	(6) 5	(3)	10	17	16	33
TDM Reduction Program - 3% [e]	020	7.0 KSI	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]	1 ;		(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	Size	Weekday	6:00 PM	- 7:00 PM	Saturday	, 1:00 PM	- 2:00 PM
Land 036	Use	0126	In	Out	Total	In	Out	Total
Block B (NW-B)								
Residential	230	417 du	125	61	186	111	84	195
TDM Reduction Program - 6% [e]	230	417 QU		(3)	(11)	(7)	(5)	(12)
Retail	826	85.0 ksf	(8) 60	66	126	209	193	402
	020	05.U KSI						
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]	525	00.0 1.01	(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]					` ′	(4)	(4)	(8)
Model Adjustment - 5.6% [e]			(2)	(5) (7)	(7) (9)	(6)	(5)	(11)
Entertainment & Sports Center [f]		10,000 seats	2,685	141	2.826	2,685	141	2,826
		10,000 seats			l ' I			
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]	''	11 210 1101	(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

ATTACHMENT A (CONTINUED)

	ITE Land	0:	Weekday	, 6:00 PM	- 7:00 PM	Saturday	, 1:00 PM	- 2:00 PM
Land Use	Use	Size	In	Out	Total	In	Out	Total
Existing to be Removed								
Regional Retail [h] TDM Reduction Program - 3% [e] Pass-By Reduction - 35% [e] Net Trips - Existing to be Removed	820	546.8 ksf	954 (29) (324) 601	1,034 (31) (351) 652	1,988 (60) (675) 1,253	1,343 (40) (456) 847	1,240 (37) (421) 782	2,583 (77) (877) 1,629
Modified Project without ESC (non-event		Total	622	783	1,405	892	745	1,637
day)		Net New Trips	21	131	152	45	(37)	8
		Total	3,173	917	4,090	3,040	858	3,898
Modified Project with ESC (event day)		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.
 [c] The ozo residential units in NE-A include work-tive units which contain approximately 34,000 gross square leet 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.
- [n] 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	Size	Weekd	ay, 10:00 F PM	PM-11:00	Saturda	ay, 10:00 F PM	PM-11:00
	Use		In	Out	Total	In	Out	Total
Trip Generation Rates [a,b]								
Desidential	220	4	E00/	4.40/	0.40	E70/	400/	0.40
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)		11						
North-East (unchanged from TIA)				THE PERSON NAMED IN COLUMN TO THE PE				
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	Size	Weekd	ay, 10:00 F PM_	PM-11:00	Saturda	ay, 10:00 F PM	PM-11:00
Land Ose	Use	0120	In	Out	Total	ln	Out	Total
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]	020	00.0 10.	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
- 4 W 4 84 15 15 TA								
South-West (Modified from TIA)	740	4.45.5 1.46	3	17	20	7	6	13
Office	710	145.5 ksf	0			(1)	0	(1)
TDM Reduction Program - 11% [e]	000	50.0 haf		(2)	(2)	(1) 27	38	65
Retail	826	59.0 ksf	8	14			1	l .
TDM Reduction Program - 35% [e]			0	(1)	(1)	(1)	(1)	(2)
Pass-By Reduction - 35% [e]	<u> </u>		(3)	(4)	(7)	(9)	(13)	53
Subotal - Office/Retail			8	24	32	23	30	
TOD Reduction by TAZ - 12% [e]	1		(1)	(3)	(4)	(3)	(3)	(6)
TAZ Internal Capture - 4% [e]			0	(1)	(1)	(1)	(1)	(2)
Model Adjustment - 5.6% [e]		10.000	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

ATTACHMENT A (CONTINUED)

Land Use	ITE Land	Size	Weekd	ay, 10:00 l PM	PM-11:00	Saturd	ay, 10:00 F PM	PM-11:00
Land Ose	Use		In	Out	Total	ln	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		Total	190	227	417	333	299	632
day)	1	let New Trips	68	29	97	172	78	250
Madified Project with FOO (court don)		Total	190	2,836	3,026	333	3,560	3,893
Modified Project with ESC (event day)	1	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.

to fine 320 residential units in NE-Ambitude work-live units which contain approximately 34,000 gross square leet 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

neperator [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, 8:0	0-9:00 AM	PM Peak	Hour, 5:0	0-6:00 PM	Weekday	, 6:00 PM	- 7:00 PM	Weekday	, 10:00 PM	-11:00 PM
,		In	Out	Total	In	Out	Total	ln	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] Change from SEIR	7,096 1,605	761 104	478 15	1,239 <i>119</i>	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] Change from SEIR	15,357 (2,525)	957 5	488 10	1,445 <i>15</i>	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)

					Satu	rday				
	Daily	Midday P	eak Hour, PM	12:00-1:00	Saturday	, 1:00 PM	- 2:00 PM	Saturday	y, 10:00 PM	-11:00 PN
		In	Out	Total	ln	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] Change from SEIR	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]	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)

<u>TABLE 2B:</u>
NET NEW TRIP GENERATION COMPARISON SUMMARY - SEIR PROPOSED PROJECT ALTERNATIVE 5 OPTION 1 VS MODIFIED PROJECT

							Weekday						
	Daily	AM Peak	Hour, 8:0	0-9:00 AM	PM Peal	k Hour, 5:0	0-6:00 PM	Weekday	, 6:00 PM	- 7:00 PM	Weekday	, 10:00 PM	l-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 <i>74</i>	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 <i>32</i>	444 103	1,358 <i>135</i>	2,572 27	265 74	2,837 101	68 <i>4</i>	2,638 12	2,706 16

					Satu	rday			•	
	Daily	Midday P	eak Hour, PM	12:00-1:00	Saturday	, 1:00 PM	- 2:00 PM	Saturday	, 10:00 PM	-11:00 PM
		In	Out	Totai	In	Out	Total	ln	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.

March 6, 2020 Elva Nuño-O'Donnell

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, 8:0	0-9:00 AM	PM Peak	Hour, 5:00	0-6:00 PM	Weekday	, 6:00 PM	- 7:00 PM	Weekday	, 10:00 PM	-11:00 PM
		ln	Out	Total	In	Out	Total	ln	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 <i>74</i>	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 <i>343</i>	2,572 665	265 107	2,837 772	68 <i>4</i>	2,638 <i>664</i>	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			
		În	Out	Total	ln	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 <i>841</i>	

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 Mont	h (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	
/ess 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	(169)	(360)	N/A	N/A	
is off-site parking needed to meet parking demand? WITHOUT Entertainment/Sports Center Event	МО	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 requiment 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
 - 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
 - o 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
 - o 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 guadrant.

Mr. Jesus Serrano, Mr. Vicente Cordero, Mr. Armen Hovanessian, Ms. Elva Nuño-O'Donnell March 5, 2020 Page 3

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.

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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.

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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.









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

				1		Weekday						ırday	
Land Use	ITE Land Use	Size	Daily	AM Peak	Hour, 8:00	0-9:00 AM	PM Peak	Hour, 5:00	0-6:00 PM	Daily	Midday	Peak Hou 1:00 PM	ır, 12:00
			Daily	In	Out	Total	ln	Out	Total	Daily	ln	Out	Tota
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%	0.7
Office Retail	710 826	per ksf per ksf	11.03 44.32	88% 62%	12% 38%	1.56 0.39	17% 48%	83% 52%	1.49 1.51	2.46 49.97	54% 52%	46% 48%	0.43 4.83
Entertainment & Sports Center	[b]	per seat	0.87	95%	5%	0.02	95%	5%	0.09	0.87	95%	5%	0.0
Proposed Project (only South-West Modified)													
North-East (unchanged from TIA)													
Block A (NE-A)													
Residential (including work-live) [c] TDM Reduction Program - 6% [d]	230	320 du	1,859 (112)	24 (1)	117 <i>(7)</i>	141 (8)	111 <i>(</i> 7)	55 (3)	166 (10)	2,045 (123)	95 (6)	71 <i>(4)</i>	166
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] Subtotal Block A (NE-A)			(105) 1,943	(1) 24	111	(1) 135	(2) 107	(2) 56	(4) 163	(119) 2,142	(6) 100	(6) 77	(12 177
TOD Reduction by TAZ - 12% [f]			(233)	(3)	(13)	(16)	(13)	(7)	(20)	(257)	(12)	(9)	(21
TAZ Internal Capture - 4% [g] Model Adjustment - 5.6% [h]			(68) (92)	(1) (1)	(4) (5)	(5) (6)	(4) (5)	(2) (3)	(6) (8)	(75) (101)	(4) (5)	(2) (3)	(6) (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] Retail	826	14.0 ksf	<i>(114)</i> 620	(1) 3	(8) 2	(9) 5	<i>(7)</i> 10	(3) 11	(10) 21	(125) 700	(6) 35	(4) 32	(10 ₎
TDM Reduction Program - 3% [d]			(19)	0	0	0	0	(1)	(1)	(21)	(1)	(1)	(2)
Pass-By Reduction - 35% [e] Subtotal Block B (NE-B)			(210) 2,171	(1) 25	(1) 112	(2) 137	<i>(4)</i> 113	(3) 60	(7) 173	(238) 2,399	(12) 113	(11) 89	(23) 202
TOD Reduction by TAZ - 12% [f]			(261)	(3)	(13)	(16)	(14)	(7)	(21)	(288)	(14)	(10)	(24
TAZ Internal Capture - 4% [g] Model Adjustment - 5.6% [h]			(76) (103)	(1) (1)	(4) (5)	(5) (6)	(4) (5)	(2) (3)	(6) (8)	(84) (114)	(4) (5)	(3) (5)	(7) (10
Net Trips - Block B (NE-B)			1,731	20	90	(6) 110	90	(3) 48	(8) 138	1,913	90	(5) 71	161
North-West (unchanged from TIA)			I										
Block A (NW-A)													
Hotel TDM Reduction Program - 3% [d]	310	272 rooms	2,222	85	59 (1)	144	83	80	163	2,228	110	86	196
Office	710	114.0 ksf	(67) 1,257	(3) 157	(1) 21	(4) 178	(2) 29	(3) 141	(5) 170	(67) 280	(3) 26	(3) 23	(6) 49
TDM Reduction Program - 11% [d]			(138)	(17)	(3)	(20)	(3)	(16)	(19)	(31)	(3)	(2)	(5)
Retail TDM Reduction Program - 3% [d]	826	62.0 ksf	2,748 (82)	15 0	9 (1)	24 (1)	45 (1)	49 (2)	94 (3)	3,098 (93)	155 (5)	144 (4)	299
Pass-By Reduction - 35% [e]			(933)	(5)	(3)	(8)	(15)	(17)	(32)	(1,052)	(53)	(49)	(102
Subtotal Block A (NW-A) TOD Reduction by TAZ - 12% [f]			5,007 (601)	232 (28)	81 (10)	313 (38)	136 (16)	232 (28)	368 (44)	4,363 (524)	227 (27)	195 (24)	422 (51
TAZ Internal Capture - 4% [g]			(176)	(8)	(3)	(11)	(5)	(8)	(13)	(324) (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]	230	417 du	2,423 (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] Pass-By Reduction - 35% [e]			(113) (1,279)	(1) (7)	0 (4)	(1) (11)	(2) (21)	(2) (22)	(4) (43)	(127) (1,442)	(6) (72)	(6) (67)	(12)
Subtotal Block B (NW-B)			4,653	41	152	193	174	111	285	5,183	252	211	463
TOD Reduction by TAZ - 12% [f] TAZ Internal Capture - 4% [g]			(558) (164)	(5) (1)	(18) (6)	(23) (7)	(21) (6)	(13) (4)	(34) (10)	(622) (182)	(30) (9)	(26) (7)	(56 ₎
Model Adjustment - 5.6% [h]			(220)	(2) 33	(7) 121	(9) 154	(8) 139	(5) 89	(13) 228	(245)	(12) 201	(10) 168	(22
Net Trips - Block B (NW-B)			3,711	33	121	134	139	09	220	4,134	201	100	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]	710	143.3 (3)	(177)	(22)	(3)	(25)	(4)	(20)	(24)	(39)	(4)	(3)	(7)
Retail	826	59.0 ksf	2,615	14 <i>0</i>	9	23	43	46	89	2,948	148	136	284
TDM Reduction Program - 3% [d] Pass-By Reduction - 35% [e]			(78) (888)	(5)	(1) (3)	(1) (8)	(1) (15)	(2) (15)	(3) (30)	(88) (1,001)	(4) (50)	(5) (46)	(9) (96)
Subotal - Office/Retail			3,077	187	29	216	60	189	249	2,178	124	111	235
TOD Reduction by TAZ - 12% [f] TAZ Internal Capture - 4% [g]			(369) (108)	(22) (7)	(4) (1)	(26) (8)	(7) (2)	(23) (7)	(30) (9)	(261) (77)	(15) (4)	(13) (4)	(28 ₎
Model Adjustment - 5.6% [h]			(146)	(9)	(1)	(10)	(3)	(9)	(12)	(103)	(6)	(5)	(11
Entertainment & Sports Center [i] Internal Capture [j]		10,000 seats	8,696 (435)	206 (10)	11 (1)	217 (11)	826 (41)	44 (2)	870 (43)	8,696 (1,739)	827 (165)	43 (9)	870 (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] Retail [e]	826	53.0 ksf	(129) 2,349	(2) 13	<i>(8)</i> 8	(10) 21	<i>(8)</i> 38	(4) 42	(12) 80	(141) 2,648	(7) 133	<i>(5)</i> 122	(12 25
TDM Reduction Program - 3% [d]	-		(70)	0	(1)	(1)	(1)	(1)	(2)	(79)	(4)	(4)	(8)
Pass-By Reduction - 35% [e] Hotel [d]	310	300 rooms	(798) 2,451	<i>(5)</i> 94	(2) 65	<i>(7)</i> 159	(13) 92	(14) 88	<i>(</i> 27 <i>)</i> 180	(899) 2,457	<i>(45)</i> 121	(41) 95	(86 216
TDM Reduction Program - 3% [d]			(74)	(3)	(2)	(5)	(3)	(2)	(5)	(74)	(4)	(2)	(6)
Office TDM Reduction Program - 11% [d]	710	472.0 ksf	5,206 (573)	648 (71)	88 (10)	736 (81)	120 (13)	583 (64)	703 (77)	1,161 <i>(128)</i>	110 (12)	93 (10)	203 (22
Subotal - South-East			10,506	702	272	974	341	691	1,032	7,303	401	331	732
TOD Reduction by TAZ - 12% [f] TAZ Internal Capture - 4% [g]			(1,261) (370)	(84) (25)	(33) (9)	(117) (34)	(41) (12)	(83) (24)	(124) (36)	(876) (257)	(48) (14)	(40) (12)	(88 (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] TDM Reduction Program - 3% [d]	820	546.8 ksf	23,348 (700)	326 (10)	199 <i>(6)</i>	525 (16)	974 (29)	1,055 (32)	2,029 (61)	27,323 (820)	1,371 <i>(41)</i>	1,265 (38)	2,63 (79
Pass-By Reduction - 35% [e]			(7,927)	(111)	(67)	(178)	(331)	(358)	(689)	(9,276)	(466)	(429)	(898
Net Trips - Existing to be Removed			14,721	205	126	331	614	665	1,279	17,227	864	798	1,66
		Total	21,817	966	604	1,570	743	1,067	1,810	18,796	970	809	1,77
Modified Project without ESC (non-event day)			ļ··	ļ	- * -		ļ	,		-,			.,.,
	1	let New Trips	7,096	761	478	1,239	129	402	531	1,569	106	11	117
Modified Project with ECO (Total	30,078	1,162	614	1,776	1,528	1,109	2,637	25,753	1,632	843	2,47
Modified Project with ESC (event day)				057	488	4 445	914		1,358	0.500			813
		let New Trips	15,357	957		1,445		444		8,526	768	45	

- [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.

- [iii] Model adjustment per WC 2035 and is a proxy for the ITE vs model trip generation comparison.
 [iii] 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.
- [k] Existing regional retail space provided in the GLA metric.

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 Warmer Center Plan defines as "...space regularly used as workspace by one or more persons residing in such unit." Within the context of the Warmer Center Plan, the workspace is ancillary to the work-live unit and not anticipated to function as a trip generator.

TABLE 1B MODIFIED PROJECT TRIP GENERATION - WEEKDAY/SATURDAY OFF-PEAK (ONE HOUR PRIOR TO EVENT CONDITIONS)

	ITE !		Weekday	y, 6:00 PM	- 7;00 PM	Saturday	, 1:00 PM	2:00 PA
Land Use	ITE Land Use	Size	In	Out	Total	In	Out	Total
Trin Consession Rates [a h]								
<u>Trip Generation Rates</u> [a,b]								
Residential Hotel	230 310	per du per room	67% 51%	33% 49%	0.45	57% 56%	43% 44%	0.47
Office	710	per ksf	17%	83%	0.52 0.92	54%	46%	0.54
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)	000	200 4	00	47	440	00	64	450
Residential (including work-live) [d] TDM Reduction Program - 6% [e]	230	320 du	96 <i>(6)</i>	47 (3)	143 (9)	86 <i>(5)</i>	64 <i>(4)</i>	150 <i>(</i> 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] Subtotal Block A (NE-A)			(2) 93	(2) 47	(4) 140	<i>(6)</i> 91	(5) 71	(11) 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] Net Trips - Block A (NE-A)			(4) 75	(3) 36	(7) 111	(4) 73	(4) 56	(8) 129
· · · · · ·								
Block B (NE-B) Residential (including work-live) [d]	230	326 du	98	48	146	87	86	153
TDM Reduction Program - 6% [e]	230	o∠o αu	98 (6)	(3)	146 (9)	87 (5)	66 <i>(4)</i>	153 (9)
Retail	826	14.0 ksf	10	11	21	34	32	66
TDM Reduction Program - 3% [e]			0 (4)	(1)	(1)	(1) (12)	(1)	(2)
Pass-By Reduction - 35% [e] Subtotal Block B (NE-B)			<i>(4)</i> 98	(3) 52	<i>(7)</i> 150	(12) 103	(10) 83	(22) 186
TOD Reduction by TAZ - 12% [e]			(12)	(6)	(18)	(12)	(10)	(22)
TAZ Internal Capture - 4% [e]			(3) (5)	(2)	(5) (7)	(4) (5)	(3)	(7)
Model Adjustment - 5.6% [e] Net Trips - Block B (NE-B)			(5) 78	(2) 42	(7) 120	(5) 82	(4) 66	(9) 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]	740	,,,,,,,	(2)	(2)	(4)	(2)	(2)	(4)
Office TDM Reduction Program - 11% [e]	710	114.0 ksf	18 (2)	87 (10)	105 (12)	26 (3)	23 (2)	49 (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] Subtotal Block A (NW-A)			(15) 113	(16) 174	(31) 287	(51) 199	(48) 173	(99) 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] Net Trips - Block A (NW-A)			(5) 90	(9) 139	(14) 229	(9) 159	(9) 137	(18) 296
Not impo Blook A (NV A)			 "	100		100	107	200
Block B (NW-B)	000	447.1	405	0.4	400	444	0.4	405
Residential TDM Reduction Program - 6% [e]	230	417 du	125 (8)	61 (3)	186 (11)	111 <i>(7)</i>	84 (5)	195 (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] Subtotal Block B (NW-B)			(20) 155	(23) 99	(43) 254	(71) 236	(66) 200	(137) 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] Net Trips - Block B (NW-B)			(7) 124	(5) 79	(12) 203	(11) 189	(10) 159	(21) 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] Pass-By Reduction - 35% [e]			(1) (14)	(2) (15)	(3) (29)	(4) (49)	(4) (46)	(8) (95)
Subotal - Office/Retail			50	139	189	126	113	239
TOD Reduction by TAZ - 12% [e]			(6)	(17) (5)	(23)	(15) (4)	(14)	(29)
TAZ Internal Capture - 4% [e] Model Adjustment - 5.6% [e]			(2) (2)	(5) (7)	(7) (9)	(4) (6)	(4) (5)	(8) (11)
Entertainment & Sports Center [f]		10,000 seats	2,685	141	2,826	2,685	141	2,826
Internal Capture [g] Net Trips - South-West			(134) 2,591	(7) 244	(141) 2,835	(537) 2,249	(28) 203	(565) 2,452
Het Trips - Jouth-West			2,331	444	2,000	2,243	203	2,432
South-East (unchanged from TIA)	000	200 :		.	10-		.	. <u></u>
Residential TDM Reduction Program - 6% [e]	230	369 du	111 <i>(7)</i>	54 (3)	165 (10)	99 (6)	74 (4)	173 (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] Hotel	310	300 rooms	(13) 79	(14) 76	<i>(27)</i> 155	<i>(44)</i> 91	(41) 71	<i>(85)</i> 162
TDM Reduction Program - 3% [e]	3.3	200 .00///0	(2)	(3)	(5)	(3)	(2)	(5)
Office TDM Poduction Program - 11% [o]	710	472.0 ksf	74	362	436	110	93	203
TDM Reduction Program - 11% [e] Subotal - South-East			(8) 270	(40) 472	(48) 742	<i>(12)</i> 361	(10) 297	(22) 658
TOD Reduction by TAZ - 12% [e]			(32)	(57)	(89)	(43)	(36)	(79)
TAZ Internal Capture - 4% [e] Model Adjustment - 5.6% [e]			(10) (13)	(16) (22)	(26) (35)	(13) (17)	(10) (14)	(23) (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]	020	040.0 KSI	(29)	(31)	(60)	(40)	(37)	(77)
Pass-By Reduction - 35% [e] Net Trips - Existing to be Removed			(324) 601	(351) 652	(675) 1,253	(456) 847	(421) 782	(877) 1,629
pooung to be itemored			1 30,		.,200	5-77	. 52	.,029
		Total	622	783	1,405	892	745	1,637
Modified Project without ESC (non-event day)					45-		10	_
	١	Net New Trips	21	131	152	45	(37)	8
		Total	3,173	917	4,090	3,040	858	3,898
Modified Project with ESC (event day)		dot Nov. Tric -	0.570	205	0.007	0.400	70	0.000
	, l	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.

[[]c] Einerlamment & Sports Certier rates based on an assurined 2.5 AVK per LADOT and assurines a 65% arrival rate of the foot 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 ancillarly to the work-live unit and not anticipated to function as a trip generator.

Warner Center Plan, the workspace is anciliarly 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	Size	Weekday,	10:00 PM	-11:00 PM	Saturday,	10:00 PM	-11:00 PM
Land 036	Use	0126	In	Out	Total	ln	Out	Total
Trip Generation Rates [a,b]								
Residential	230	per du	56%	44%	0.10	57%	43%	0.12
Hotel Office	310 710	per room per ksf	51% 17%	49% 83%	0.42 0.13	56% 54%	44% 46%	0.67
Retail Entertainment & Sports Center	826 [c]	per ksf per seat	38% 0%	62% 100%	0.38 0.26	42% 0%	58% 100%	1.11 0.33
Line talliment & Oports Center	[c]	per seat	070	10070	0.20	070	10070	0.55
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] Retail	826	7.0 ksf	(1) 1	(1) 2	(2) 3	(1) 3	(1) 5	<i>(</i> 2 <i>)</i> 8
TDM Reduction Program - 3% [e] Pass-By Reduction - 35% [e]			0	0 (1)	0 (1)	0 (1)	0 (2)	0 (3)
Subtotal Block A (NE-A)			18	15	33	24	19	43
TOD Reduction by TAZ - 12% [e] TAZ Internal Capture - 4% [e]			(2) (1)	(2) <i>0</i>	(4) (1)	(3) <i>(</i> 1)	(2) (1)	(5) <i>(</i> 2 <i>)</i>
Model Adjustment - 5.6% [e]			(1) 14	(1) 12	(2) 26	(1) 19	(1) 15	(2) 34
Net Trips - Block A (NE-A)			14	12	20	19	13	34
Block B (NE-B) Residential (including work-live) [d]	230	326 du	19	15	34	23	18	41
TDM Reduction Program - 6% [e] Retail	826	14.0 ksf	(1) 2	(1) 3	<i>(</i> 2 <i>)</i> 5	(1) 7	(1) 9	<i>(</i> 2 <i>)</i> 16
TDM Reduction Program - 3% [e]			0	0	0	0	0	0
Pass-By Reduction - 35% [e] Subtotal Block B (NE-B)			(1) 19	(1) 16	(2) 35	(2)	(4)	(6) 49
TOD Reduction by TAZ - 12% [e] TAZ Internal Capture - 4% [e]			(2) (1)	(2) <i>0</i>	(4) (1)	(3) (1)	(3) (1)	(6) (2)
Model Adjustment - 5.6% [e] Net Trips - Block B (NE-B)			(1) 15	(1) 13	(2) 28	(1) 22	(1) 17	(2) 39
			10	13	20		17	33
North-West (unchanged from TIA) Block A (NW-A)								
Hotel TDM Reduction Program - 3% [e]	310	272 rooms	58 (2)	56 (1)	114 (3)	102 (3)	80 (2)	182 (5)
Office	710	114.0 ksf	3	12	15	5	5	10
TDM Reduction Program - 11% [e] Retail	826	62.0 ksf	0 9	(2) 14	(2) 23	(1) 29	0 40	(1) 69
TDM Reduction Program - 3% [e] Pass-By Reduction - 35% [e]			0 (3)	(1) <i>(5)</i>	(1) <i>(</i> 8)	(1) <i>(10)</i>	(1) (13)	(2) (23)
Subtotal Block A (NW-A)			65	73	138	121	109	230
TOD Reduction by TAZ - 12% [e] TAZ Internal Capture - 4% [e]			(8) (2)	(9) (3)	(17) (5)	(15) (4)	(13) (4)	(28) (8)
Model Adjustment - 5.6% [e] Net Trips - Block A (NW-A)			(3) 52	(3) 58	(6) 110	(6) 96	(5) 87	(11) 183
Block B (NW-B)								
Residential	230	417 du	24	19	43	30	22	52
TDM Reduction Program - 6% [e] Retail	826	85.0 ksf	<i>(1)</i> 12	<i>(</i> 2 <i>)</i> 20	(3) 32	<i>(2)</i> 39	(1) 55	(3) 94
TDM Reduction Program - 3% [e]			0 (4)	(1)	(1)	(1) (13)	(2) (19)	(3) (32)
Pass-By Reduction - 35% [e] Subtotal Block B (NW-B)			31	(7) 29	(11) 60	53	55	108
TOD Reduction by TAZ - 12% [e] TAZ Internal Capture - 4% [e]			(4) (1)	(3) (1)	(7) (2)	(6) (2)	(7) (2)	(13) (4)
Model Adjustment - 5.6% [e] Net Trips - Block B (NW-B)			(1) 25	(2) 23	(3) 48	(3) 42	(2) 44	(5) 86
South-West (Modified from TIA)								
Office TDM Reduction Program - 11% [e]	710	145.5 ksf	3 0	17 <i>(</i> 2)	20 (2)	7 (1)	6 <i>0</i>	13 (1)
Retail	826	59.0 ksf	8	14	22	27	38	65
TDM Reduction Program - 35% [e] Pass-By Reduction - 35% [e]			0 (3)	(1) (4)	(1) (7)	(1) (9)	(1) (13)	(2) (22)
Subotal - Office/Retail TOD Reduction by TAZ - 12% [e]			8 (1)	24 (3)	32 (4)	23 (3)	30 (3)	53 (6)
TAZ Internal Capture - 4% [e] Model Adjustment - 5.6% [e]			0 0	(1) (2)	(1) (2)	(1) (1)	(1) (2)	(2) (3)
Entertainment & Sports Center [f] Net Trips - South-West		10,000 seats	0 7	2,609 2,627	2,609 2,634	0 18	3,261 3,285	3,261 3,303
South-East (unchanged from TIA)								
Residential	230	369 du	21	17	38	26	20	46
TDM Reduction Program - 6% [e] Retail	826	53.0 ksf	(1) 8	(1) 12	(2) 20	(2) 25	(1)	(3) 59
TDM Reduction Program - 3% [e] Pass-By Reduction - 35% [e]			0 (3)	(1) (4)	(1) (7)	(1) (8)	(1) (12)	(2) (20)
Hotel	310	300 rooms	64	62	126	113	88	201
TDM Reduction Program - 3% [e] Office	710	472.0 ksf	<i>(2)</i> 11	(2) 52	(4) 63	(3) 22	(3) 19	(6) 41
TDM Reduction Program - 11% [e] Subotal - South-East			(1) 97	(6) 129	(7) 226	<i>(</i> 2 <i>)</i> 170	(3) 141	<i>(5)</i> 311
TOD Reduction by TAZ - 12% [e] TAZ Internal Capture - 4% [e]			(12)	(15)	(27)	(20)	(17)	(37) (11)
Model Adjustment - 5.6% [e]			(3) (5)	(5) (6)	(8) (11)	(6) (8)	(5) (7)	(15)
Net Trips - South-East			77	103	180	136	112	248
Existing to be Removed								
Regional Retail [g] TDM Reduction Program - 3% [e]	820	546.8 ksf	193 <i>(6)</i>	314 (9)	507 (15)	255 (8)	351 (10)	606 (18)
Pass-By Reduction - 35% [e] Net Trips - Existing to be Removed			(65) 122	(107) 198	(172) 320	(86) 161	(120) 221	(206) 382
		Total	400	207	447	222	200	600
Modified Project without ESC (non-event day)		Total	190	227	417	333	299	632
	١	let 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

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	0-6:00 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] Change from SEIR	7,096 1,605	761 104	478 15	1,239 <i>119</i>	129 32	402 103	531 135	21 27	131 <i>74</i>	152 101	68 <i>4</i>	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] Change from SEIR	15,357 (2,525)	957 <i>5</i>	488 10	1,445 <i>15</i>	914 (360)	444 83	1,358 (277)	2,572 (1,248)	265 7	2,837 (1,241)	68 <i>4</i>	2,638 (1,292)	2,706 (1,288)

		Saturday											
	Daily	Midday Po	eak Hour, PM	12:00-1:00	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] Change from SEIR	1,569 1,084	106 <i>6</i> 3	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] Change from SEIR	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	PM Peak Hour, 5:00-6:00 PM			Weekday, 6:00 PM - 7:00 PM			Weekday, 10:00 PM-11:00 PM		
		ln	Out	Total	ln	Out	Total	In	Out	Total	ln	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 <i>119</i>	129 32	402 103	531 135	21 27	131 <i>74</i>	152 101	68 <i>4</i>	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 <i>11</i> 9	914 32	444 103	1,358 <i>135</i>	2,572 27	265 74	2,837 101	68 <i>4</i>	2,638 12	2,706 16	

	Saturday										
	Daily	Midday P	eak Hour, ' PM	12:00-1:00	Saturday	,, 1:00 PM	- 2:00 PM	Saturday, 10:00 PM-11:00 PM			
	-	ln	Out	Total	ln	Out	Total	ln	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 <i>65</i>	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	PM Peak Hour, 5:00-6:00 PM			, 6:00 PM	- 7:00 PM	Weekday, 10:00 PM-11:00 PM			
		ln	Out	Total	ln	Out	Total	In	Out	Total	ln	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 <i>74</i>	152 101	68 <i>4</i>	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 <i>170</i>	914 228	444 115	1,358 <i>34</i> 3	2,572 665	265 107	2,837 772	68 <i>4</i>	2,638 <i>664</i>	2,706 668	

	Saturday										
	Daily	Midday P	eak Hour, 1 PM	12:00-1:00	Saturday	, 1:00 PM	2:00 PM	Saturday, 10:00 PM-11:00 PM			
		In	Out	Total	In	Out	Total	ln	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 <i>602</i>	76 84	2,269 686	172 10	3,339 <i>8</i> 31	3,511 <i>841</i>	

- 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	Α	A, B, C, D	A, B, C, D, E, F	14	YES
SEIR Project (15,000 seats)	36	Α	A, B, C, D	A, B, C, D, E, F	14	YES
SEIR Alternative 5, Option 1 (10,000 seats)	36	Α	A, B, C, D	N/A	N/A	YES
SEIR Alternative 5, Option 2 (7,500 seats)	36	Α	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

				wo	2035 Plan/LAMC Mir	imum Off-	street Pa	arking
			S	EIR Prop	osed Project		Modifi	ed Project
Parking Requirement	Park	ring Rates [a,b]	Uni	t	Required Parking	Uni	it	Required Parking
Proposed On-site Parking	1.0	nan durallina rusit	4 400	al	4.400	4 400	al	4.420
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
	Hote	el 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 Ente	ertainme	ent/Sports Center			2,790	·		2,965
Entertainment/Sports Center	0.2	per seat	15,000	seats	3,000	10,000	seats	2,000
Total Minimum Off-street Parking (per WC2035 Plan/LA parking)	MC and	before shared			5,790			4,965
Total Proposed On-site Parking Sup	ply			[c]	5,610			5,655
less Minimum Off-street Parking without Entertainme	ent/Spor	ts Center			2,790			2,965
On-site Parking remaining for Entertainment/Spor	rts Cent	er use		[d]	2,820			2,690
Minimum Off-street Parking for Entertainment/S	ports Ce	enter			3,000			2,000
Surplus/(Deficit) to Satisfy the Entertainment/Sports Center Mi	inimum (Off-street Parking [e]		(180)			690
Does the parking supply meet minimum off-street par	rking re	quirements?			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 Mont	h (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)	(1,6	673)		
On-site parking available to Office/Retail & Entertainment/Sports Center [b]	3,982 I		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 requiment 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 (TWOTHREE HOURS PRIOR TO EVENT CONDITIONS) WITH AFFORDABLE 5% HOUSING ON NORTHEAST A MODITIMEST BLOOME

Land Use	ΠΕ Land Use Size	Q:	Weekday A.M. Peak Hour					P.M. Peak Hour			Saturday Midday Peak Hour			
		Size	Daily	In	M. Peak H	Total	In	M. Peak Ho	Total	Daily	In Mid	Out	Tota	
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%	0.3	
Hotel Office	310	per room	8.17	59% 88%	41% 12%	0.53	51% 17%	49% 83%	0.60	8.19	56% 54%	44% 46%	0.72	
Retail	710 826	per ksf per ksf	11.03 44.32	62%	38%	1.56 0.39	48%	52%	1.49 1.51	2.46 49.97	52%	48%	0.43 4.82	
Regional Retail Entertainment & Sports Center	820 [b]	per ksf per seat	42.70 0.87	62% 95%	38% 5%	0.96 0.02	48% 95%	52% 5%	3.71 0.09	49.97 0.87	52% 95%	48% 5%	4.82	
		·												
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]	230	304 du	(106)	(1)	(7)	(8)	(6)	(3)	(9)	(117)	(5)	(4)	(9)	
Affordable Multifamily in TPA [j] TDM Reduction Program - 6% [d]	LADOT	16 du	67 (4)	3	5 0	8	3 0	3 0	6	73 (4)	3	3	6	
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] Subtotal Block A (NE-A)			(105) 1,919	(1) 26	110	(1) 136	(2) 106	(2) 56	(4) 162	(119) 2,115	(6) 99	(6) 77	176	
TOD Reduction by TAZ - 12% [f]			(230)	(3)	(13)	(16)	(13)	(6)	(19)	(254)	(12)	(9)	(21	
TAZ Internal Capture - 4% [g] Model Adjustment - 5.6% [h]			(68) (91)	(1) (1)	(4) (5)	(5) (6)	(4) (5)	(2)	(6) (8)	(74) (100)	(3) (5)	(3)	(6) (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] Affordable Multifamily in TPA [j]	LADOT	16 du	(108) 68	(1) 3	(7) 5	(8) 8	(6) 3	(4)	(10) 6	(119) 75	(6) 3	(4)	(10) 6	
TDM Reduction Program - 6% [d]			(4)	0	0	0	0	0	0	(5)	0	0	0	
Retail TDM Reduction Program - 3% [d]	826	14.0 ksf	620 (19)	3 0	0	5 0	10 0	11 (1)	21 (1)	700 (21)	35 (1)	32	67 (2)	
Pass-By Reduction - 35% [e]			(210)	(1)	(1)	(2)	(4)	(3)	(7)	(238)	(12)	(11)	(23)	
Subtotal Block B (NE-B) TOD Reduction by TAZ - 12% [f]]		2,146 (258)	27 (3)	112	139	111 (13)	59 (7)	170 (20)	2,371 (285)	111 (13)	88 (11)	199	
TAZ Internal Capture - 4% [g]			(76)	(1)	(4)	(5)	(4)	(2)	(6)	(83)	(4)	(3)	(7)	
Model Adjustment - 5.6% [h] Net Trips - Block B (NE-B)			(101) 1,711	(1) 22	(6) 88	(7) 110	(5) 89	(3) 47	(8) 136	(112) 1.891	(5) 89	(4) 70	(9) 159	
			1,711		- 00	110	- 03		130	1,031	- 03	70	130	
North-West Block A (NW-A)				1			1				l			
Hotel	310	272 rooms	2,222	85	59	144	83	80	163	2,228	110	86	196	
TDM Reduction Program - 3% [d] Office	710	114.0 ksf	(67)	(3) 157	(1) 21	(4) 178	(2)	(3)	(5) 170	(67) 280	(3) 26	(3)	(6) 49	
TDM Reduction Program - 11% [d]	710	114.0 KSf	1,257 (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] Pass-By Reduction - 35% [e]			(82) (933)	0 (5)	(1)	(1) (8)	(1) (15)	(2) (17)	(3) (32)	(93) (1,052)	(5) (53)	(4) (49)	(9)	
Subtotal Block A (NW-A)			5,007	232	81	313	136	232	368	4,363	227	195	422	
TOD Reduction by TAZ - 12% [f] TAZ Internal Capture - 4% [g]			(601) (176)	(28) (8)	(10)	(38)	(16) (5)	(28)	(44) (13)	(524) (154)	(27) (8)	(24)	(51)	
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] Affordable Multifamily in TPA [j]	LADOT	21 du	(138) 87	(2)	(8) 6	(10) 10	(8) 4	(4)	(12) 7	(152) 95	(7) 4	(5) 3	(12) 7	
TDM Reduction Program - 6% [d]			(5)	0	(1)	(1)	0	0	0	(6)	0	0	0	
Retail TDM Reduction Program - 3% [d]	826	85.0 ksf	3,767	20 (1)	13 0	33	61 (2)	67 (2)	128 (4)	4,247 (127)	213 (6)	197 (6)	410	
Pass-By Reduction - 35% [e]			(1,279)	(7)	(4)	(11)	(21)	(22)	(43)	(1,442)	(72)	(67)	(139	
Subtotal Block B (NW-B) TOD Reduction by TAZ - 12% [f]			4,621 (555)	44 (5)	150 (18)	194 (23)	172 (21)	110 (13)	282 (34)	5,146 (618)	249 (30)	211 (25)	460 (55)	
TAZ Internal Capture - 4% [g]			(163)	(2)	(5)	(7)	(6)	(4)	(10)	(181)	(9)	(7)	(16)	
Model Adjustment - 5.6% [h] Net Trips - Block B (NW-B)			(219) 3,684	(2) 35	(7) 120	(9) 155	(8) 137	(5) 88	(13) 225	(243) 4,104	(12) 198	(10) 169	(22,	
			0,004		120	100				4,104	100	100		
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 TDM Reduction Program - 3% [d]	826	59.0 ksf	2,615	14 0	9	23	43	46	89	2,948	148	136	284	
TDM Reduction Program - 3% [d] Pass-By Reduction - 35% [e]			(78) (888)	(5)	(1)	(1) (8)	(1) (15)	(2) (15)	(3)	(88) (1,001)	(4) (50)	(5) (46)	(9) (96)	
Subotal - Office/Retail			3,077	187	29	216	60	189	249	2,178	124	111	235	
TOD Reduction by TAZ - 12% [f] TAZ Internal Capture - 4% [g]			(369) (108)	(22) (7)	(4) (1)	(26) (8)	(7) (2)	(23) (7)	(30) (9)	(261) (77)	(15) (4)	(13) (4)	(28)	
Model Adjustment - 5.6% [h]		10.000 :	(146)	(9)	(1)	(10)	(3)	(9)	(12)	(103)	(6)	(5)	(11	
Entertainment & Sports Center Internal Capture [i]		10,000 seats	8,696 (435)	206 (10)	11 (1)	217 (11)	826 (41)	44 (2)	870 (43)	8,696 (1,739)	827 (165)	43 (9)	870 (174	
Net Trips - South-West			10,715	345	33	378	833	192	1,025	8,694	761	123	884	
South-East			1	1			1				l			
Residential	230	369 du	2,144	28	134	162	129	63	192	2,358	109	83	192	
TDM Reduction Program - 6% [c] Retail [e]	826	53.0 ksf	(129) 2,349	(2) 13	(8) 8	(10) 21	(8) 38	(4) 42	(12) 80	(141) 2,648	(7) 133	(5) 122	(12) 255	
TDM Reduction Program - 3% [c]			(70)	0	(1)	(1)	(1)	(1)	(2)	(79)	(4)	(4)	(8)	
Pass-By Reduction - 35% [d] Hotel [d]	310	300 rooms	(798) 2,451	(5) 94	(2) 65	(7) 159	(13) 92	(14) 88	(27) 180	(899) 2,457	(45) 121	(41) 95	(86) 216	
TDM Reduction Program - 3% [c]			(74)	(3)	(2)	(5)	(3)	(2)	(5)	(74)	(4)	(2)	(6)	
Office TDM Reduction Program - 11% [c]	710	472.0 ksf	5,206 (573)	648 (71)	88 (10)	736 (81)	120 (13)	583 (64)	703 (77)	1,161 (128)	110 (12)	93	203	
Subotal - South-East			10,506	702	272	974	341	691	1,032	7,303	401	331	732	
TOD Reduction by TAZ - 12% [d] TAZ Internal Capture - 4% [d]			(1,261) (370)	(84) (25)	(33) (9)	(117) (34)	(41) (12)	(83) (24)	(124) (36)	(876) (257)	(48) (14)	(40) (12)	(88	
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	583	
Existing to be Removed				ĺ			ĺ				ĺ			
Regional Retail TDM Reduction Program - 3% [c]	820	546.8 ksf	23,348 (700)	326 (10)	199	525 (16)	974 (29)	1,055 (32)	2,029 (61)	27,323 (820)	1,371 (41)	1,265 (38)	2,63 (79	
Pass-By Reduction - 35% [c]			(7.927)	(111)	(6) (67)	(178)	(331)	(358)	(689)	(9,276)	(466)	(429)	(79 (895 1,66	
Net Trips - Existing to be Removed			14,721	205	126	331	614	665	1,279	17,227	864	798	1,06	
		Total	21,750	972	600	1,572	739	1,066	1,805	18,722	966	808	1,77	
lodified Project without ESC (non-event day)			7.000	767	474	1,241	125	401	526	1,495	102	10	112	
lodified Project without ESC (non-event day)	-	Net New Trips	7,029	707		,				,				
odified Project without ESC (non-event day)	I	Net New Trips Total	30,011	1,168	610	1,778	1,524	1,108	2,632	25,679	1,628	842	2,47	

ks 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, 3th Edition (Institute of Triansportation Engineers, 2012) and Triansportation Analysis Quidelines (LADOT), July 2019; Catoulations are consistent with the WC 2015 moder methodology.
[b] Einterfarment & Sports Center team based on an assumed 2.3 ARTy per LADOT. The AMI peak is estimated to be three hours prior to event following peak traffic conditions.
[c] The 3D residential units in NE-4 include work-live units which contain approximately 30.00 gross square feet of non-residential area in NE-5 moder the peak of t

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.

<u>Modified Project without ESC</u>. 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.

<u>Modified Project with ESC</u>. 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.

<u>Modified Project without ESC</u>. 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.

<u>Modified Project with ESC</u>. 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 latenight 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.

<u>Modified Project without ESC</u>. 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.

<u>Modified Project with ESC</u>. 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.

<u>Modified Project without ESC</u>. 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.

<u>Modified Project with ESC</u>. 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.

<u>Modified Project without ESC</u>. 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.

<u>Modified Project with ESC</u>. 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.

<u>Modified Project without ESC</u>. 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.

<u>Modified Project with ESC</u>. 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

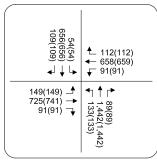
As indicated by these intersection LOS analyses, no study intersections are projected to be significantly impacted during any of the six analyzed time periods with the addition of traffic from either the Modified Project without ESC or the Modified Project with ESC (10,000 seat ESC and increased office/retail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

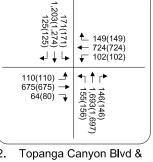
- Tables B2-2 and B2-3, respectively, summarize the weekday 5:00 PM-6:00 PM peak hour (two-hours prior to event) LOS comparisons for the Modified Project without ESC and Modified Project with ESC conditions.
- Tables B3-2 and B3-3, respectively, summarize the weekday 6:00 PM-7:00 PM period (one-hour 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.

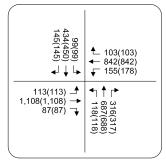




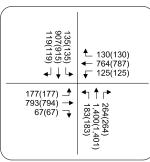
 Shoup Ave & Vanowen St



Topanga Canyon Blvd 8 Vanowen St



3. Owensmouth Ave & Vanowen St

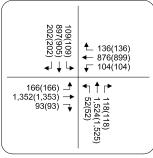


4. Canoga Ave & Vanowen St

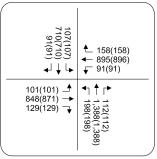


t(#) Non-ESC(ESC w/EMP)
Traffic Volumes

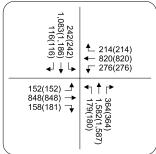
* Negligible Volume



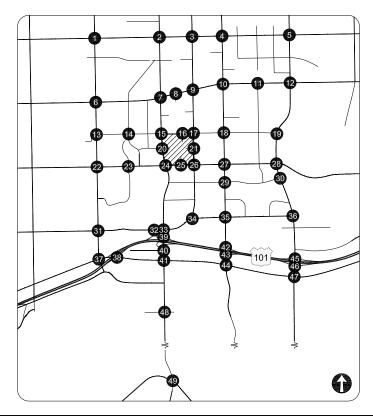
5. De Soto Ave & Vanowen St

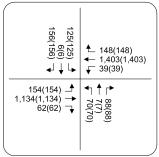


Shoup Ave & Victory Blvd

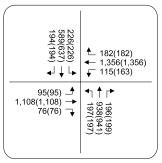


7. Topanga Canyon Blvd & Victory Blvd

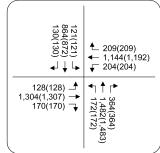




Westfield Wy & Victory Blvd



Owensmouth Ave & Victory Blvd

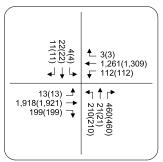


10. Canoga Ave & Victory Blvd

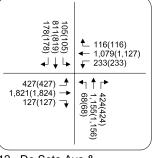
EXISTING WITH MODIFIED PROJECT CONDITIONS (YEAR 2016) WEEKDAY (5-6 PM) PEAK HOUR TRAFFIC VOLUMES

FIGURE B1

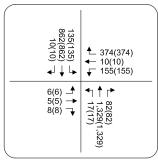




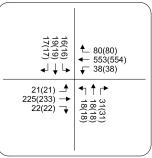
11. Variel Ave & Victory Blvd



12. De Soto Ave & Victory Blvd



13. Shoup Ave & Erwin St



14. Randi Ave/Nevada Ave & Erwin St



Non-ESC(ESC w/EMP)
Traffic Volumes

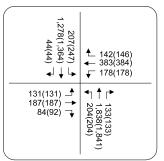
Negligible Volume

Signalized

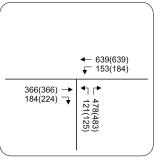
Intersection

Intersection

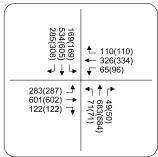
Stop-Controlled



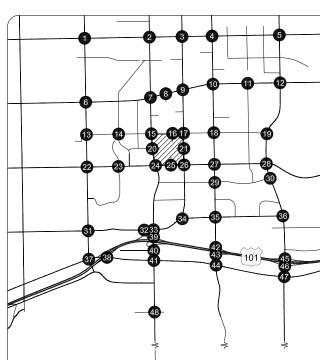
15. Topanga Canyon Blvd & Erwin St

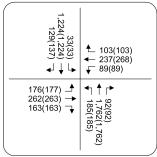


16. Warner Drive North & Erwin St

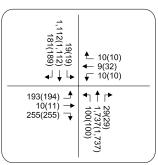


17. Owensmouth Ave & Erwin St

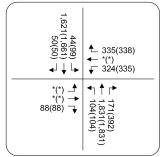




18. Canoga Ave & Erwin St



19. De Soto Ave & Erwin St



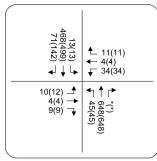
20. Topanga Canyon Blvd & Calvert St/Promenade Blvd

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

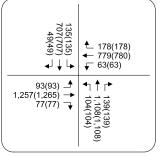
FIGURE B1 (CONT.)

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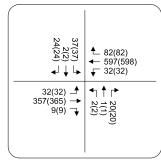




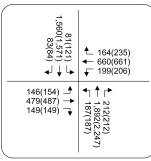
21. Owensmouth Ave & Promenade Mall Dwy



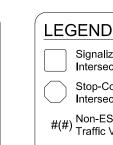
22. Shoup Ave & Oxnard St



23. Farralone Ave & Oxnard St



24. Topanga Canyon Blvd & Oxnard St



Non-ESC(ESC w/EMP)
Traffic Volumes

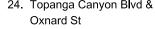
Negligible Volume

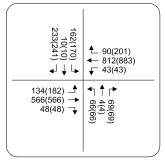
Signalized

Intersection

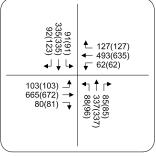
Intersection

Stop-Controlled

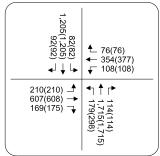




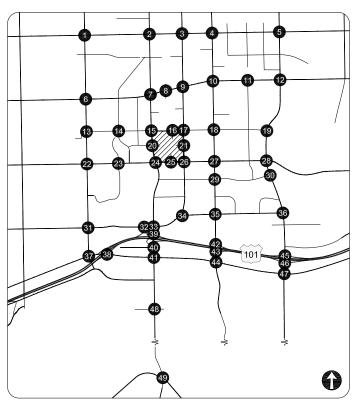
25. Warner Drive South & Oxnard St

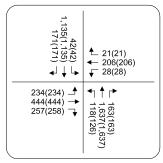


26. Owensmouth Ave & Oxnard St

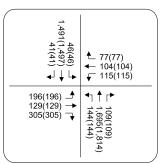


27. Canoga Ave & Oxnard St

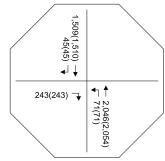




28. De Soto Ave & Oxnard St



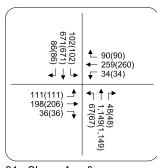
29. Canoga Ave & Califa St



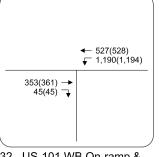
30. De Soto Ave & Califa St

FIGURE B1 (CONT.)

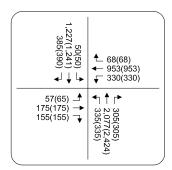




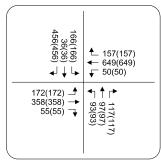
31. Shoup Ave & Burbank Blvd



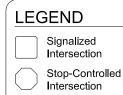
32. US-101 WB On-ramp & Burbank Blvd



33. Topanga Canyon Blvd & Burbank Blvd



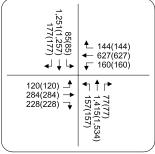
34. Owensmouth Ave & Burbank Blvd



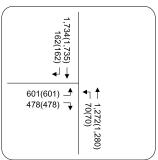
Non-ESC(ESC w/EMP)
Traffic Volumes

Negligible Volume

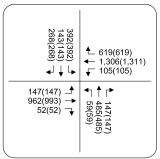




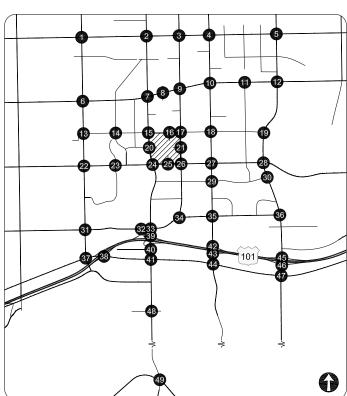
35. Canoga Ave & Burbank Blvd

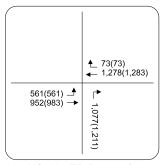


36. De Soto Ave & Burbank Blvd

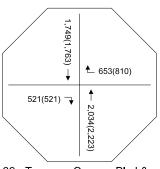


37. Shoup Ave & Ventura Blvd

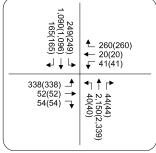




38. US-101 EB Ramps & Ventura Blvd

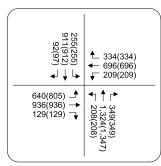


39. Topanga Canyon Blvd & US-101 Westbound off-ramp

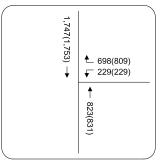


40. Topanga Canyon Blvd & Clarendon St

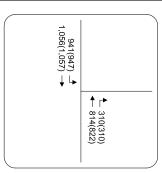




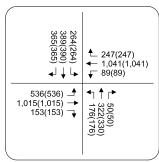
41. Topanga Canyon Blvd & Ventura Blvd



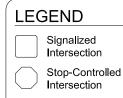
42. Canoga Ave & US-101 WB Off-ramp



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

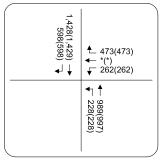


44. Canoga Ave & Ventura Blvd

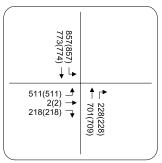


#(#) Non-ESC(ESC w/EMP) Traffic Volumes

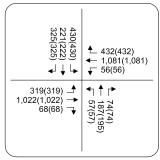
* Negligible Volume



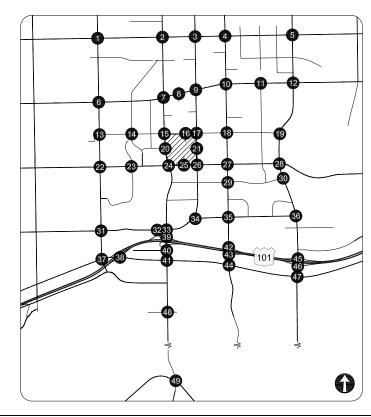
45. De Soto Ave & US-101 WB Ramps

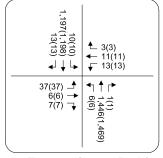


46. De Soto Ave & US-101 EB Ramps

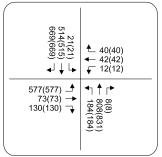


47. De Soto Ave/Serrania Ave & Ventura Blvd



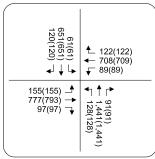


48. Topanga Canyon Blvd & Martinez St



49. Topanga Canyon Blvd & Mulholland Dr





1. Shoup Ave & Vanowen St

112(112) 1,115(1,123) 232(232)

154(154)

← 975(998)

√ 169(169)

- 184(184) - 1,636(1,637) - 65(65)

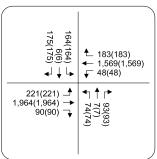


5. De Soto Ave & Vanowen St

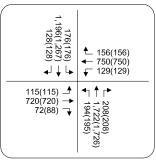
187(187) 📥

130(130)

1,568(1,569) -



Westfield Wy & Victory Blvd



Topanga Canyon Blvd & Vanowen St

169(169)

▼ 104(104)

- 129(129) - 1,392(1,392) - 212(212)

← 1,023(1,024)

112(112) 706(706) 90(90)

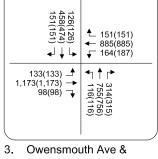
95(95) **→** 910(933) **→**

130(130)

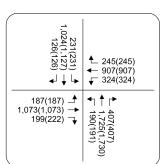
6. Shoup Ave &

Victory Blvd

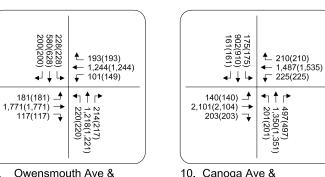
Victory Blvd



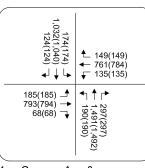
Vanowen St



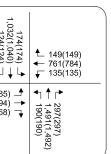
7. Topanga Canyon Blvd & Victory Blvd



10. Canoga Ave & Victory Blvd



Canoga Ave & Vanowen St



Negligible Volume

LEGEND

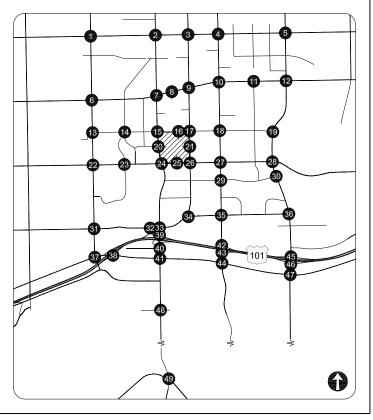
Signalized

Intersection

Intersection

Stop-Controlled

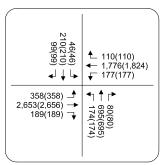
Non-ESC(ESC w/EMP)
Traffic Volumes



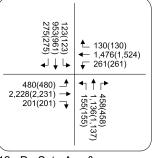
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2035) WEEKDAY (5-6 PM) PEAK HOUR TRAFFIC VOLUMES

FIGURE B2

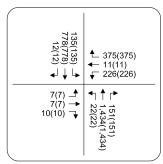




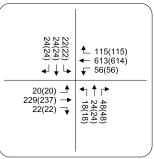
11. Variel Ave & Victory Blvd



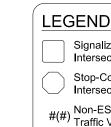
12. De Soto Ave & Victory Blvd



13. Shoup Ave & Erwin St



14. Randi Ave/Nevada Ave & Erwin St



Non-ESC(ESC w/EMP)
Traffic Volumes

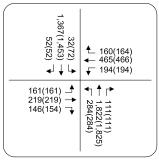
Negligible Volume

Signalized

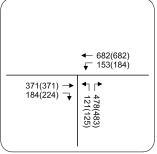
Intersection

Intersection

Stop-Controlled

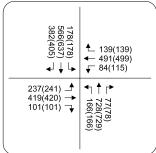


15. Topanga Canyon Blvd & Erwin St



16. Warner Drive North & Erwin St

> **1**1(11)

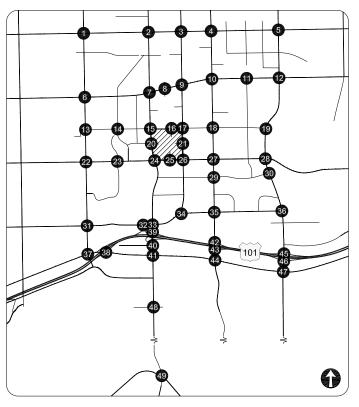


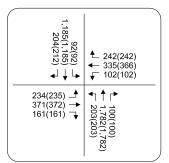
17. Owensmouth Ave & Erwin St



44(99) 1,441(1,481) 107(107) **1** 335(338) *(*) 📥 *(*) **→** 62(62) 🕌

20. Topanga Canyon Blvd & Calvert St/Promenade Blvd





18. Canoga Ave & Erwin St

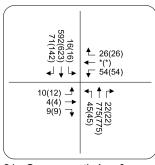


Erwin St

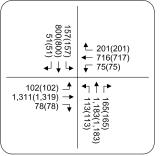
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2035) WEEKDAY (5-6 PM) PEAK HOUR TRAFFIC VOLUMES

FIGURE B2 (CONT.)

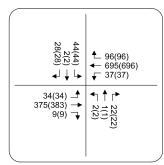




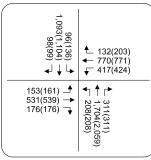
21. Owensmouth Ave & Promenade Mall Dwy



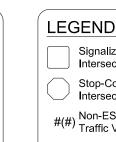
22. Shoup Ave & Oxnard St



23. Farralone Ave & Oxnard St



24. Topanga Canyon Blvd & Oxnard St



Non-ESC(ESC w/EMP)
Traffic Volumes

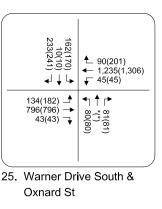
Negligible Volume

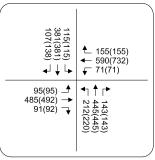
Signalized

Intersection

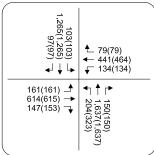
Intersection

Stop-Controlled

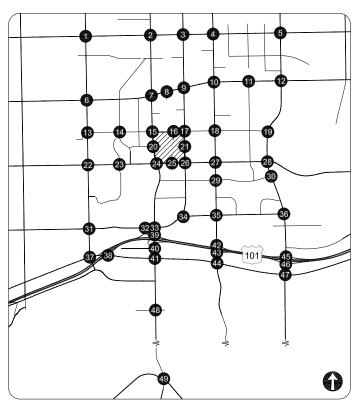


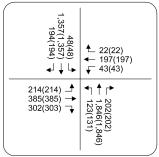


26. Owensmouth Ave & Oxnard St

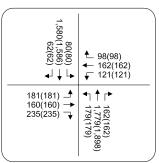


27. Canoga Ave & Oxnard St

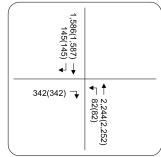




28. De Soto Ave & Oxnard St

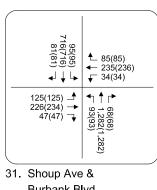


29. Canoga Ave & Califa St

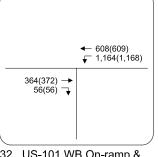


30. De Soto Ave & Califa St

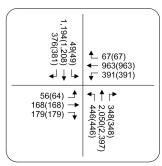




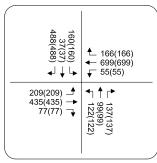
Burbank Blvd



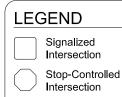
32. US-101 WB On-ramp & Burbank Blvd



33. Topanga Canyon Blvd & Burbank Blvd

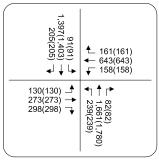


34. Owensmouth Ave & Burbank Blvd

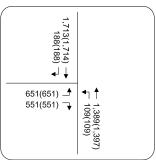


Non-ESC(ESC w/EMP) Traffic Volumes

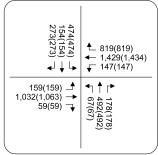
Negligible Volume



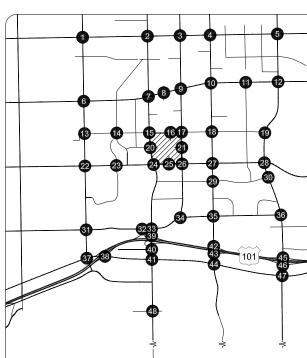
35. Canoga Ave & Burbank Blvd

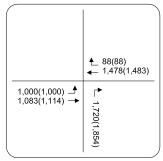


36. De Soto Ave & Burbank Blvd

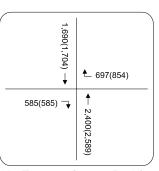


37. Shoup Ave & Ventura Blvd

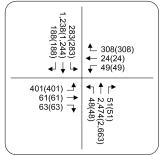




38. US-101 EB Ramps & Ventura Blvd



39. Topanga Canyon Blvd & US-101 Westbound off-ramp



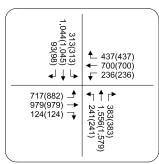
40. Topanga Canyon Blvd & Clarendon St

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

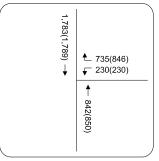
FIGURE B2 (CONT.)

0

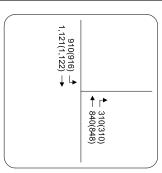




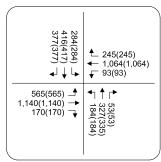
41. Topanga Canyon Blvd & Ventura Blvd



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



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

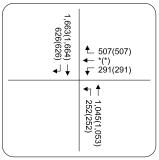


44. Canoga Ave & Ventura Blvd

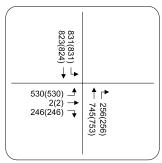


#(#) Non-ESC(ESC w/EMP) Traffic Volumes

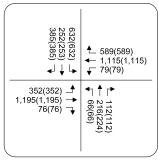
Negligible Volume



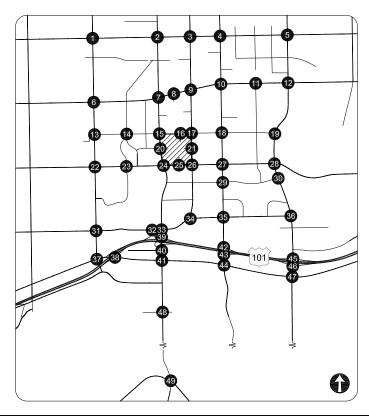
45. De Soto Ave & US-101 WB Ramps

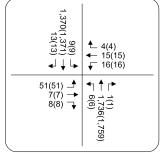


46. De Soto Ave & US-101 EB Ramps

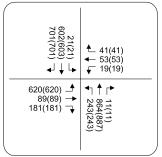


47. De Soto Ave/Serrania Ave & Ventura Blvd





48. Topanga Canyon Blvd & Martinez St

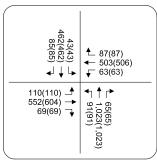


49. Topanga Canyon Blvd & Mulholland Dr

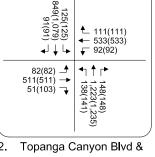
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2035) WEEKDAY (5-6 PM) PEAK HOUR TRAFFIC VOLUMES

FIGURE B2 (CONT.)

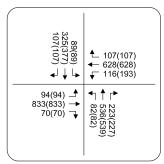




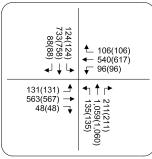
1. Shoup Ave & Vanowen St



Vanowen St



Owensmouth Ave & Vanowen St

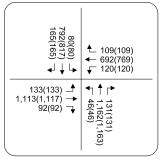


Canoga Ave & Vanowen St

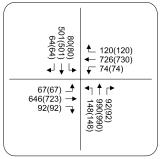


Non-ESC(ESC w/EMP)
Traffic Volumes

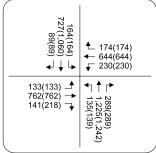
Negligible Volume



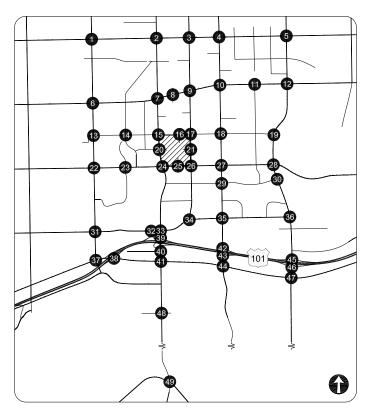
5. De Soto Ave & Vanowen St

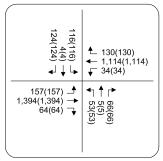


6. Shoup Ave & Victory Blvd

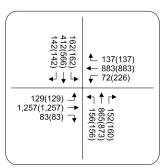


7. Topanga Canyon Blvd & Victory Blvd

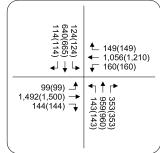




Westfield Wy & Victory Blvd

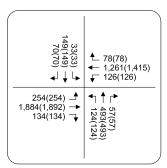


Owensmouth Ave & Victory Blvd

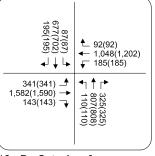


10. Canoga Ave & Victory Blvd

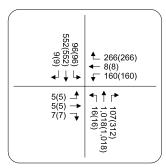




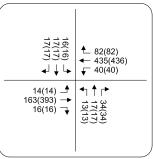
11. Variel Ave & Victory Blvd



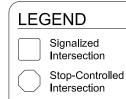
12. De Soto Ave & Victory Blvd



13. Shoup Ave & Erwin St

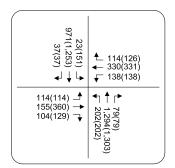


14. Randi Ave/Nevada Ave & Erwin St

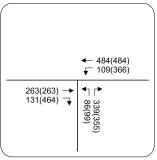


#(#) Non-ESC(ESC w/EMP) Traffic Volumes

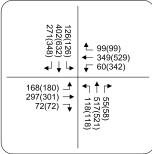
Negligible Volume



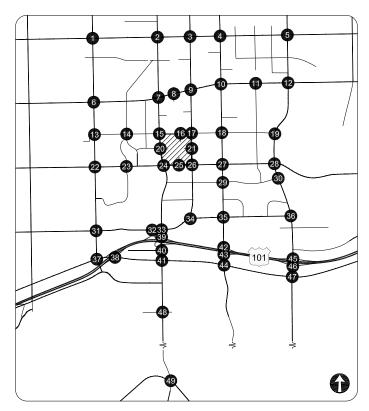
15. Topanga Canyon Blvd & Erwin St

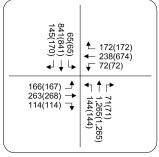


16. Warner Drive North & Erwin St

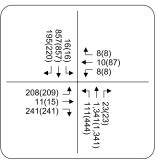


17. Owensmouth Ave & Erwin St

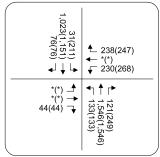




18. Canoga Ave & Erwin St



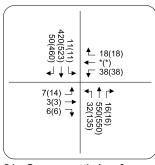
19. De Soto Ave & Erwin St



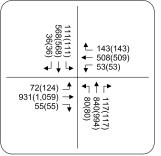
20. Topanga Canyon Blvd & Calvert St/Promenade Blvd

FIGURE B3 (CONT.)

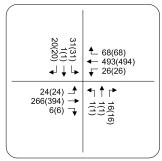




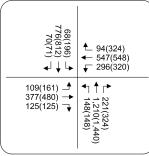
21. Owensmouth Ave & Promenade Mall Dwy



22. Shoup Ave & Oxnard St



23. Farralone Ave & Oxnard St

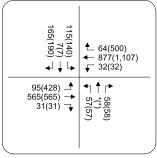


24. Topanga Canyon Blvd & Oxnard St

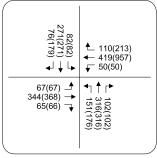


#(#) Non-ESC(ESC w/EMP)
Traffic Volumes

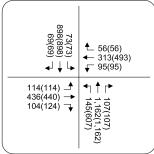
Negligible Volume



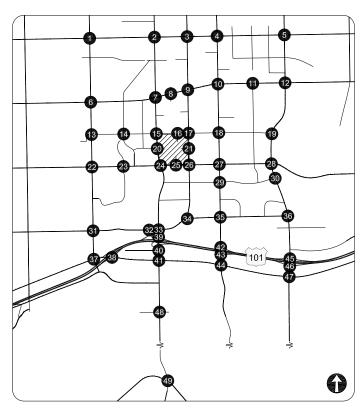
25. Warner Drive South & Oxnard St

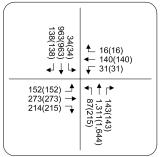


26. Owensmouth Ave & Oxnard St

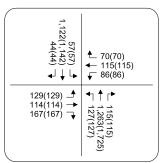


27. Canoga Ave & Oxnard St

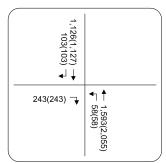




28. De Soto Ave & Oxnard St

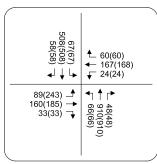


29. Canoga Ave & Califa St

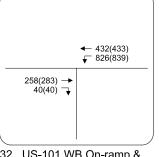


30. De Soto Ave & Califa St

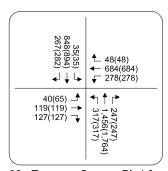




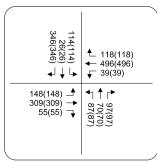
31. Shoup Ave & Burbank Blvd



32. US-101 WB On-ramp & Burbank Blvd



33. Topanga Canyon Blvd & Burbank Blvd

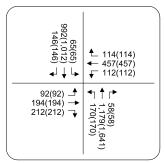


34. Owensmouth Ave & Burbank Blvd

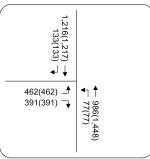


#(#) Non-ESC(ESC w/EMP)
Traffic Volumes

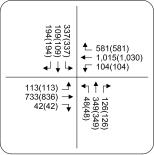
* Negligible Volume



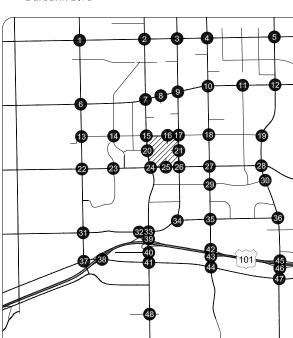
35. Canoga Ave & Burbank Blvd



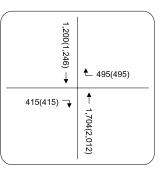
36. De Soto Ave & Burbank Blvd



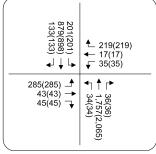
37. Shoup Ave & Ventura Blvd



38. US-101 EB Ramps & Ventura Blvd



39. Topanga Canyon Blvd & US-101 Westbound off-ramp

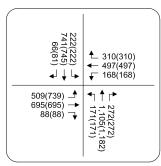


40. Topanga Canyon Blvd & Clarendon St

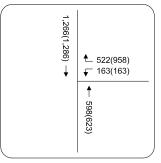
FIGURE B3 (CONT.)

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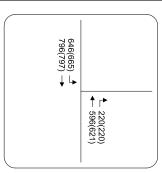




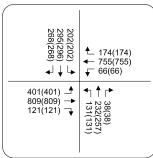
41. Topanga Canyon Blvd & Ventura Blvd



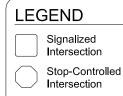
42. Canoga Ave & US-101 WB Off-ramp



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



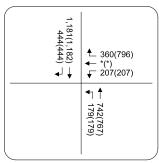
44. Canoga Ave & Ventura Blvd



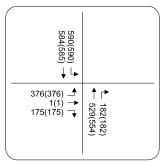
#(#) Non-ESC(ESC w/EMP)
Traffic Volumes

* Negligible Volume

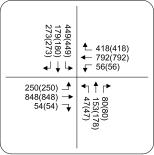
anoga Ave &



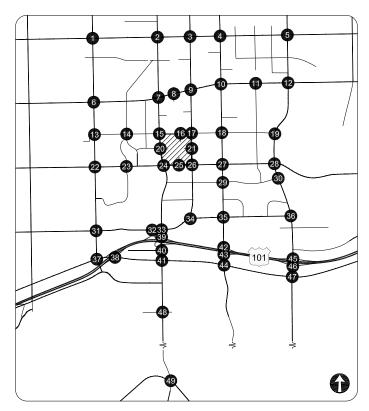
45. De Soto Ave & US-101 WB Ramps

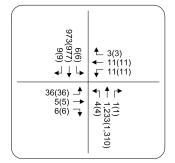


46. De Soto Ave & US-101 EB Ramps

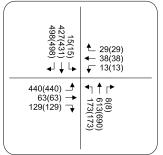


47. De Soto Ave/Serrania Ave & Ventura Blvd





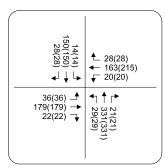
48. Topanga Canyon Blvd & Martinez St



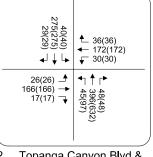
49. Topanga Canyon Blvd & Mulholland Dr

FIGURE B3 (CONT.)

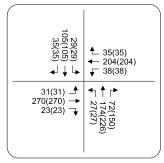




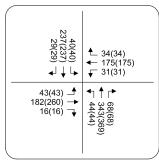
1. Shoup Ave & Vanowen St



Topanga Canyon Blvd & Vanowen St



Owensmouth Ave & Vanowen St



Canoga Ave & Vanowen St



Non-ESC(ESC w/EMP)
Traffic Volumes

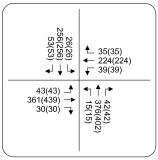
Stop-Controlled

Negligible Volume

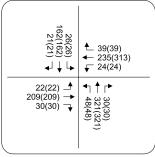
Signalized

Intersection

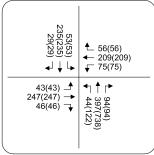
Intersection



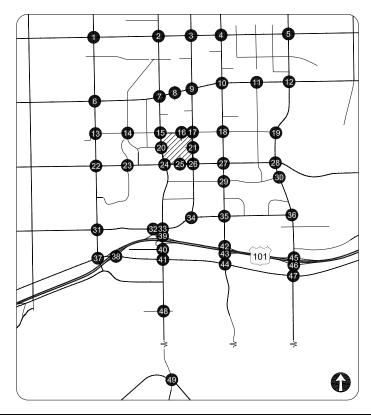
5. De Soto Ave & Vanowen St

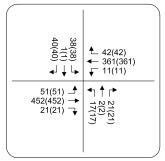


6. Shoup Ave & Victory Blvd

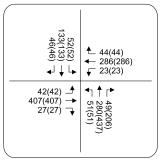


7. Topanga Canyon Blvd & Victory Blvd

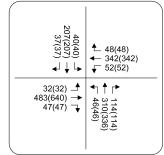




Westfield Wy & Victory Blvd



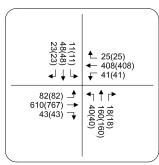
Owensmouth Ave & Victory Blvd



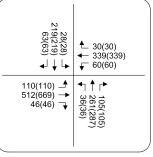
10. Canoga Ave & Victory Blvd

FIGURE В4

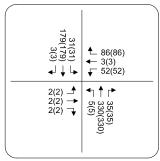




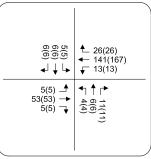
11. Variel Ave & Victory Blvd



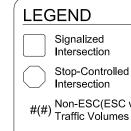
12. De Soto Ave & Victory Blvd



13. Shoup Ave & Erwin St

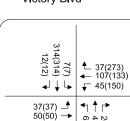


14. Randi Ave/Nevada Ave & Erwin St



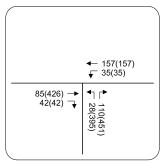
Non-ESC(ESC w/EMP)
Traffic Volumes

Negligible Volume

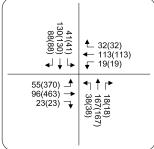


34(34)

15. Topanga Canyon Blvd & Erwin St



16. Warner Drive North & Erwin St

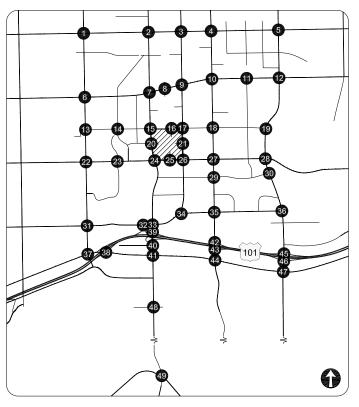


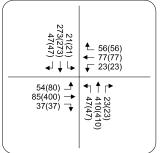
17. Owensmouth Ave & Erwin St



10(10) 331(436) 25(25) **1** 77(602) *(*) 📥 *(*) **→** 14(14)

20. Topanga Canyon Blvd & Calvert St/Promenade Blvd





18. Canoga Ave & Erwin St



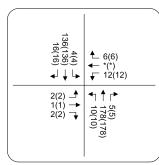
19. De Soto Ave & Erwin St

78(288)

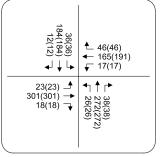
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2035) WEEKDAY (10-11 PM) TRAFFIC VOLUMES

FIGURE B4 (CONT.)

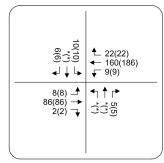




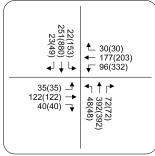
21. Owensmouth Ave & Promenade Mall Dwy



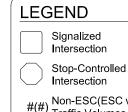
22. Shoup Ave & Oxnard St



23. Farralone Ave & Oxnard St

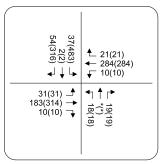


24. Topanga Canyon Blvd & Oxnard St

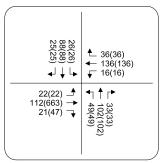


#(#) Non-ESC(ESC w/EMP) Traffic Volumes

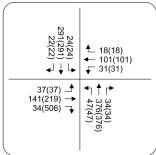
* Negligible Volume



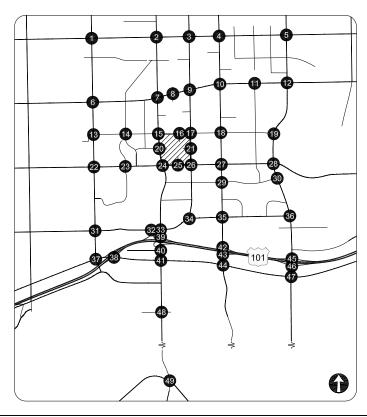
25. Warner Drive South & Oxnard St

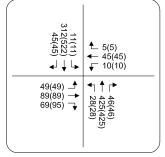


26. Owensmouth Ave & Oxnard St

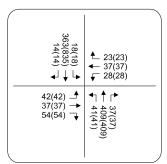


27. Canoga Ave & Oxnard St

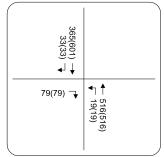




28. De Soto Ave & Oxnard St

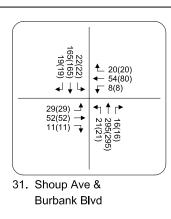


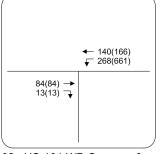
29. Canoga Ave & Califa St



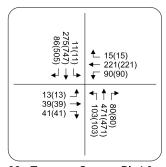
30. De Soto Ave & Califa St



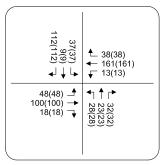




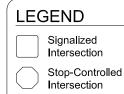
32. US-101 WB On-ramp & Burbank Blvd



33. Topanga Canyon Blvd & Burbank Blvd

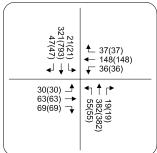


34. Owensmouth Ave & Burbank Blvd

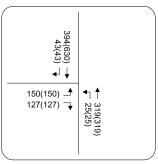


#(#) Non-ESC(ESC w/EMP) Traffic Volumes

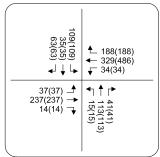
* Negligible Volume



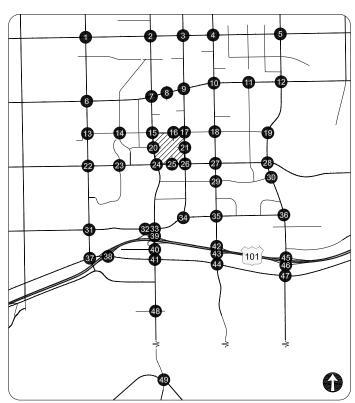
35. Canoga Ave & Burbank Blvd

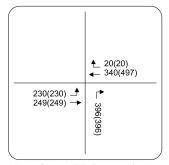


36. De Soto Ave & Burbank Blvd

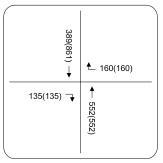


37. Shoup Ave & Ventura Blvd

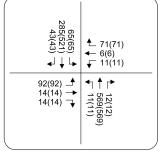




38. US-101 EB Ramps & Ventura Blvd

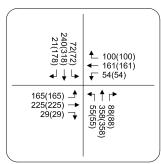


39. Topanga Canyon Blvd & US-101 Westbound off-ramp

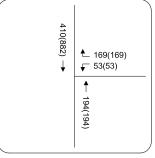


40. Topanga Canyon Blvd & Clarendon St

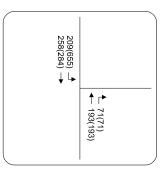




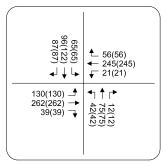
41. Topanga Canyon Blvd & Ventura Blvd



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



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



44. Canoga Ave & Ventura Blvd



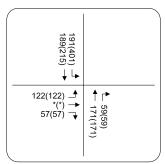
Non-ESC(ESC w/EMP)
Traffic Volumes

Negligible Volume

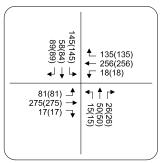


382(618) 144(144) **1**17(117) **√** 67(67) - 240(240) - 58(58)

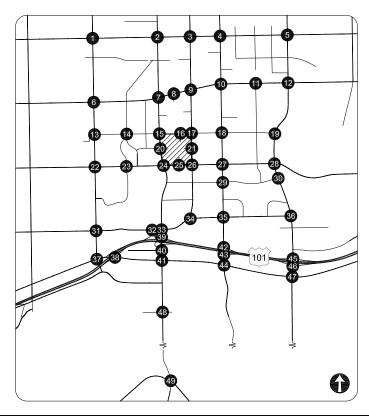
45. De Soto Ave & US-101 WB Ramps

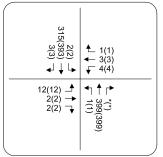


46. De Soto Ave & US-101 EB Ramps

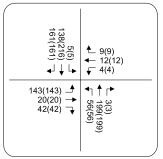


47. De Soto Ave/Serrania Ave & Ventura Blvd





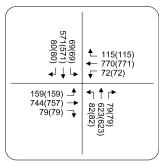
48. Topanga Canyon Blvd & Martinez St



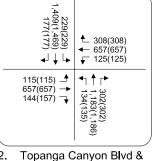
49. Topanga Canyon Blvd & Mulholland Dr

FIGURE B4 (CONT.)

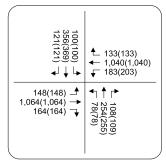




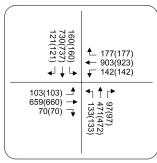
1. Shoup Ave & Vanowen St



Vanowen St



Owensmouth Ave & Vanowen St



Canoga Ave & Vanowen St



Non-ESC(ESC w/EMP)
Traffic Volumes

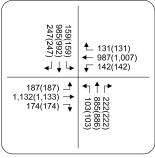
Stop-Controlled

Negligible Volume

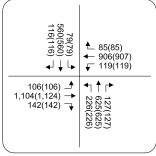
Signalized

Intersection

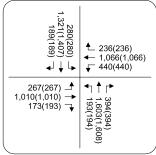
Intersection



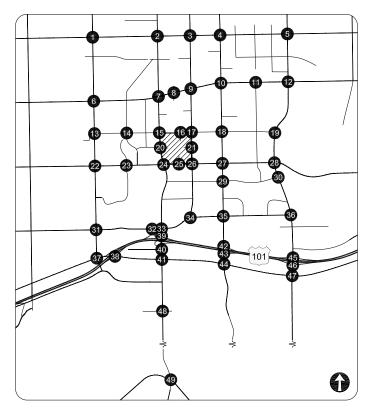
5. De Soto Ave & Vanowen St

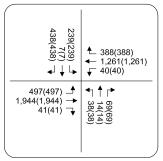


6. Shoup Ave & Victory Blvd

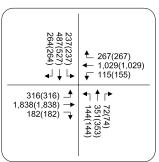


7. Topanga Canyon Blvd & Victory Blvd

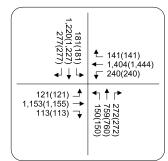




Westfield Wy & Victory Blvd

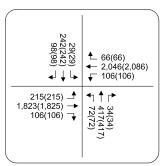


Owensmouth Ave & Victory Blvd

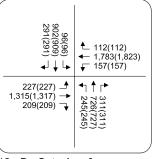


10. Canoga Ave & Victory Blvd

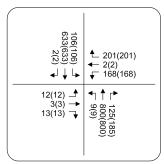




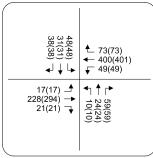
11. Variel Ave & Victory Blvd



12. De Soto Ave & Victory Blvd



13. Shoup Ave & Erwin St

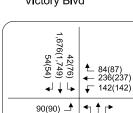


14. Randi Ave/Nevada Ave & Erwin St



Non-ESC(ESC w/EMP)
Traffic Volumes

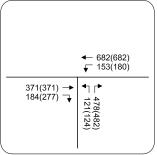
Negligible Volume



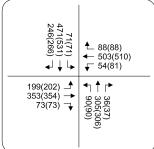
177(237) →

Erwin St

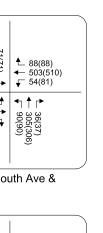
96(96) - 1,795(1,798) - 77(77) 206(213) 15. Topanga Canyon Blvd &



16. Warner Drive North & Erwin St

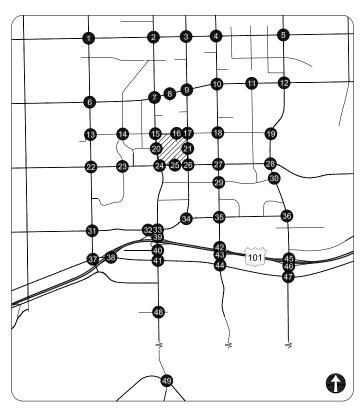


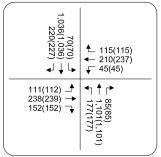
17. Owensmouth Ave & Erwin St



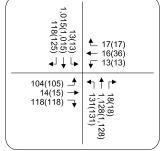
494(497) ← *(*) **→** 324(334) *(*) 📥 *(*) **→** 80(80)

20. Topanga Canyon Blvd & Calvert St/Promenade Blvd





18. Canoga Ave & Erwin St

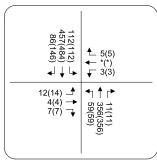


19. De Soto Ave & Erwin St

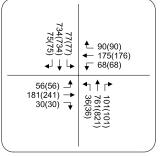
> FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2035) SATURDAY (12-1 PM) PEAK HOUR TRAFFIC VOLUMES

FIGURE B5 (CONT.)

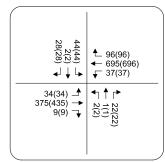




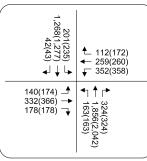
21. Owensmouth Ave & Promenade Mall Dwy



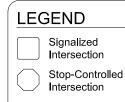
22. Shoup Ave & Oxnard St



23. Farralone Ave & Oxnard St

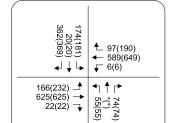


24. Topanga Canyon Blvd & Oxnard St

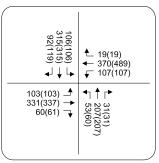


#(#) Non-ESC(ESC w/EMP)
Traffic Volumes

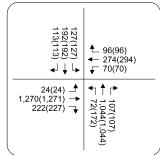
* Negligible Volume



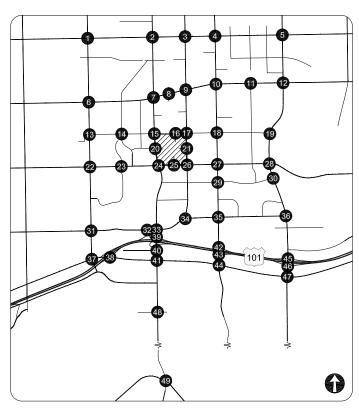
25. Warner Drive South & Oxnard St

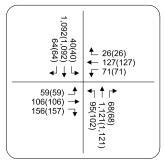


26. Owensmouth Ave & Oxnard St

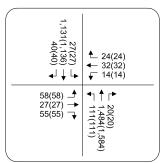


27. Canoga Ave & Oxnard St

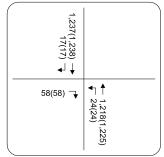




28. De Soto Ave & Oxnard St

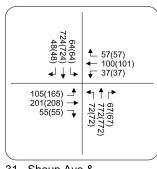


29. Canoga Ave & Califa St

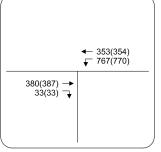


30. De Soto Ave & Califa St

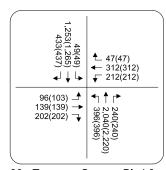




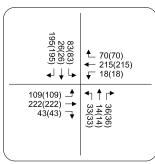
31. Shoup Ave & Burbank Blvd



32. US-101 WB On-ramp & Burbank Blvd



33. Topanga Canyon Blvd & Burbank Blvd

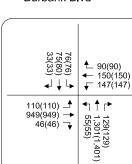


34. Owensmouth Ave & Burbank Blvd



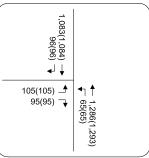
Non-ESC(ESC w/EMP)
Traffic Volumes

Negligible Volume

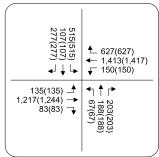


46(46) →

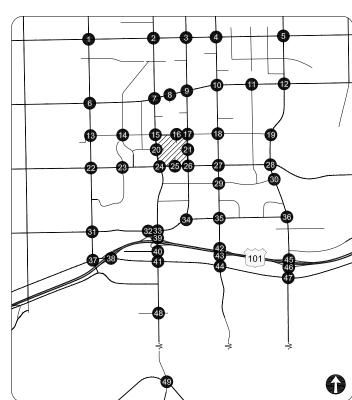
35. Canoga Ave & Burbank Blvd

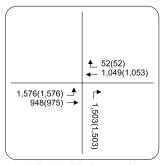


36. De Soto Ave & Burbank Blvd

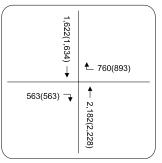


37. Shoup Ave & Ventura Blvd

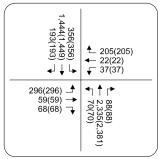




38. US-101 EB Ramps & Ventura Blvd

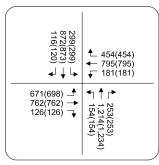


39. Topanga Canyon Blvd & US-101 Westbound off-ramp

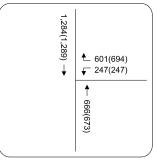


40. Topanga Canyon Blvd & Clarendon St

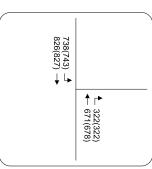




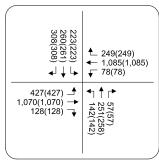
41. Topanga Canyon Blvd & Ventura Blvd



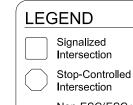
42. Canoga Ave & US-101 WB Off-ramp



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

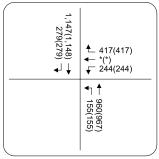


44. Canoga Ave & Ventura Blvd

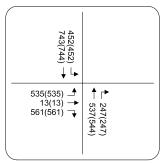


#(#) Non-ESC(ESC w/EMP)
Traffic Volumes

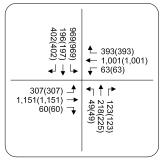
Negligible Volume



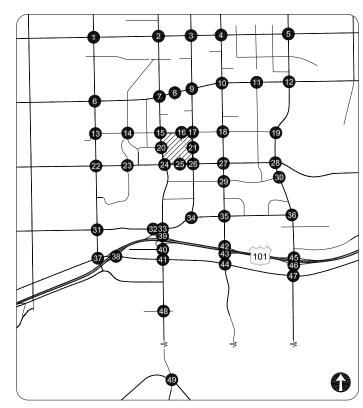
45. De Soto Ave & US-101 WB Ramps

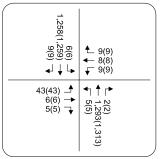


46. De Soto Ave & US-101 EB Ramps

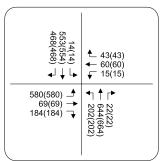


47. De Soto Ave/Serrania Ave & Ventura Blvd





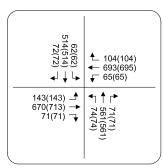
48. Topanga Canyon Blvd & Martinez St



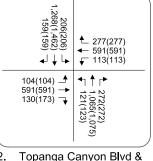
49. Topanga Canyon Blvd & Mulholland Dr

FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2035) SATURDAY (12-1 PM) PEAK HOUR TRAFFIC VOLUMES FIGURE B5 (CONT.)

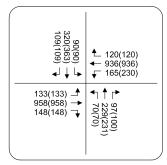




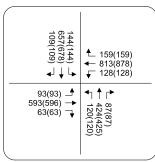
1. Shoup Ave & Vanowen St



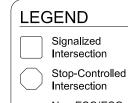
Vanowen St



Owensmouth Ave & Vanowen St

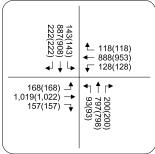


Canoga Ave & Vanowen St

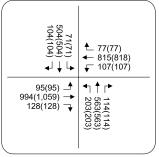


Non-ESC(ESC w/EMP)
Traffic Volumes

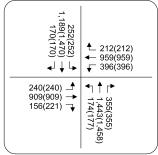
Negligible Volume



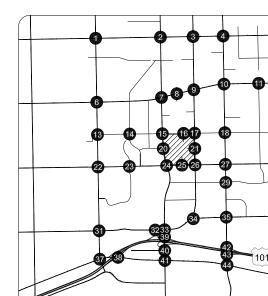
5. De Soto Ave & Vanowen St

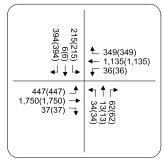


6. Shoup Ave & Victory Blvd

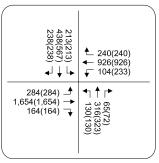


7. Topanga Canyon Blvd & Victory Blvd

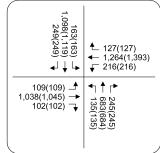




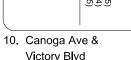
Westfield Wy & Victory Blvd



Owensmouth Ave & Victory Blvd



Victory Blvd

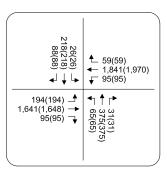


FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2035) SATURDAY (1-2 PM) TRAFFIC VOLUMES

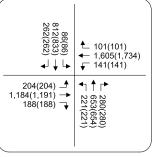
FIGURE B6

0

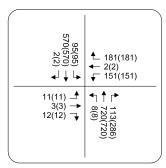




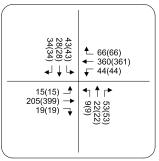
11. Variel Ave & Victory Blvd



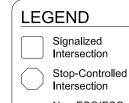
12. De Soto Ave & Victory Blvd



13. Shoup Ave & Erwin St

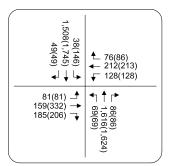


14. Randi Ave/Nevada Ave & Erwin St

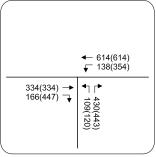


#(#) Non-ESC(ESC w/EMP)
Traffic Volumes

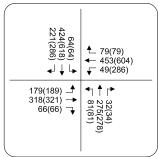
* Negligible Volume



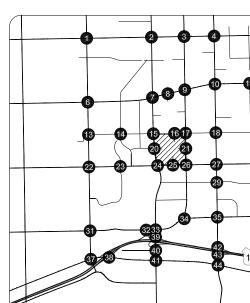
15. Topanga Canyon Blvd & Erwin St

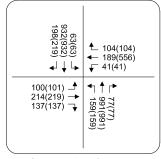


16. Warner Drive North & Erwin St

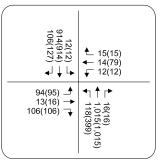


17. Owensmouth Ave & Erwin St

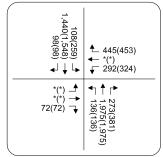




Canoga Ave & Erwin St



19. De Soto Ave & Erwin St



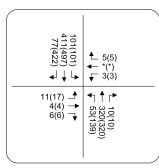
20. Topanga Canyon Blvd & Calvert St/Promenade Blvd

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

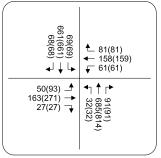
FIGURE B6 (CONT.)

0

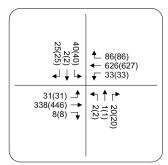




21. Owensmouth Ave & Promenade Mall Dwy



22. Shoup Ave & Oxnard St



23. Farralone Ave & Oxnard St



Oxnard St



#(#) Non-ESC(ESC w/EMP)
Traffic Volumes

Stop-Controlled

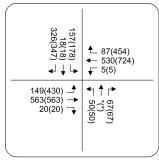
Negligible Volume

Signalized

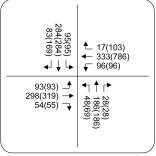
Intersection

Intersection

24. Topanga Canyon Blvd &



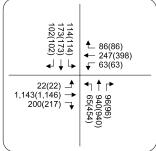
25. Warner Drive South & Oxnard St



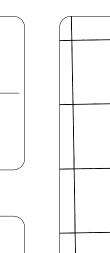
26. Owensmouth Ave & Oxnard St

24(24) 1,018(1,035) 36(36)

1 22(22)

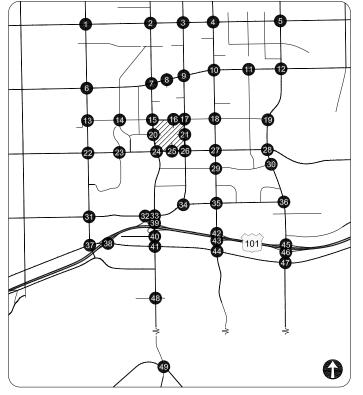


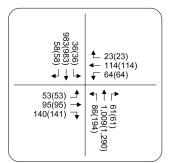
27. Canoga Ave & Oxnard St



1,113(1,114) 15(15) 52(52) - 1,096(1,485) - 22(22)

30. De Soto Ave & Califa St





28. De Soto Ave & Oxnard St

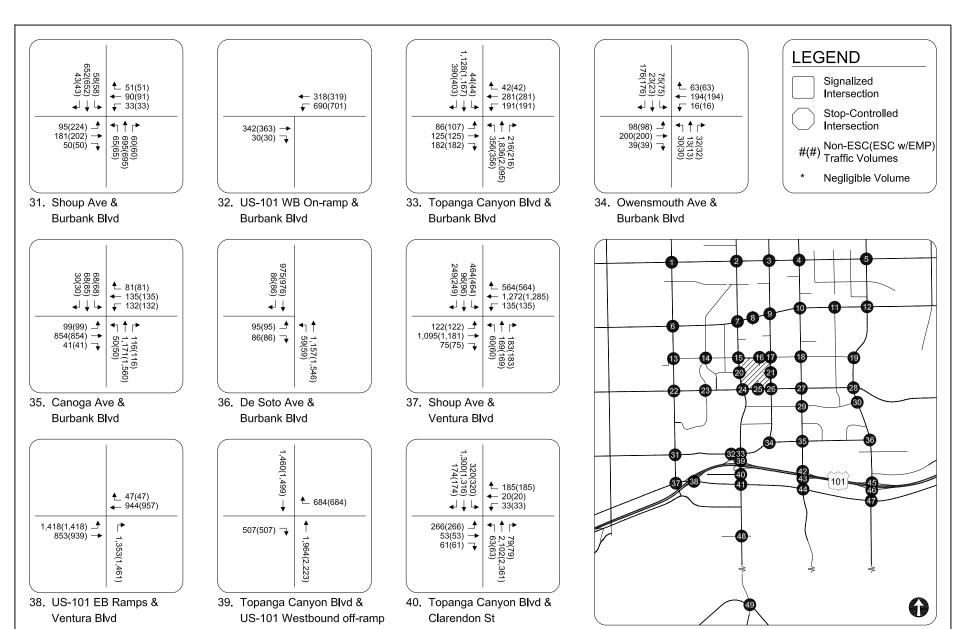


29. Canoga Ave & Califa St

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

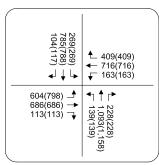
FIGURE B6 (CONT.)



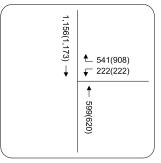


FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2035) SATURDAY (1-2 PM) TRAFFIC VOLUMES FIGURE B6 (CONT.)

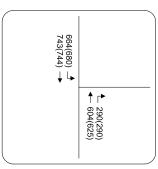




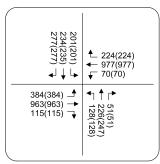
41. Topanga Canyon Blvd & Ventura Blvd



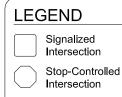
42. Canoga Ave & US-101 WB Off-ramp



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

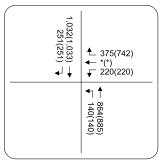


44. Canoga Ave & Ventura Blvd

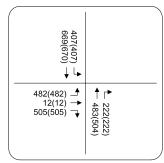


#(#) Non-ESC(ESC w/EMP) Traffic Volumes

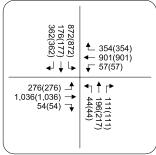
Negligible Volume



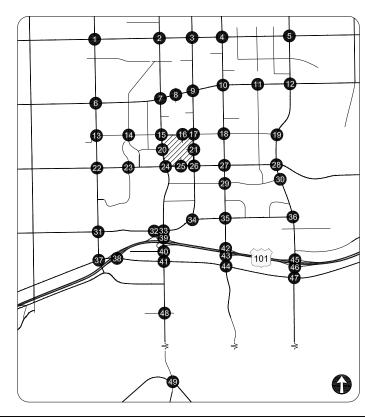
45. De Soto Ave & US-101 WB Ramps

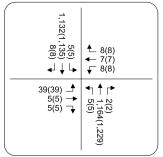


46. De Soto Ave & US-101 EB Ramps

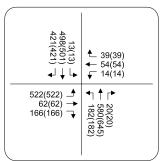


47. De Soto Ave/Serrania Ave & Ventura Blvd





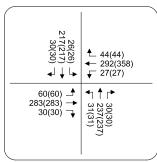
48. Topanga Canyon Blvd & Martinez St



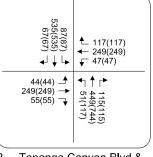
49. Topanga Canyon Blvd & Mulholland Dr

FIGURE B6 (CONT.)

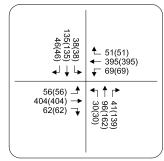




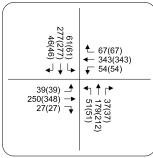
1. Shoup Ave & Vanowen St



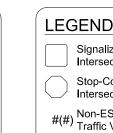
Topanga Canyon Blvd & Vanowen St



Owensmouth Ave & Vanowen St



Canoga Ave & Vanowen St



Non-ESC(ESC w/EMP)
Traffic Volumes

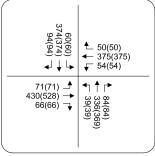
Stop-Controlled

Negligible Volume

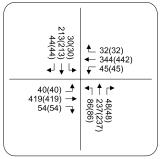
Signalized

Intersection

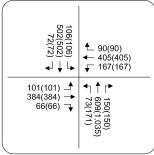
Intersection



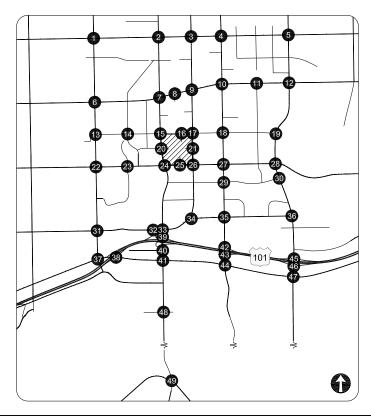
5. De Soto Ave & Vanowen St

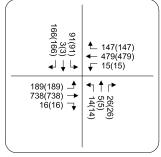


6. Shoup Ave & Victory Blvd

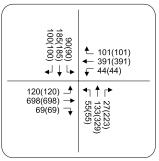


7. Topanga Canyon Blvd & Victory Blvd

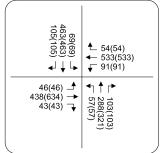




Westfield Wy & Victory Blvd



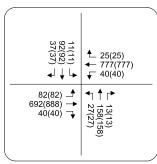
Owensmouth Ave & Victory Blvd



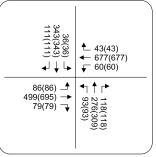
10. Canoga Ave & Victory Blvd

FIGURE В7

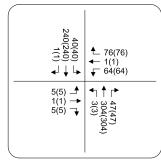




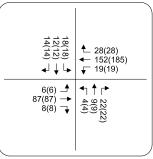
11. Variel Ave & Victory Blvd



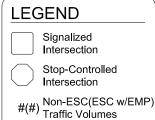
12. De Soto Ave & Victory Blvd



13. Shoup Ave & Erwin St

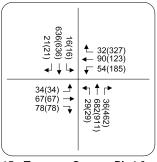


14. Randi Ave/Nevada Ave & Erwin St

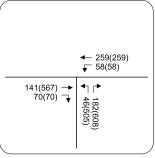


. Traine volumes

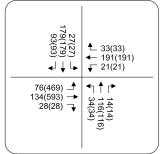
* Negligible Volume



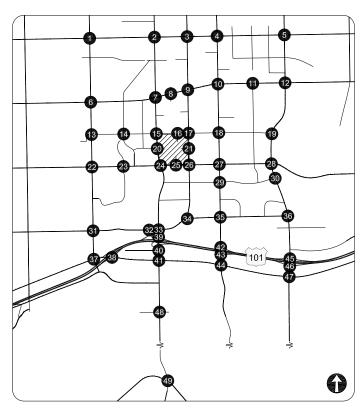
15. Topanga Canyon Blvd & Erwin St

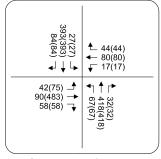


Warner Drive North & Erwin St

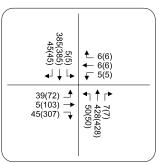


17. Owensmouth Ave & Erwin St

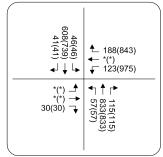




18. Canoga Ave & Erwin St



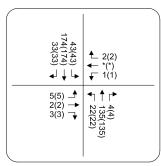
19. De Soto Ave & Erwin St



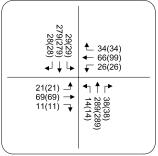
20. Topanga Canyon Blvd & Calvert St/Promenade Blvd

FIGURE B7 (CONT.)

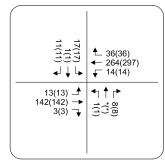




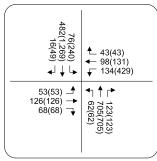
21. Owensmouth Ave & Promenade Mall Dwy



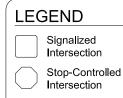
22. Shoup Ave & Oxnard St



23. Farralone Ave & Oxnard St

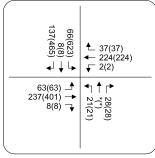


24. Topanga Canyon Blvd & Oxnard St

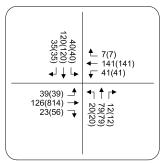


#(#) Non-ESC(ESC w/EMP)
Traffic Volumes

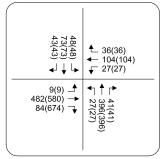
Negligible Volume



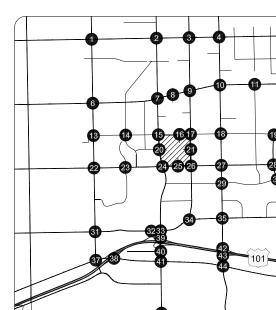
25. Warner Drive South & Oxnard St

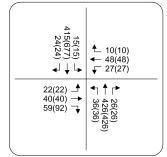


26. Owensmouth Ave & Oxnard St

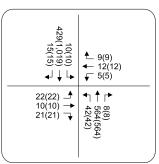


27. Canoga Ave & Oxnard St

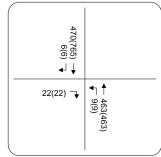




28. De Soto Ave & Oxnard St



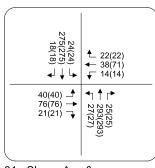
29. Canoga Ave & Califa St



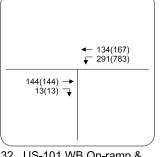
30. De Soto Ave & Califa St

0

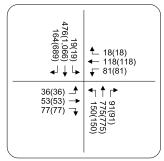




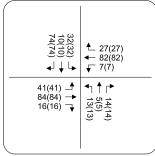
31. Shoup Ave & Burbank Blvd



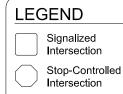
32. US-101 WB On-ramp & Burbank Blvd



33. Topanga Canyon Blvd & Burbank Blvd

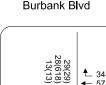


34. Owensmouth Ave & Burbank Blvd



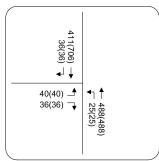
#(#) Non-ESC(ESC w/EMP)
Traffic Volumes

* Negligible Volume



29(29) ↓ 34(34) ↓ 57(57) ↓ 56(56) 42(42) ↑ 360(360) ↑ 17(17) ↓ 49(494) 17(17) ↓ 21(21)

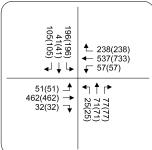
35. Canoga Ave & Burbank Blvd



36. De Soto Ave & Burbank Blvd

616(1,206)

214(214)

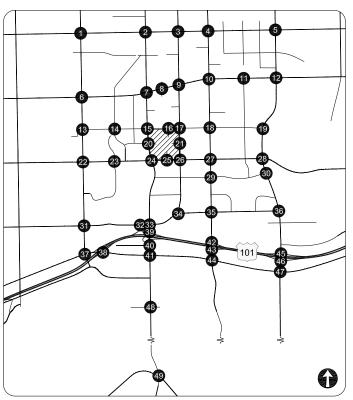


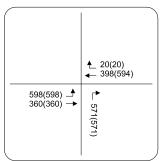
37. Shoup Ave & Ventura Blvd



135(135) √348(843) √12(112) 112(112) 22(22) 26(26) √135(135) √14(14) √12(114) √12(112) √13(133) √14(14) √12(112) √14(14) √12(112) √14(14) √

40. Topanga Canyon Blvd & Clarendon St





38. US-101 EB Ramps & Ventura Blvd



39. Topanga Canyon Blvd & US-101 Westbound off-ramp

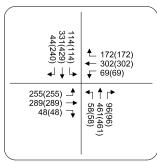
829(829)

1 289(289)

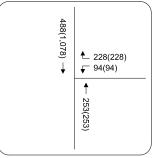
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2035) SATURDAY (10-11 PM) TRAFFIC VOLUMES

FIGURE B7 (CONT.)

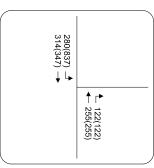




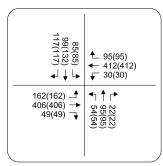
41. Topanga Canyon Blvd & Ventura Blvd



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



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



44. Canoga Ave & Ventura Blvd



Non-ESC(ESC w/EMP)
Traffic Volumes

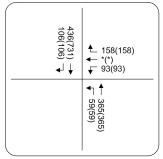
Stop-Controlled

Negligible Volume

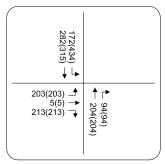
Signalized

Intersection

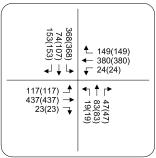
Intersection



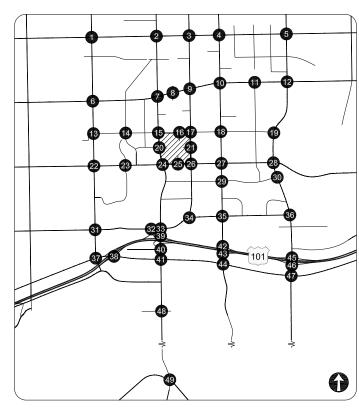
45. De Soto Ave & US-101 WB Ramps

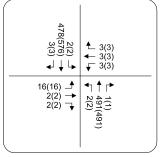


46. De Soto Ave & US-101 EB Ramps

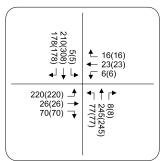


47. De Soto Ave/Serrania Ave & Ventura Blvd





48. Topanga Canyon Blvd & Martinez St



49. Topanga Canyon Blvd & Mulholland Dr

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

The Project analyses include the full buildout of WC2035 and application of all mitigation measures.

- In errupet analyses include the full outloot of WCZU35 and application of all mitigation measures.

 ESC = Entertainment/Sports Center, EMP = Event Management Plan, TCO = Traffic Control Officers

 Intersection was not analyzed under the WCZ035.

 Intersection is unsignalized under Existing Conditions and proposed to operate as a signal as part of Promenade design feature.

 Intersection is unsignalized.

 Intersection is unsignalized.

 Intersection is unsignalized.

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

1	Intersection	Peak Hour	WCSP DEIR 2	2035 No Build	Future w/W	CSP & WCSP n Non-ESC U		/Promenade		WCSP & WCS				2035 with Ful nents (Non-Pro		nd Mitigation 35 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	С	-0.110	NO	0.761	С	-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	Α	-0.213	NO	0.600	Α	-0.204	NO	0.720	С	-0.084	NO
4.	Canoga Avenue & Vanowen Street	Wkdy PM	0.858	D	0.733	С	-0.125	NO	0.741	С	-0.117	NO	0.777	С	-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	С	-0.234	NO	0.777	С	-0.228	NO	0.890	D	-0.115	NO
8.	Westfield Way & Victory Boulevard	Wkdy PM	0.583	Α	0.444	Α	-0.139	NO	0.444	Α	-0.139	NO	0.669	В	0.086	NO
9.	Owensmouth Avenue & Victory Boulevard	Wkdy PM	0.828	D	0.670	В	-0.158	NO	0.690	В	-0.138	NO	0.792	С	-0.036	NO
10.	Canoga Avenue & Victory Boulevard	Wkdy PM	0.929	E	0.776	С	-0.153	NO	0.779	С	-0.150	NO	0.909	E	-0.020	NO
11.	Variel Avenue & Victory Boulevard	Wkdy PM	0.809	D	0.790	С	-0.019	NO	0.799	С	-0.010	NO	0.937	E	0.128	YES
12.	De Soto Avenue & Victory Boulevard	Wkdy PM	0.960	E	0.735	С	-0.225	NO	0.736	С	-0.224	NO	0.858	D	-0.102	NO
13. [c]	Shoup Avenue & Erwin Street	Wkdy PM	0.875	D	0.761	С	-0.114	NO	0.731	С	-0.144	NO	0.801	D	-0.074	NO
14.	Randi Avenue / Nevada Avenue & Erwin Street	Wkdy PM	0.281	Α	0.231	Α	-0.050	NO	0.231	Α	-0.050	NO	0.354	Α	0.073	NO
15. [c]	Topanga Canyon Boulevard & Erwin Street	Wkdy PM	0.789	С	0.737	С	-0.052	NO	0.728	С	-0.061	NO	0.801	D	0.012	NO
16. [c]	Warner Drive North & Erwin Street	Wkdy PM	-	N/A	0.421	Α		-	0.407	Α	-	-		N/A	-	
17. [c]	Owensmouth Avenue & Erwin Street	Wkdy PM	0.650	В	0.568	Α	-0.082	NO	0.543	Α	-0.107	NO	0.640	В	-0.010	NO
18. [c]	Canoga Avenue & Erwin Street	Wkdy PM	0.740	С	0.693	В	-0.047	NO	0.663	В	-0.077	NO	0.736	С	-0.004	NO
19. [c]	De Soto Avenue & Erwin Street	Wkdy PM	0.608	В	0.525	Α	-0.083	NO	0.504	Α	-0.104	NO	0.645	В	0.037	NO
20. [a] [c]	Topanga Canyon Blvd & Calvert St/Promenade Blvd	Wkdy PM	0.589	Α	0.586	Α	-0.003	NO	0.588	Α	-0.001	NO	0.613	В	0.024	NO
21. [c]	Owensmouth Avenue & Promenade Boulevard	Wkdy PM	0.350	Α	0.221	Α	-0.129	NO	0.200	Α	-0.150	NO	0.370	Α	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.	Farralone Avenue & Oxnard Street	Wkdy PM	-	N/A	0.237	Α		-	0.237	Α	-			N/A	-	
24. [c]	Topanga Canyon Boulevard & Oxnard Street	Wkdy PM	0.891	D	0.743	С	-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	В	0.551	Α	-0.109	NO	0.571	Α	-0.089	NO	0.587	Α	-0.073	NO
26. [c]	Owensmouth Avenue & Oxnard Street	Wkdy PM	0.492	Α	0.464	Α	-0.028	NO	0.497	Α	0.005	NO	0.605	В	0.113	NO
27. [c]	Canoga Avenue & Oxnard Street	Wkdy PM	0.754	С	0.665	В	-0.089	NO	0.636	В	-0.118	NO	0.758	С	0.004	NO
28.	De Soto Avenue & Oxnard Street	Wkdy PM	0.771	С	0.627	В	-0.144	NO	0.627	В	-0.144	NO	0.759	С	-0.012	NO
29.	Canoga Avenue & Califa Street	Wkdy PM	0.746	С	0.613	В	-0.133	NO	0.640	В	-0.106	NO	0.767	С	0.021	NO
30. [b]	De Soto Avenue & Califa Street	Wkdy PM	0.681	В	0.497	Α	-0.184	NO	0.499	Α	-0.182	NO	0.665	В	-0.016	NO
31.	Shoup Avenue & Burbank Boulevard	Wkdy PM	0.786	С	0.784	С	-0.002	NO	0.784	С	-0.002	NO	0.721	С	-0.065	NO
32.	US-101 WB On-Ramp & Burbank Boulevard	Wkdy PM	0.582	Α	0.496	Α	-0.086	NO	0.501	Α	-0.081	NO	0.613	В	0.031	NO
33. [c]	Topanga Canyon Boulevard & Burbank Boulevard	Wkdy PM	0.972	E	0.635	В	-0.337	NO	0.671	В	-0.301	NO	0.747	С	-0.225	NO
34.	Owensmouth Avenue & Burbank Boulevard	Wkdy PM	0.862	D	0.665	В	-0.197	NO	0.665	В	-0.197	NO	0.852	D	-0.010	NO
35.	Canoga Avenue & Burbank Boulevard	Wkdy PM	0.790	С	0.684	В	-0.106	NO	0.697	В	-0.093	NO	0.809	D	0.019	NO
36.	De Soto Avenue & Burbank Boulevard	Wkdy PM	0.759	С	0.634	В	-0.125	NO	0.634	В	-0.125	NO	0.788	С	0.029	NO
37.	Shoup Avenue & Ventura Boulevard	Wkdy PM	1.170	F	0.945	Е	-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	В	-0.394	NO	0.616	В	-0.393	NO	0.759	С	-0.250	NO
39. [b]	Topanga Canyon Boulevard & US 101 WB Off-Ramp	Wkdy PM	0.760	С	0.433	Α	-0.327	NO	0.475	Α	-0.285	NO	0.534	Α	-0.226	NO
40.	Topanga Canyon Boulevard & Clarendon Street	Wkdy PM	1.095	F	0.932	E	-0.163	NO	0.978	Е	-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	Α	0.467	Α	-0.124	NO	0.508	Α	-0.083	NO	0.606	В	0.015	NO
43.	Canoga Avenue & US 101 EB On-Ramp	Wkdy PM	0.585	Α	0.441	Α	-0.144	NO	0.443	Α	-0.142	NO	0.580	Α	-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	Α	-0.246	NO	0.555	Α	-0.246	NO	0.682	В	-0.119	NO
46.	De Soto Avenue & US 101 EB Ramps	Wkdy PM	0.743	С	0.587	Α	-0.156	NO	0.587	Α	-0.156	NO	0.710			
47.	De Soto Avenue/Serrania Avenue & Ventura Boulevard	Wkdy PM	0.904	Е	0.758	С	-0.146	NO	0.761	С	-0.143	NO	0.710 C -0.033 0.840 D -0.064			NO NO
48.	Topanga Canyon Boulevard & Martinez Street	Wkdy PM	0.600	Α	0.555	Α	-0.045	NO	0.562	Α	-0.038	NO	0.840 D -0.064 0.656 B 0.056			NO
49.	Topanga Canyon Boulevard & Mulholland Drive	Wkdy PM	0.953	Е	0.798	С	-0.155	NO	0.798	С	-0.155	NO	0.770	С	-0.183	NO
	Number of Intersections at LOS E or F	·	1	4		5	•	-		5				9	-	

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

 Intersection was not analyzed under the Wc2035.

 Intersection is unsignatized under Wc2035 and proposed to be signalized as part of Project Design Feature with the Northwest Phase (Phase 2).

 Intersection is uncontrolled under Wc2035 improvements, but analyzed using the signalized methodology consistent with Wc2035.

 Intersection is uncontrolled under Wc2035 improvements, but analyzed using the signalized methodology consistent with Wc2035.

 Intersection is uncontrolled under Wc2035 improvements, but analyzed using the signalized methodology consistent with Wc2035.

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

No.	Intersection	Peak Hour	Modifie	d Project with	out ESC	SEIR	Project withou	ıt ESC	SEIR Alterna	tive 5, Option	I without ESC	SEIR Alterna	tive 5, Option	2 without ESC
No.	miter Section	reak noui	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	С	NO	0.760	С	NO	0.760	С	NO	0.760	С	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	Α	NO	0.589	Α	NO	0.589	Α	NO	0.589	Α	NO
4.	Canoga Avenue & Vanowen Street	Wkdy PM	0.733	С	NO	0.732	С	NO	0.732	С	NO	0.732	С	NO
5.	De Soto Avenue & Vanowen Street	Wkdy PM	0.926	E	NO	0.925	E	NO	0.925	Е	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	С	NO	0.771	С	NO	0.771	С	NO	0.771	С	NO
8.	Westfield Way & Victory Boulevard	Wkdy PM	0.444	Α	NO	0.443	Α	NO	0.443	Α	NO	0.443	Α	NO
9.	Owensmouth Avenue & Victory Boulevard	Wkdy PM	0.670	В	NO	0.669	В	NO	0.669	В	NO	0.669	В	NO
10.	Canoga Avenue & Victory Boulevard	Wkdy PM	0.776	С	NO	0.774	С	NO	0.774	С	NO	0.774	С	NO
11.	Variel Avenue & Victory Boulevard	Wkdy PM	0.790	С	NO	0.788	С	NO	0.788	С	NO	0.788	С	NO
12.	De Soto Avenue & Victory Boulevard	Wkdy PM	0.735	С	NO	0.733	С	NO	0.733	С	NO	0.733	С	NO
13.	Shoup Avenue & Erwin Street	Wkdy PM	0.761	С	NO	0.759	С	NO	0.759	С	NO	0.759	С	NO
14.	Randi Avenue / Nevada Avenue & Erwin Street	Wkdy PM	0.231	Α	NO	0.229	А	NO	0.229	Α	NO	0.229	Α	NO
15.	Topanga Canyon Boulevard & Erwin Street	Wkdy PM	0.737	С	NO	0.735	С	NO	0.735	С	NO	0.735	С	NO
16.	Warner Drive North & Erwin Street	Wkdy PM	0.421	A	_	0.400	Α		0.400	A		0.400	A	
17.	Owensmouth Avenue & Erwin Street	Wkdy PM	0.568	Α	NO	0.563	Α	NO	0.563	Α	NO	0.563	Α	NO
18.	Canoga Avenue & Erwin Street	Wkdy PM	0.693	В	NO	0.691	В	NO	0.691	В	NO	0.691	В	NO
19.	De Soto Avenue & Erwin Street	Wkdy PM	0.525	Α	NO	0.526	Α	NO	0.526	A	NO	0.526	Α	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	С	NO	0.741	С	NO	0.741	С	NO	0.741	С	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	В	NO	0.660	В	NO	0.660	В	NO	0.660	В	NO
28.	De Soto Avenue & Oxnard Street	Wkdy PM	0.627	В	NO	0.626	В	NO	0.626	В	NO	0.626	В	NO
29.	Canoga Avenue & Califa Street	Wkdy PM	0.613	В	NO NO	0.611	В	NO	0.611	В	NO	0.611	В	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 NO	0.496	A	NO	0.496	A	NO	0.496	A	NO
33.	Topanga Canyon Boulevard & Burbank Boulevard	Wkdy PM	0.635	В	NO	0.635	В	NO	0.635	В	NO	0.635	В	NO
34.	Owensmouth Avenue & Burbank Boulevard	Wkdy PM	0.665	В	NO	0.665	В	NO	0.665	В	NO	0.665	В	NO
35.	Canoga Avenue & Burbank Boulevard	Wkdy PM	0.684	В	NO NO	0.682	В	NO	0.682	В	NO	0.682	В	NO
36.	De Soto Avenue & Burbank Boulevard	Wkdy PM	0.634	В	NO NO	0.633	В	NO	0.633	В	NO	0.633	В	NO
37.	Shoup Avenue & Ventura Boulevard	Wkdy PM	0.034	F	NO	0.033	E	NO	0.033	F	NO	0.033	F	NO NO
38.	US 101 EB Ramps & Ventura Boulevard	Wkdy PM	0.615	В	NO NO	0.614	В	NO	0.614	В	NO	0.614	В	NO NO
39.	Topanga Canyon Boulevard & US 101 WB Off-Ramp	Wkdy PM	0.433		NO NO	0.433		NO	0.433		NO	0.433	A	NO
40.	Topanga Canyon Boulevard & OS 101 VVB OII-Ramp Topanga Canyon Boulevard & Clarendon Street	Wkdy PM	0.433	A F	NO NO	0.433	A E	NO NO	0.433	A E	NO NO	0.433	F F	NO NO
41.	Topanga Canyon Boulevard & Clarendon Street Topanga Canyon Boulevard & Ventura Boulevard	Wkdy PM	0.932	D D	NO NO	0.931	D D	NO NO	0.931	D D	NO NO	0.931	D D	NO NO
41.	Canoga Avenue & US 101 WB Off-Ramp	Wkdy PM	0.840		NO NO	0.840		NO NO	0.466		NO NO	0.466	A	NO NO
43.				A			A			A			A	
44.	Canoga Avenue & US 101 EB On-Ramp	Wkdy PM	0.441	A D	NO NO	0.439 0.820	A D	NO NO	0.439	A D	NO NO	0.439	D D	NO NO
44.	Canoga Avenue & Ventura Boulevard	Wkdy PM	0.821						0.820					
46.	De Soto Avenue & US 101 WB Ramps	Wkdy PM	0.555	A	NO NO	0.555	A	NO	0.555	A	NO NO	0.555	A	NO NO
	De Soto Avenue & US 101 EB Ramps	Wkdy PM	0.587	A	NO NO	0.588	A	NO	0.588	A C	NO	0.588	A	NO NO
47.	De Soto Avenue/Serrania Avenue & Ventura Boulevard	Wkdy PM	0.758	С	NO NO	0.757	С	NO	0.757		NO NO	0.757	C	NO 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	С	NO	0.798	С	NO	0.798	С	NO	0.798	С	NO
	Number of Significantly Impacted Intersections			0			0			0			0	

Notes

Modified Proejct 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	Modif	ied Project wit	th ESC	SEIR	Project (15,000	seats)	SEIR Alternat	ive 5, Option 1	(10,000 seats)	SEIR Alterna	tive 5, Option	2 (7,500 seats)
No.	intersection	r eak riour	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	С	NO	0.760	С	NO	0.760	С	NO	0.760	С	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	Α	NO	0.602	В	NO	0.598	Α	NO	0.596	Α	NO
4.	Canoga Avenue & Vanowen Street	Wkdy PM	0.741	С	NO	0.745	С	NO	0.741	С	NO	0.739	С	NO
5.	De Soto Avenue & Vanowen Street	Wkdy PM	0.926	E	NO	0.925	E	NO	0.925	Е	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	С	NO	0.779	С	NO	0.776	С	NO	0.775	С	NO
8.	Westfield Way & Victory Boulevard	Wkdy PM	0.444	Α	NO	0.443	Α	NO	0.443	Α	NO	0.443	Α	NO
9.	Owensmouth Avenue & Victory Boulevard	Wkdy PM	0.690	В	NO	0.698	В	NO	0.688	В	NO	0.683	В	NO
10.	Canoga Avenue & Victory Boulevard	Wkdy PM	0.779	С	NO	0.778	С	NO	0.776	С	NO	0.776	С	NO
11.	Variel Avenue & Victory Boulevard	Wkdy PM	0.799	С	NO	0.800	С	NO	0.797	С	NO	0.795	С	NO
12.	De Soto Avenue & Victory Boulevard	Wkdy PM	0.736	С	NO	0.734	С	NO	0.733	С	NO	0.733	С	NO
13.	Shoup Avenue & Erwin Street	Wkdy PM	0.731	С	NO	0.729	С	NO	0.759	С	NO	0.759	С	NO
14.	Randi Avenue / Nevada Avenue & Erwin Street	Wkdy PM	0.231	Α	NO	0.230	Α	NO	0.230	Α	NO	0.230	Α	NO
15.	Topanga Canyon Boulevard & Erwin Street	Wkdy PM	0.728	С	NO	0.736	С	NO	0.756	С	NO	0.751	С	NO
16.	Warner Drive North & Erwin Street	Wkdy PM	0.407	Α		0.390	Α		0.403	Α		0.400	Α	
17.	Owensmouth Avenue & Erwin Street	Wkdy PM	0.543	Α	NO	0.540	Α	NO	0.567	Α	NO	0.565	Α	NO
18.	Canoga Avenue & Erwin Street	Wkdy PM	0.663	В	NO	0.661	В	NO	0.691	В	NO	0.691	В	NO
19.	De Soto Avenue & Erwin Street	Wkdy PM	0.504	Α	NO	0.509	Α	NO	0.534	Α	NO	0.533	Α	NO
20.	Topanga Canyon Blvd & Calvert St/Promenade Blvd	Wkdy PM	0.588	А	NO	0.615	В	NO	0.587	Α	NO	0.584	Α	NO
21.	Owensmouth Avenue & Promenade Boulevard	Wkdy PM	0.200	Α	NO	0.214	Α	NO	0.227	Α	NO	0.222	Α	NO
22.	Shoup Avenue & Oxnard Street	Wkdy PM	1.010	F	NO	0.903	Е	NO	1.036	F	NO	1.036	F	NO
23.	Farralone Avenue & Oxnard Street	Wkdy PM	0.237	А		0.237	Α		0.237	Α		0.237	Α	
24.	Topanga Canyon Boulevard & Oxnard Street	Wkdy PM	0.821	D	NO	0.872	D	NO	0.815	D	NO	0.796	С	NO
25.	Warner Drive South & Oxnard Street	Wkdy PM	0.571	А	NO	0.581	Α	NO	0.642	В	NO	0.615	В	NO
26.	Owensmouth Avenue & Oxnard Street	Wkdy PM	0.497	А	NO	0.529	Α	NO	0.527	Α	NO	0.511	Α	NO
27.	Canoga Avenue & Oxnard Street	Wkdy PM	0.636	В	NO	0.631	В	NO	0.660	В	NO	0.660	В	NO
28.	De Soto Avenue & Oxnard Street	Wkdy PM	0.627	В	NO	0.626	В	NO	0.626	В	NO	0.626	В	NO
29.	Canoga Avenue & Califa Street	Wkdy PM	0.640	В	NO	0.651	В	NO	0.638	В	NO	0.631	В	NO
30.	De Soto Avenue & Califa Street	Wkdy PM	0.499	Α	NO	0.499	Α	NO	0.499	Α	NO	0.498	Α	NO
31.	Shoup Avenue & Burbank Boulevard	Wkdy PM	0.784	С	NO	0.782	С	NO	0.782	С	NO	0.782	С	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	В	NO	0.704	С	NO	0.701	С	NO	0.685	В	NO
34.	Owensmouth Avenue & Burbank Boulevard	Wkdy PM	0.665	В	NO	0.665	В	NO	0.665	В	NO	0.665	В	NO
35.	Canoga Avenue & Burbank Boulevard	Wkdy PM	0.697	В	NO	0.711	C	NO	0.697	В	NO	0.690	В	NO
36.	De Soto Avenue & Burbank Boulevard	Wkdy PM	0.634	В	NO	0.633	В	NO	0.633	В	NO	0.633	В	NO
37.	Shoup Avenue & Ventura Boulevard	Wkdy PM	0.946	E	NO	0.946	E	NO	0.945	F	NO	0.945	F	NO
38.	US 101 EB Ramps & Ventura Boulevard	Wkdy PM	0.616	В	NO	0.615	В	NO	0.615	В	NO	0.615	В	NO
39.	Topanga Canyon Boulevard & US 101 WB Off-Ramp	Wkdy PM	0.475	A	NO	0.496	A	NO	0.475	Α	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 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 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	0.443	D	NO	0.443	D	NO	0.442	D	NO	0.821	D	NO NO
45.	De Soto Avenue & Ventura Boulevard 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 WB Ramps 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 NO
47.	De Soto Avenue/Serrania Avenue & Ventura Boulevard	Wkdy PM	0.761	C	NO	0.761	C	NO NO	0.760	C	NO NO	0.759	C	NO NO
48.	Topanga Canyon Boulevard & Martinez Street	Wkdy PM	0.761	A	NO	0.761	A	NO	0.760	A	NO	0.759	A	NO NO
49.	Topanga Canyon Boulevard & Martinez Street Topanga Canyon Boulevard & Mulholland Drive	Wkdy PM	0.562	C	NO NO	0.798	C	NO	0.563	C	NO	0.798	C	NO NO
70.	Number of Significantly Impacted Intersections	VVNUY I IVI	0.130	0	NO	0.730	0	INO	0.730	0	INO	0.730	0	INO
	number of Significantly impacted intersections			U			U		<u> </u>	U			U	

Modified Proejct 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	Future w/WCS	Promenade P & WCSP mit ESC Use	igations w/Pi	omenade Non		Promenade A W/WCSP & WCS Promenade (incl	P mitigation	
No.	intersection	r eak riour	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	В	0.511	Α	-0.108	NO	0.513	Α	-0.106	NO
2.	Topanga Canyon Boulevard & Vanowen Street	Wkdy PM	0.773	С	0.678	В	-0.095	NO	0.701	С	-0.072	NO
3.	Owensmouth Avenue & Vanowen Street	Wkdy PM	0.571	Α	0.391	Α	-0.180	NO	0.422	Α	-0.149	NO
4.	Canoga Avenue & Vanowen Street	Wkdy PM	0.610	В	0.491	Α	-0.119	NO	0.519	Α	-0.091	NO
5.	De Soto Avenue & Vanowen Street	Wkdy PM	0.784	С	0.629	В	-0.155	NO	0.630	В	-0.154	NO
6.	Shoup Avenue & Victory Boulevard	Wkdy PM	0.711	С	0.547	Α	-0.164	NO	0.549	Α	-0.162	NO
7.	Topanga Canyon Boulevard & Victory Boulevard	Wkdy PM	0.713	С	0.520	А	-0.193	NO	0.537	Α	-0.176	NO
8.	Westfield Way & Victory Boulevard	Wkdy PM	0.414	Α	0.286	А	-0.128	NO	0.286	Α	-0.128	NO
9.	Owensmouth Avenue & Victory Boulevard	Wkdy PM	0.588	Α	0.447	Α	-0.141	NO	0.510	Α	-0.078	NO
10.	Canoga Avenue & Victory Boulevard	Wkdy PM	0.660	В	0.522	Α	-0.138	NO	0.530	Α	-0.130	NO
11.	Variel Avenue & Victory Boulevard	Wkdy PM	0.574	Α	0.531	Α	-0.043	NO	0.559	А	-0.015	NO
12.	De Soto Avenue & Victory Boulevard	Wkdy PM	0.682	В	0.493	Α	-0.189	NO	0.502	А	-0.180	NO
13. [c]	Shoup Avenue & Erwin Street	Wkdy PM	0.622	В	0.511	Α	-0.111	NO	0.481	А	-0.141	NO
14.	Randi Avenue / Nevada Avenue & Erwin Street	Wkdy PM	0.200	А	0.135	Α	-0.065	NO	0.135	А	-0.065	NO
15. [c]	Topanga Canyon Boulevard & Erwin Street	Wkdy PM	0.561	А	0.494	А	-0.067	NO	0.562	А	0.001	NO
16. [c]	Warner Drive North & Erwin Street	Wkdy PM		N/A	0.270	А			0.554	А	_	
17. [c]	Owensmouth Avenue & Erwin Street	Wkdy PM	0.461	A	0.374	Α	-0.087	NO	0.510	А	0.049	NO
18. [c]	Canoga Avenue & Erwin Street	Wkdy PM	0.526	Α	0.462	Α	-0.064	NO	0.553	Α	0.027	NO
19. [c]	De Soto Avenue & Erwin Street	Wkdy PM	0.432	Α	0.345	Α	-0.087	NO	0.474	Α	0.042	NO
20. [a] [c]	Topanga Canyon Blvd & Calvert St/Promenade Blvd	Wkdy PM	0.426	А	0.388	Α	-0.038	NO	0.490	А	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	С	0.708	С	-0.068	NO	0.773	С	-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	В	0.499	A	-0.134	NO	0.614	В	-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	А	0.301	Α	-0.048	NO	0.501	А	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	А	0.417	Α	-0.130	NO	0.491	А	-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	В	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	В	0.423	A	-0.268	NO	0.464	A	-0.227	NO
34.	Owensmouth Avenue & Burbank Boulevard	Wkdy PM	0.612	В	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	-0.103	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	В	-0.117	NO	0.646	В	-0.185	NO
38.	US 101 EB Ramps & Ventura Boulevard	Wkdy PM	0.716	С	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	В	-0.146	NO	0.707	C	-0.071	NO
41.	Topanga Canyon Boulevard & Ventura Boulevard	Wkdy PM	0.780	С	0.568	A	-0.212	NO	0.645	В	-0.135	NO
42.	Canoga Avenue & US 101 WB Off-Ramp	Wkdy PM	0.420	A	0.303	A	-0.212	NO	0.466	A	0.046	NO
43.	Canoga Avenue & US 101 EB On-Ramp	Wkdy PM	0.420	A	0.283	A	-0.117	NO	0.400	A	-0.124	NO
44.	Canoga Avenue & Ventura Boulevard	Wkdy PM	0.626	В	0.554	A	-0.132	NO	0.555	A	-0.124	NO
45.	De Soto Avenue & US 101 WB Ramps	Wkdy PM	0.569	A	0.365	A	-0.072	NO	0.513	A	-0.071	NO
46.	De Soto Avenue & US 101 WB Ramps De Soto Avenue & US 101 EB Ramps	Wkdy PM	0.528	A	0.388	A	-0.204	NO	0.388	A	-0.056	NO
47.	De Soto Avenue/Serrania Avenue & Ventura Boulevard	Wkdy PM	0.643	В	0.509	A	-0.140	NO	0.517	A	-0.140	NO
48.	Topanga Canyon Boulevard & Martinez Street	Wkdy PM	0.643	A	0.361	A	-0.134	NO NO	0.387	A	-0.126	NO NO
49.	Topanga Canyon Boulevard & Martinez Street Topanga Canyon Boulevard & Mulholland Drive	Wkdy PM	0.423	B	0.538	A	-0.062	NO NO	0.538	A	-0.036	NO NO
43.	Number of Intersections at LOS E or F	VVKUY FIVI		0	0.556	0		NO	0.000	0	-0.138	NO
										•		

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 unsignalized 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 83-2 COMPARISON OF FUTURE PROJECT WITHOUT ESC WEEKDAY AFTERNOON (6-7 PM) OFF-PEAK INTERSECTION LEVELS OF SERVICE

No.	Intersection	Peak Hour	Modifie	ed Proejct with	out ESC	SEIR	Project withou	ut ESC	SEIR Proje	ct Alternative without ESC	5, Option 1	SEIR Proj	ect Alternative without ESC	
NO.	intersection	reak Hour	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	Α	NO	0.510	Α	NO	0.510	Α	NO	0.510	Α	NO
2.	Topanga Canyon Boulevard & Vanowen Street	Wkdy PM	0.678	В	NO	0.678	В	NO	0.678	В	NO	0.678	В	NO
3.	Owensmouth Avenue & Vanowen Street	Wkdy PM	0.391	Α	NO	0.390	Α	NO	0.390	Α	NO	0.390	Α	NO
4.	Canoga Avenue & Vanowen Street	Wkdy PM	0.491	Α	NO	0.491	Α	NO	0.491	Α	NO	0.491	Α	NO
5.	De Soto Avenue & Vanowen Street	Wkdy PM	0.629	В	NO	0.628	В	NO	0.628	В	NO	0.628	В	NO
6.	Shoup Avenue & Victory Boulevard	Wkdy PM	0.547	Α	NO	0.546	Α	NO	0.546	Α	NO	0.546	Α	NO
7.	Topanga Canyon Boulevard & Victory Boulevard	Wkdy PM	0.520	Α	NO	0.518	Α	NO	0.518	Α	NO	0.518	Α	NO
8.	Westfield Way & Victory Boulevard	Wkdy PM	0.286	Α	NO	0.285	Α	NO	0.285	Α	NO	0.285	Α	NO
9.	Owensmouth Avenue & Victory Boulevard	Wkdy PM	0.447	Α	NO	0.445	Α	NO	0.445	Α	NO	0.445	Α	NO
10.	Canoga Avenue & Victory Boulevard	Wkdy PM	0.522	Α	NO	0.520	Α	NO	0.520	Α	NO	0.520	Α	NO
11.	Variel Avenue & Victory Boulevard	Wkdy PM	0.531	Α	NO	0.530	Α	NO	0.530	Α	NO	0.530	Α	NO
12.	De Soto Avenue & Victory Boulevard	Wkdy PM	0.493	Α	NO	0.492	Α	NO	0.492	Α	NO	0.492	Α	NO
13.	Shoup Avenue & Erwin Street	Wkdy PM	0.511	Α	NO	0.510	Α	NO	0.510	Α	NO	0.510	Α	NO
14.	Randi Avenue / Nevada Avenue & Erwin Street	Wkdy PM	0.135	Α	NO	0.134	Α	NO	0.134	Α	NO	0.134	Α	NO
15.	Topanga Canyon Boulevard & Erwin Street	Wkdy PM	0.494	Α	NO	0.493	Α	NO	0.493	Α	NO	0.493	Α	NO
16.	Warner Drive North & Erwin Street	Wkdy PM	0.270	Α		0.255	Α	-	0.255	Α		0.255	Α	-
17.	Owensmouth Avenue & Erwin Street	Wkdy PM	0.374	Α	NO	0.371	Α	NO	0.371	Α	NO	0.371	Α	NO
18.	Canoga Avenue & Erwin Street	Wkdy PM	0.462	Α	NO	0.461	Α	NO	0.461	Α	NO	0.461	А	NO
19.	De Soto Avenue & Erwin Street	Wkdy PM	0.345	Α	NO	0.344	Α	NO	0.344	Α	NO	0.344	Α	NO
20.	Topanga Canyon Blvd & Calvert St/Promenade Blvd	Wkdy PM	0.388	Α	NO	0.379	Α	NO	0.379	Α	NO	0.379	А	NO
21.	Owensmouth Avenue & Promenade Boulevard	Wkdy PM	0.127	Α	NO	0.129	Α	NO	0.129	Α	NO	0.129	А	NO
22.	Shoup Avenue & Oxnard Street	Wkdy PM	0.708	С	NO	0.706	С	NO	0.706	С	NO	0.706	С	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	Α	NO	0.497	Α	NO	0.497	Α	NO	0.497	Α	NO
25.	Warner Drive South & Oxnard Street	Wkdy PM	0.362	Α	NO	0.352	Α	NO	0.352	Α	NO	0.352	Α	NO
26.	Owensmouth Avenue & Oxnard Street	Wkdy PM	0.301	Α	NO	0.301	Α	NO	0.301	Α	NO	0.301	Α	NO
27.	Canoga Avenue & Oxnard Street	Wkdy PM	0.442	Α	NO	0.439	Α	NO	0.439	Α	NO	0.439	А	NO
28.	De Soto Avenue & Oxnard Street	Wkdv PM	0.417	Α	NO	0.415	Α	NO	0.415	Α	NO	0.415	Α	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	Α	NO	0.323	Α	NO	0.323	Α	NO	0.323	Α	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	Α	NO	0.420	A	NO
37.	Shoup Avenue & Ventura Boulevard	Wkdy PM	0.643	В	NO	0.642	В	NO	0.642	В	NO	0.642	В	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	В	NO	0.632	В	NO	0.632	В	NO	0.632	В	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 NO	0.302	A	NO	0.302	A	NO NO
43.	Canoga Avenue & US 101 WB On-Ramp	Wkdy PM	0.283	A	NO	0.302	A	NO	0.302	A	NO	0.302	A	NO
44.	Canoga Avenue & Ventura Boulevard	Wkdy PM	0.554	A	NO	0.554	A	NO 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 WB Ramps De Soto Avenue & US 101 EB Ramps	Wkdy PM	0.388	A	NO NO	0.388	A	NO NO	0.388	A	NO	0.388	A	NO NO
47.	De Soto Avenue/Serrania Avenue & Ventura Boulevard	Wkdy PM	0.509	A	NO NO	0.509	A	NO NO	0.509	A	NO NO	0.509	A	NO NO
48.	Topanga Canyon Boulevard & Martinez Street	Wkdy PM	0.361	A	NO NO	0.362	A	NO NO	0.362	A	NO NO	0.362	A	NO NO
48.	Topanga Canyon Boulevard & Martinez Street Topanga Canyon Boulevard & Mulholland Drive	Wkdy PM	0.538	A	NO NO	0.538	A	NO NO	0.538	A	NO NO	0.538	A	NO NO
49.	, , ,	vvkdy PM	0.538		INU	0.038		INU	0.038		NU	0.538		INU
	Number of Significantly Impacted Intersections			0			0			0			0	

Notes

Modified Proejct 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

lui	Beek !!	Modif	ied Project wi	th ESC	SEIR	Project (15,000) seats)	SEIR Alternat	ive 5, Option 1	(10,000 seats)	SEIR Alterna	tive 5, Option	2 (7,500 seats)
. Intersection	Peak Hour	V/C	LOS	Significant Impact	V/C	LOS	Significant Impact	V/C	LOS	Significant Impact	V/C	LOS	Significant Impact
Shoup Avenue & Vanowen Street	Wkdy PM	0.513	Α	NO	0.521	Α	NO	0.513	Α	NO	0.511	Α	NO
Topanga Canyon Boulevard & Vanowen Street	Wkdy PM	0.701	С	NO	0.711	С	NO	0.700	В	NO	0.695	В	NO
Owensmouth Avenue & Vanowen Street	Wkdy PM	0.422	Α	NO	0.435	Α	NO	0.420	Α	NO	0.413	Α	NO
Canoga Avenue & Vanowen Street	Wkdy PM	0.519	Α	NO	0.533	Α	NO	0.519	Α	NO	0.512	Α	NO
De Soto Avenue & Vanowen Street	Wkdy PM	0.630	В	NO	0.630	В	NO	0.629	В	NO	0.629	В	NO
Shoup Avenue & Victory Boulevard	Wkdy PM	0.549	Α	NO	0.552	Α	NO	0.547	Α	NO	0.547	Α	NO
Topanga Canyon Boulevard & Victory Boulevard	Wkdy PM	0.537	Α	NO	0.544	Α	NO	0.536	Α	NO	0.532	Α	NO
Westfield Way & Victory Boulevard	Wkdy PM	0.286	Α	NO	0.285	Α	NO	0.285	Α	NO	0.285	Α	NO
Owensmouth Avenue & Victory Boulevard	Wkdy PM	0.510	Α	NO	0.541	Α	NO	0.509	Α	NO	0.493	Α	NO
Canoga Avenue & Victory Boulevard	Wkdy PM	0.530	Α	NO	0.531	Α	NO	0.528	Α	NO	0.525	Α	NO
Variel Avenue & Victory Boulevard	Wkdy PM	0.559	Α	NO	0.572	Α	NO	0.558	Α	NO	0.551	Α	NO
De Soto Avenue & Victory Boulevard	Wkdy PM	0.502	Α	NO	0.515	Α	NO	0.501	Α	NO	0.494	Α	NO
Shoup Avenue & Erwin Street	Wkdy PM	0.481	Α	NO	0.480	А	NO	0.510	Α	NO	0.510	Α	NO
Randi Avenue / Nevada Avenue & Erwin Street	Wkdy PM	0.135	Α	NO	0.153	А	NO	0.135	Α	NO	0.135	Α	NO
Topanga Canyon Boulevard & Erwin Street	Wkdy PM	0.562	Α	NO	0.636	В	NO	0.591	Α	NO	0.544	Α	NO
Warner Drive North & Erwin Street	Wkdy PM	0.554	Α	-	0.692	В	_	0.558	А		0.326	Α	
Owensmouth Avenue & Erwin Street	Wkdy PM	0.510	Α	NO	0.642	В	NO	0.536	Α	NO	0.384	Α	NO
Canoga Avenue & Erwin Street	Wkdy PM	0.553	Α	NO	0.630	В	NO	0.581	Α	NO	0.461	Α	NO
De Soto Avenue & Erwin Street	Wkdy PM	0.474	Α	NO	0.603	В	NO	0.504	Α	NO	0.366	Α	NO
Topanga Canyon Blvd & Calvert St/Promenade Blvd	Wkdy PM	0.490	Α	NO	0.562	Α	NO	0.509	Α	NO	0.484	Α	NO
Owensmouth Avenue & Promenade Boulevard	Wkdy PM	0.319	A	NO	0.457	A	NO	0.348	A	NO	0.191	A	NO
Shoup Avenue & Oxnard Street	Wkdy PM	0.773	С	NO	0.715	С	NO	0.800	C	NO	0.707	C	NO
Farralone Avenue & Oxnard Street	Wkdy PM	0.139	A		0.139	A		0.139	A		0.139	A	-
Topanga Canyon Boulevard & Oxnard Street	Wkdy PM	0.614	В	NO	0.698	В	NO	0.642	В	NO	0.675	В	NO
Warner Drive South & Oxnard Street	Wkdy PM	0.567	A	NO	0.694	В	NO	0.587	A	NO	0.611	В	NO
Owensmouth Avenue & Oxnard Street	Wkdy PM	0.501	A	NO	0.615	В	NO	0.531	A	NO	0.454	A	NO
Canoga Avenue & Oxnard Street	Wkdy PM	0.569	A	NO	0.685	В	NO	0.597	A	NO	0.496	A	NO
De Soto Avenue & Oxnard Street	Wkdy PM	0.491	A	NO	0.526	A	NO	0.489	A	NO	0.415	A	NO
Canoga Avenue & Califa Street	Wkdy PM	0.509	A	NO	0.559	A	NO NO	0.508	A	NO	0.469	A	NO
De Soto Avenue & Califa Street	Wkdy PM	0.427	A	NO	0.477	A	NO	0.426	A	NO	0.327	A	NO
Shoup Avenue & Burbank Boulevard	Wkdy PM	0.640	В	NO	0.694	В	NO NO	0.638	В	NO	0.526	A	NO
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
Topanga Canyon Boulevard & Burbank Boulevard	Wkdy PM	0.464	A	NO	0.499	A	NO	0.494	A	NO	0.584	A	NO
Owensmouth Avenue & Burbank Boulevard	Wkdy PM	0.443	A	NO	0.443	A	NO	0.443	A	NO	0.443	A	NO
Canoga Avenue & Burbank Boulevard	Wkdy PM	0.555	A	NO	0.608	В	NO	0.555	A	NO	0.443	A	NO
De Soto Avenue & Burbank Boulevard	Wkdy PM	0.421	A	NO	0.441	A	NO	0.420	A	NO	0.420	A	NO
Shoup Avenue & Ventura Boulevard	Wkdy PM	0.646	В	NO	0.646	В	NO	0.420	В	NO	0.420	В	NO
US 101 EB Ramps & Ventura Boulevard	Wkdy PM	0.646	A	NO NO	0.646	A	NO	0.410	A	NO	0.409	A	NO NO
·		0.347	A	NO	0.381	A	NO	0.347	A	NO	0.403	A	NO
Topanga Canyon Boulevard & US 101 WB Off-Ramp	Wkdy PM Wkdy PM	0.707	C	NO NO	0.744	C	NO	0.707	C	NO	0.744	C	NO
Topanga Canyon Boulevard & Clarendon Street Topanga Canyon Boulevard & Ventura Boulevard	Wkdy PM	0.707	В	NO NO	0.744	В	NO NO	0.707	В	NO NO	0.683	В	NO NO
Canoga Avenue & US 101 WB Off-Ramp		0.645	A A	NO NO	0.682	A	NO NO	0.643	A A	NO NO	0.683	A	NO NO
	Wkdy PM	0.466		NO NO	0.545	A	NO NO	0.465		NO NO	0.403	A	NO NO
Canoga Avenue & US 101 EB On-Ramp Canoga Avenue & Ventura Boulevard	Wkdy PM Wkdy PM	0.291	A	NO NO	0.293		NO NO	0.290	A	NO NO	0.288		NO NO
~			A			A			A			A	
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
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
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
Topanga Canyon Boulevard & Martinez Street	- 1												NO
Topanga Canyon Boulevard & Mulholland Drive	Wkdy PM	0.538	A	NO	0.538	A	NO	0.538	A	NO	0.538	A	NO
	& Mulholland Drive	& Mulholland Drive Wkdy PM	& Mulholland Drive Wkdy PM 0.538	& Mulholland Drive Wkdy PM 0.538 A	& Mulholland Drive Wkdy PM 0.538 A NO	& Mulholland Drive Wkdy PM 0.538 A NO 0.538	& Mulholland Drive Wkdy PM 0.538 A NO 0.538 A	& Mulholland Drive Wkdy PM 0.538 A NO 0.538 A NO	& Mulholland Drive Wkdy PM 0.538 A NO 0.538 A NO 0.538	& Mulholland Drive Wkdy PM 0.538 A NO 0.538 A NO 0.538 A	8 Mulholland Drive Wkdy PM 0.538 A NO 0.538 A NO 0.538 A NO	& Mulholland Drive Wkdy PM 0.538 A NO 0.538 A NO 0.538 A NO 0.538	& Mulholland Drive Wkdy PM 0.538 A NO 0.538 A NO 0.538 A NO 0.538 A

Notes

Modified Proejct 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	Future w/WCS	Promenade P & WCSP miti ESC Use	igations w/Pi	omenade Non		Promenade w/WCSP & WCS	P mitigation			
10.	mersection	T cuk Tiour	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	Α	0.099	Α	-0.102	NO	0.116	Α	-0.085	NO		
2.	Topanga Canyon Boulevard & Vanowen Street	Wkdy LN	0.251	Α	0.153	Α	-0.098	NO	0.235	Α	-0.016	NO		
3.	Owensmouth Avenue & Vanowen Street	Wkdy LN	0.185	Α	0.080	Α	-0.105	NO	0.098	Α	-0.087	NO		
4.	Canoga Avenue & Vanowen Street	Wkdy LN	0.197	Α	0.096	Α	-0.101	NO	0.104	Α	-0.093	NO		
5.	De Soto Avenue & Vanowen Street	Wkdy LN	0.254	Α	0.136	Α	-0.118	NO	0.161	Α	-0.093	NO		
6.	Shoup Avenue & Victory Boulevard	Wkdy LN	0.230	Α	0.110	Α	-0.120	NO	0.127	А	-0.103	NO		
7.	Topanga Canyon Boulevard & Victory Boulevard	Wkdy LN	0.231	Α	0.100	Α	-0.131	NO	0.183	Α	-0.048	NO		
8.	Westfield Way & Victory Boulevard	Wkdy LN	0.134	Α	0.063	Α	-0.071	NO	0.063	Α	-0.071	NO		
9.	Owensmouth Avenue & Victory Boulevard	Wkdy LN	0.190	Α	0.089	Α	-0.101	NO	0.150	А	-0.040	NO		
10.	Canoga Avenue & Victory Boulevard	Wkdy LN	0.214	Α	0.102	Α	-0.112	NO	0.135	А	-0.079	NO		
11.	Variel Avenue & Victory Boulevard	Wkdy LN	0.186	Α	0.104	Α	-0.082	NO	0.123	А	-0.063	NO		
12.	De Soto Avenue & Victory Boulevard	Wkdy LN	0.221	Α	0.096	Α	-0.125	NO	0.126	Α	-0.095	NO		
13.	Shoup Avenue & Erwin Street	Wkdy LN	0.201	Α	0.099	Α	-0.102	NO	0.099	Α	-0.102	NO		
14.	Randi Avenue / Nevada Avenue & Erwin Street	Wkdy LN	0.065	Α	0.038	Α	-0.027	NO	0.043	Α	-0.022	NO		
15. [c]	Topanga Canyon Boulevard & Erwin Street	Wkdy LN	0.182	Α	0.096	Α	-0.086	NO	0.332	Α	0.150	NO		
16. [c]	Warner Drive North & Erwin Street	Wkdy LN		N/A	0.060	Α			0.349	Α				
17. [c]	Owensmouth Avenue & Erwin Street	Wkdy LN	0.150	Α	0.076	Α	-0.074	NO	0.149	Α	-0.001	NO		
18.	Canoga Avenue & Erwin Street	Wkdy LN	0.171	Α	0.091	Α	-0.080	NO	0.176	Α	0.005	NO		
19. [c]	De Soto Avenue & Erwin Street	Wkdy LN	0.140	Α	0.072	Α	-0.068	NO	0.109	Α	-0.031	NO		
20. [a] [c]	Topanga Canyon Blvd & Calvert St/Promenade Blvd	Wkdy LN	0.176	Α	0.096	Α	-0.080	NO	0.373	Α	0.197	NO		
21.	Owensmouth Avenue & Promenade Boulevard	Wkdy LN	0.081	Α	0.037	Α	-0.044	NO	0.037	А	-0.044	NO		
22.	Shoup Avenue & Oxnard Street	Wkdy LN	0.252	Α	0.163	Α	-0.089	NO	0.182	А	-0.070	NO		
23.	Farralone Avenue & Oxnard Street	Wkdy LN		N/A	0.038	Α			0.043	А				
24. [c]	Topanga Canyon Boulevard & Oxnard Street	Wkdy LN	0.205	Α	0.097	Α	-0.108	NO	0.309	А	0.104	NO		
25. [c]	Warner Drive South & Oxnard Street	Wkdy LN	0.152	Α	0.075	Α	-0.077	NO	0.354	А	0.202	NO		
26. [c]	Owensmouth Avenue & Oxnard Street	Wkdy LN	0.113	Α	0.065	Α	-0.048	NO	0.173	А	0.060	NO		
27. [c]	Canoga Avenue & Oxnard Street	Wkdy LN	0.174	Α	0.088	Α	-0.086	NO	0.342	А	0.168	NO		
28.	De Soto Avenue & Oxnard Street	Wkdy LN	0.177	Α	0.084	Α	-0.093	NO	0.086	Α	-0.091	NO		
29.	Canoga Avenue & Califa Street	Wkdy LN	0.171	Α	0.082	Α	-0.089	NO	0.169	Α	-0.002	NO		
30. [b]	De Soto Avenue & Califa Street	Wkdy LN	0.156	Α	0.069	Α	-0.087	NO	0.084	А	-0.072	NO		
31.	Shoup Avenue & Burbank Boulevard	Wkdy LN	0.181	Α	0.104	Α	-0.077	NO	0.123	А	-0.058	NO		
32.	US-101 WB On-Ramp & Burbank Boulevard	Wkdy LN	0.134	Α	0.069	Α	-0.065	NO	0.190	А	0.056	NO		
33. [c]	Topanga Canyon Boulevard & Burbank Boulevard	Wkdy LN	0.225	Α	0.085	Α	-0.140	NO	0.324	А	0.099	NO		
34.	Owensmouth Avenue & Burbank Boulevard	Wkdy LN	0.199	Α	0.088	Α	-0.111	NO	0.088	Α	-0.111	NO		
35.	Canoga Avenue & Burbank Boulevard	Wkdy LN	0.182	Α	0.090	Α	-0.092	NO	0.191	Α	0.009	NO		
36.	De Soto Avenue & Burbank Boulevard	Wkdy LN	0.174	Α	0.085	Α	-0.089	NO	0.121	Α	-0.053	NO		
37.	Shoup Avenue & Ventura Boulevard	Wkdy LN	0.269	Α	0.136	Α	-0.133	NO	0.165	Α	-0.104	NO		
38.	US 101 EB Ramps & Ventura Boulevard	Wkdy LN	0.232	А	0.082	Α	-0.150	NO	0.100	А	-0.132	NO		
39. [b]	Topanga Canyon Boulevard & US 101 WB Off-Ramp	Wkdy LN	0.175	Α	0.061	Α	-0.114	NO	0.096	Α	-0.079	NO		
40.	Topanga Canyon Boulevard & Clarendon Street	Wkdy LN	0.252	Α	0.138	Α	-0.114	NO	0.138	Α	-0.114	NO		
41.	Topanga Canyon Boulevard & Ventura Boulevard	Wkdy LN	0.253	Α	0.117	Α	-0.136	NO	0.131	Α	-0.122	NO		
42.	Canoga Avenue & US 101 WB Off-Ramp	Wkdy LN	0.136	Α	0.065	Α	-0.071	NO	0.109	Α	-0.027	NO		
43.	Canoga Avenue & US 101 EB On-Ramp	Wkdy LN	0.135	Α	0.062	Α	-0.073	NO	0.188	Α	0.053	NO		
44.	Canoga Avenue & Ventura Boulevard	Wkdy LN	0.204	Α	0.112	Α	-0.092	NO	0.131	Α	-0.073	NO		
45.	De Soto Avenue & US 101 WB Ramps	Wkdy LN	0.184	Α	0.075	Α	-0.109	NO	0.096	А	-0.088	NO		
46.	De Soto Avenue & US 101 EB Ramps	Wkdy LN	0.171	Α	0.079	Α	-0.092	NO	0.139	А	-0.032	NO		
47.	De Soto Avenue/Serrania Avenue & Ventura Boulevard	Wkdy LN	0.208	Α	0.099	Α	-0.109	NO	0.099	А	-0.109	NO		
48.	Topanga Canyon Boulevard & Martinez Street	Wkdy LN	0.136	Α	0.074	Α	-0.062	NO	0.074	А	-0.062	NO		
49.	Topanga Canyon Boulevard & Mulholland Drive	Wkdy LN	0.218	A	0.106	A	-0.112	NO	0.106					
	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 unsignalized 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	Modifie	ed Proejct with	out ESC	SEIR	Project withou	ut ESC	SEIR Proje	ect Alternative without ESC	5, Option 1	SEIR Proj	ect Alternative without ESC	
NO.	mitersection	reak rioui	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	Α	NO	0.099	Α	NO	0.099	Α	NO	0.099	Α	NO
2.	Topanga Canyon Boulevard & Vanowen Street	Wkdy LN	0.235	A	NO	0.153	Α	NO	0.153	Α	NO	0.153	A	NO
3.	Owensmouth Avenue & Vanowen Street	Wkdy LN	0.098	Α	NO	0.080	Α	NO	0.080	Α	NO	0.080	Α	NO
4.	Canoga Avenue & Vanowen Street	Wkdy LN	0.104	A	NO	0.096	Α	NO	0.096	Α	NO	0.096	A	NO
5.	De Soto Avenue & Vanowen Street	Wkdy LN	0.161	Α	NO	0.136	Α	NO	0.136	Α	NO	0.136	Α	NO
6.	Shoup Avenue & Victory Boulevard	Wkdy LN	0.127	Α	NO	0.109	Α	NO	0.109	Α	NO	0.109	Α	NO
7.	Topanga Canyon Boulevard & Victory Boulevard	Wkdy LN	0.183	A	NO	0.100	Α	NO	0.100	Α	NO	0.100	Α	NO
8.	Westfield Way & Victory Boulevard	Wkdy LN	0.063	Α	NO	0.063	Α	NO	0.063	Α	NO	0.063	Α	NO
9.	Owensmouth Avenue & Victory Boulevard	Wkdy LN	0.150	Α	NO	0.089	Α	NO	0.089	Α	NO	0.089	Α	NO
10.	Canoga Avenue & Victory Boulevard	Wkdy LN	0.135	Α	NO	0.102	Α	NO	0.102	Α	NO	0.102	Α	NO
11.	Variel Avenue & Victory Boulevard	Wkdy LN	0.123	Α	NO	0.104	Α	NO	0.104	Α	NO	0.104	A	NO
12.	De Soto Avenue & Victory Boulevard	Wkdy LN	0.126	Α	NO	0.096	Α	NO	0.096	Α	NO	0.096	Α	NO
13.	Shoup Avenue & Erwin Street	Wkdy LN	0.099	Α	NO	0.099	Α	NO	0.099	Α	NO	0.099	Α	NO
14.	Randi Avenue / Nevada Avenue & Erwin Street	Wkdy LN	0.043	Α	NO	0.038	Α	NO	0.038	Α	NO	0.038	Α	NO
15.	Topanga Canyon Boulevard & Erwin Street	Wkdy LN	0.332	Α	NO	0.096	Α	NO	0.096	Α	NO	0.096	Α	NO
16.	Warner Drive North & Erwin Street	Wkdy LN	0.349	Α		0.058	Α	-	0.058	Α	-	0.058	Α	
17.	Owensmouth Avenue & Erwin Street	Wkdy LN	0.149	Α	NO	0.076	Α	NO	0.076	Α	NO	0.076	Α	NO
18.	Canoga Avenue & Erwin Street	Wkdy LN	0.176	Α	NO	0.091	Α	NO	0.091	Α	NO	0.091	Α	NO
19.	De Soto Avenue & Erwin Street	Wkdy LN	0.109	Α	NO	0.072	Α	NO	0.072	Α	NO	0.072	Α	NO
20.	Topanga Canyon Blvd & Calvert St/Promenade Blvd	Wkdy LN	0.373	A	NO	0.095	Α	NO	0.095	Α	NO	0.095	Α	NO
21.	Owensmouth Avenue & Promenade Boulevard	Wkdy LN	0.037	A	NO	0.037	Α	NO	0.037	Α	NO	0.037	A	NO
22.	Shoup Avenue & Oxnard Street	Wkdy LN	0.182	A	NO	0.161	Α	NO	0.161	Α	NO	0.161	Α	NO
23.	Farralone Avenue & Oxnard Street	Wkdy LN	0.043	A		0.038	Α	-	0.038	Α		0.038	A	
24.	Topanga Canyon Boulevard & Oxnard Street	Wkdy LN	0.309	Α	NO	0.097	Α	NO	0.097	Α	NO	0.097	Α	NO
25.	Warner Drive South & Oxnard Street	Wkdy LN	0.354	A	NO	0.073	Α	NO	0.073	Α	NO	0.073	Α	NO
26.	Owensmouth Avenue & Oxnard Street	Wkdy LN	0.173	Α	NO	0.065	Α	NO	0.065	Α	NO	0.065	Α	NO
27.	Canoga Avenue & Oxnard Street	Wkdy LN	0.342	A	NO	0.088	Α	NO	0.088	Α	NO	0.088	A	NO
28.	De Soto Avenue & Oxnard Street	Wkdy LN	0.086	A	NO	0.084	Α	NO	0.084	Α	NO	0.084	Α	NO
29.	Canoga Avenue & Califa Street	Wkdy LN	0.169	A	NO	0.082	Α	NO	0.082	Α	NO	0.082	Α	NO
30.	De Soto Avenue & Califa Street	Wkdy LN	0.084	Α	NO	0.069	Α	NO	0.069	Α	NO	0.069	Α	NO
31.	Shoup Avenue & Burbank Boulevard	Wkdy LN	0.123	Α	NO	0.104	Α	NO	0.104	Α	NO	0.104	Α	NO
32.	US-101 WB On-Ramp & Burbank Boulevard	Wkdy LN	0.190	A	NO	0.068	Α	NO	0.068	Α	NO	0.068	Α	NO
33.	Topanga Canyon Boulevard & Burbank Boulevard	Wkdy LN	0.324	Α	NO	0.085	Α	NO	0.085	Α	NO	0.085	Α	NO
34.	Owensmouth Avenue & Burbank Boulevard	Wkdy LN	0.088	Α	NO	0.088	Α	NO	0.088	Α	NO	0.088	Α	NO
35.	Canoga Avenue & Burbank Boulevard	Wkdy LN	0.191	A	NO	0.090	Α	NO	0.090	Α	NO	0.090	Α	NO
36.	De Soto Avenue & Burbank Boulevard	Wkdy LN	0.121	Α	NO	0.084	Α	NO	0.084	Α	NO	0.084	Α	NO
37.	Shoup Avenue & Ventura Boulevard	Wkdy LN	0.165	Α	NO	0.135	Α	NO	0.135	Α	NO	0.135	Α	NO
38.	US 101 EB Ramps & Ventura Boulevard	Wkdy LN	0.100	Α	NO	0.082	Α	NO	0.082	Α	NO	0.082	Α	NO
39.	Topanga Canyon Boulevard & US 101 WB Off-Ramp	Wkdy LN	0.096	Α	NO	0.061	Α	NO	0.061	Α	NO	0.061	Α	NO
40.	Topanga Canyon Boulevard & Clarendon Street	Wkdy LN	0.138	Α	NO	0.137	Α	NO	0.137	Α	NO	0.137	Α	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 NO
	Topanga Canyon Boulevard & Mulholland Drive	Wkdy LN	0.106	A	NO	0.106	A	NO	0.106	A	NO	0.106	A	NO NO
49.														

Notes

Modified Proejct 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 84-3 COMPARISON OF FUTURE PROJECT WITH ESC WEEKDAY LATE NIGHT (10-11 PM) OFF-PEAK INTERSECTION LEVELS OF SERVICE

Ne	lutar	Dook !!	Modif	ied Project wi	th ESC	SEIR	Project (15,000) seats)	SEIR Alternat	ive 5, Option 1	(10,000 seats)	SEIR Alterna	tive 5, Option	2 (7,500 seats)
No.	Intersection	Peak Hour	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	Α	NO	0.125	Α	NO	0.116	Α	NO	0.111	Α	NO
2.	Topanga Canyon Boulevard & Vanowen Street	Wkdy LN	0.235	Α	NO	0.276	Α	NO	0.235	Α	NO	0.214	Α	NO
3.	Owensmouth Avenue & Vanowen Street	Wkdy LN	0.098	Α	NO	0.124	Α	NO	0.098	Α	NO	0.092	Α	NO
4.	Canoga Avenue & Vanowen Street	Wkdy LN	0.104	Α	NO	0.117	Α	NO	0.104	Α	NO	0.100	Α	NO
5.	De Soto Avenue & Vanowen Street	Wkdy LN	0.161	Α	NO	0.173	Α	NO	0.161	Α	NO	0.155	Α	NO
6.	Shoup Avenue & Victory Boulevard	Wkdy LN	0.127	Α	NO	0.135	Α	NO	0.127	Α	NO	0.123	Α	NO
7.	Topanga Canyon Boulevard & Victory Boulevard	Wkdy LN	0.183	Α	NO	0.224	Α	NO	0.183	Α	NO	0.162	Α	NO
8.	Westfield Way & Victory Boulevard	Wkdy LN	0.063	Α	NO	0.063	Α	NO	0.063	Α	NO	0.063	Α	NO
9.	Owensmouth Avenue & Victory Boulevard	Wkdy LN	0.150	Α	NO	0.207	Α	NO	0.150	Α	NO	0.122	Α	NO
10.	Canoga Avenue & Victory Boulevard	Wkdy LN	0.135	Α	NO	0.152	Α	NO	0.135	Α	NO	0.126	Α	NO
11.	Variel Avenue & Victory Boulevard	Wkdy LN	0.123	Α	NO	0.136	Α	NO	0.122	Α	NO	0.115	Α	NO
12.	De Soto Avenue & Victory Boulevard	Wkdy LN	0.126	Α	NO	0.144	Α	NO	0.126	Α	NO	0.117	Α	NO
13.	Shoup Avenue & Erwin Street	Wkdy LN	0.099	Α	NO	0.099	Α	NO	0.099	Α	NO	0.099	Α	NO
14.	Randi Avenue / Nevada Avenue & Erwin Street	Wkdy LN	0.043	Α	NO	0.045	Α	NO	0.042	Α	NO	0.041	Α	NO
15.	Topanga Canyon Boulevard & Erwin Street	Wkdy LN	0.332	Α	NO	0.528	Α	NO	0.248	Α	NO	0.204	Α	NO
16.	Warner Drive North & Erwin Street	Wkdy LN	0.349	Α	-	0.519	Α	-	0.237	Α		0.181	Α	
17.	Owensmouth Avenue & Erwin Street	Wkdy LN	0.149	Α	NO	0.210	Α	NO	0.174	Α	NO	0.144	A	NO
18.	Canoga Avenue & Erwin Street	Wkdy LN	0.176	Α	NO	0.232	Α	NO	0.099	Α	NO	0.095	Α	NO
19.	De Soto Avenue & Erwin Street	Wkdy LN	0.109	Α	NO	0.158	Α	NO	0.085	Α	NO	0.081	Α	NO
20.	Topanga Canyon Blvd & Calvert St/Promenade Blvd	Wkdy LN	0.373	Α	NO	0.470	Α	NO	0.383	А	NO	0.308	Α	NO
21.	Owensmouth Avenue & Promenade Boulevard	Wkdy LN	0.037	Α	NO	0.037	Α	NO	0.078	А	NO	0.067	Α	NO
22.	Shoup Avenue & Oxnard Street	Wkdy LN	0.182	Α	NO	0.189	Α	NO	0.180	А	NO	0.176	Α	NO
23.	Farralone Avenue & Oxnard Street	Wkdy LN	0.043	Α		0.045	Α		0.043	Α		0.042	Α	_
24.	Topanga Canyon Boulevard & Oxnard Street	Wkdy LN	0.309	Α	NO	0.431	Α	NO	0.451	А	NO	0.357	Α	NO
25.	Warner Drive South & Oxnard Street	Wkdy LN	0.354	Α	NO	0.533	Α	NO	0.408	Α	NO	0.317	Α	NO
26.	Owensmouth Avenue & Oxnard Street	Wkdy LN	0.173	Α	NO	0.261	Α	NO	0.175	А	NO	0.135	Α	NO
27.	Canoga Avenue & Oxnard Street	Wkdy LN	0.342	Α	NO	0.504	Α	NO	0.316	А	NO	0.247	Α	NO
28.	De Soto Avenue & Oxnard Street	Wkdy LN	0.086	Α	NO	0.096	Α	NO	0.084	А	NO	0.084	Α	NO
29.	Canoga Avenue & Califa Street	Wkdy LN	0.169	Α	NO	0.219	Α	NO	0.151	Α	NO	0.129	Α	NO
30.	De Soto Avenue & Califa Street	Wkdy LN	0.084	Α	NO	0.097	Α	NO	0.069	A	NO	0.069	Α	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	Α	NO	0.264	Α	NO	0.138	A	NO	0.113	Α	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	0.132	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 NO	0.125	A	NO NO
44.	Canoga Avenue & Ventura Boulevard	Wkdy LN	0.131	A	NO	0.140	A	NO	0.131	A	NO	0.126	A	NO NO
45.	De Soto Avenue & US 101 WB Ramps	Wkdy LN	0.096	A	NO	0.140	A	NO	0.131	A	NO	0.120	A	NO
46.	De Soto Avenue & US 101 WB Ramps	Wkdy LN	0.090	A	NO	0.179	A	NO	0.079	A	NO	0.077	A	NO
47.	De Soto Avenue/Serrania Avenue & Ventura Boulevard	Wkdy LN	0.139	A	NO	0.102	A	NO NO	0.079	A	NO NO	0.079	A	NO NO
48.	Topanga Canyon Boulevard & Martinez Street	Wkdy LN	0.099	A	NO	0.102	A	NO NO	0.099	A	NO NO	0.099	A	NO
	Topanga Canyon Boulevard & Mulholland Drive	Wkdy LN	0.106	A	NO	0.000	A	NO NO	0.106	A	NO NO	0.106	A	NO NO
49.														INC

Notes

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

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 unsignalized 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 85-2 COMPARISON OF FUTURE PROJECT WITHOUT ESC SATURDAY MIDDAY (12-1 PM) PEAK HOUR INTERSECTION LEVELS OF SERVICE

No.	Intersection	Peak Hour	Modifie	ed Proejct with	out ESC	SEIR	Project withou	ut ESC	SEIR Proje	ect Alternative without ESC	5, Option 1	SEIR Proj	ect Alternative without ESC	
NO.	intersection	Peak Hour	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	Α	NO	0.516	Α	NO	0.516	Α	NO	0.516	А	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	Α	NO	0.457	Α	NO	0.457	Α	NO	0.457	Α	NO
4.	Canoga Avenue & Vanowen Street	Sat MD	0.556	Α	NO	0.555	Α	NO	0.555	Α	NO	0.555	Α	NO
5.	De Soto Avenue & Vanowen Street	Sat MD	0.691	В	NO	0.691	В	NO	0.691	В	NO	0.691	В	NO
6.	Shoup Avenue & Victory Boulevard	Sat MD	0.632	В	NO	0.631	В	NO	0.631	В	NO	0.631	В	NO
7.	Topanga Canyon Boulevard & Victory Boulevard	Sat MD	0.792	С	NO	0.791	С	NO	0.791	С	NO	0.791	С	NO
8.	Westfield Way & Victory Boulevard	Sat MD	0.523	Α	NO	0.521	Α	NO	0.521	Α	NO	0.521	Α	NO
9.	Owensmouth Avenue & Victory Boulevard	Sat MD	0.536	Α	NO	0.535	Α	NO	0.535	Α	NO	0.535	Α	NO
10.	Canoga Avenue & Victory Boulevard	Sat MD	0.740	С	NO	0.740	С	NO	0.740	С	NO	0.740	С	NO
11.	Variel Avenue & Victory Boulevard	Sat MD	0.613	В	NO	0.611	В	NO	0.611	В	NO	0.611	В	NO
12.	De Soto Avenue & Victory Boulevard	Sat MD	0.600	Α	NO	0.599	Α	NO	0.599	Α	NO	0.599	Α	NO
13.	Shoup Avenue & Erwin Street	Sat MD	0.396	Α	NO	0.395	Α	NO	0.395	Α	NO	0.395	А	NO
14.	Randi Avenue / Nevada Avenue & Erwin Street	Sat MD	0.163	Α	NO	0.162	Α	NO	0.162	Α	NO	0.162	А	NO
15.	Topanga Canyon Boulevard & Erwin Street	Sat MD	0.560	Α	NO	0.560	Α	NO	0.560	Α	NO	0.560	A	NO
16.	Warner Drive North & Erwin Street	Sat MD	0.421	Α	-	0.400	Α	-	0.400	Α		0.400	Α	-
17.	Owensmouth Avenue & Erwin Street	Sat MD	0.371	Α	NO	0.364	Α	NO	0.364	Α	NO	0.364	А	NO
18.	Canoga Avenue & Erwin Street	Sat MD	0.404	Α	NO	0.402	Α	NO	0.402	Α	NO	0.402	Α	NO
19.	De Soto Avenue & Erwin Street	Sat MD	0.244	Α	NO	0.243	Α	NO	0.243	Α	NO	0.243	Α	NO
20.	Topanga Canyon Blvd & Calvert St/Promenade Blvd	Sat MD	0.779	С	NO	0.765	С	NO	0.765	С	NO	0.765	С	NO
21.	Owensmouth Avenue & Promenade Boulevard	Sat MD	0.131	Α	NO	0.127	Α	NO	0.127	Α	NO	0.127	Α	NO
22.	Shoup Avenue & Oxnard Street	Sat MD	0.401	Α	NO	0.399	Α	NO	0.399	Α	NO	0.399	Α	NO
23.	Farralone Avenue & Oxnard Street	Sat MD	0.237	Α		0.237	Α		0.237	Α		0.237	Α	-
24.	Topanga Canyon Boulevard & Oxnard Street	Sat MD	0.693	В	NO	0.691	В	NO	0.691	В	NO	0.691	В	NO
25.	Warner Drive South & Oxnard Street	Sat MD	0.360	Α	NO	0.343	Α	NO	0.343	Α	NO	0.343	Α	NO
26.	Owensmouth Avenue & Oxnard Street	Sat MD	0.263	Α	NO	0.262	Α	NO	0.262	Α	NO	0.262	Α	NO
27.	Canoga Avenue & Oxnard Street	Sat MD	0.727	С	NO	0.720	С	NO	0.720	С	NO	0.720	С	NO
28.	De Soto Avenue & Oxnard Street	Sat MD	0.295	Α	NO	0.295	Α	NO	0.295	Α	NO	0.295	Α	NO
29.	Canoga Avenue & Califa Street	Sat MD	0.313	Α	NO	0.312	Α	NO	0.312	Α	NO	0.312	Α	NO
30.	De Soto Avenue & Califa Street	Sat MD	0.204	Α	NO	0.204	Α	NO	0.204	Α	NO	0.204	Α	NO
31.	Shoup Avenue & Burbank Boulevard	Sat MD	0.442	Α	NO	0.441	Α	NO	0.441	Α	NO	0.441	Α	NO
32.	US-101 WB On-Ramp & Burbank Boulevard	Sat MD	0.341	Α	NO	0.340	Α	NO	0.340	Α	NO	0.340	Α	NO
33.	Topanga Canyon Boulevard & Burbank Boulevard	Sat MD	0.525	Α	NO	0.525	Α	NO	0.525	Α	NO	0.525	Α	NO
34.	Owensmouth Avenue & Burbank Boulevard	Sat MD	0.183	Α	NO	0.183	Α	NO	0.183	Α	NO	0.183	Α	NO
35.	Canoga Avenue & Burbank Boulevard	Sat MD	0.594	Α	NO	0.593	Α	NO	0.593	Α	NO	0.593	Α	NO
36.	De Soto Avenue & Burbank Boulevard	Sat MD	0.244	Α	NO	0.243	Α	NO	0.243	Α	NO	0.243	A	NO
37.	Shoup Avenue & Ventura Boulevard	Sat MD	0.787	С	NO	0.786	С	NO	0.786	С	NO	0.786	С	NO
38.	US 101 EB Ramps & Ventura Boulevard	Sat MD	0.723	С	NO	0.722	С	NO	0.722	С	NO	0.722	С	NO
39.	Topanga Canyon Boulevard & US 101 WB Off-Ramp	Sat MD	0.385	Α	NO	0.385	Α	NO	0.385	Α	NO	0.385	A	NO
40.	Topanga Canyon Boulevard & Clarendon Street	Sat MD	0.908	Е	NO	0.907	Е	NO	0.907	Е	NO	0.907	Е	NO
41.	Topanga Canyon Boulevard & Ventura Boulevard	Sat MD	0.773	С	NO	0.773	С	NO	0.773	С	NO	0.773	С	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	Α	NO	0.385	Α	NO	0.385	Α	NO
44.	Canoga Avenue & Ventura Boulevard	Sat MD	0.638	В	NO	0.637	В	NO	0.637	В	NO	0.637	В	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	В	NO	0.642	В	NO	0.642	В	NO	0.642	В	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 NO
			0.002	_ ^										140

Notes

Modified Proejct 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

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

Notes

Modified Proejct 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	Future w/WCS	Promenade P & WCSP miti ESC Use	igations w/Pi	romenade Non		Promenade / w/WCSP & WCSI Promenade (incl.	P mitigation	
No.	intersection	r eak riour	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	Α	0.455	Α	-0.107	NO	0.456	Α	-0.106	NO
2.	Topanga Canyon Boulevard & Vanowen Street	Sat MD	0.868	D	0.751	С	-0.117	NO	0.769	С	-0.099	NO
3.	Owensmouth Avenue & Vanowen Street	Sat MD	0.625	В	0.402	Α	-0.223	NO	0.417	Α	-0.208	NO
4.	Canoga Avenue & Vanowen Street	Sat MD	0.656	В	0.491	Α	-0.165	NO	0.514	Α	-0.142	NO
5.	De Soto Avenue & Vanowen Street	Sat MD	0.769	С	0.611	В	-0.158	NO	0.628	В	-0.141	NO
6.	Shoup Avenue & Victory Boulevard	Sat MD	0.746	С	0.559	Α	-0.187	NO	0.573	Α	-0.173	NO
7.	Topanga Canyon Boulevard & Victory Boulevard	Sat MD	0.938	E	0.703	С	-0.235	NO	0.719	С	-0.219	NO
8.	Westfield Way & Victory Boulevard	Sat MD	0.800	С	0.461	Α	-0.339	NO	0.461	Α	-0.339	NO
9.	Owensmouth Avenue & Victory Boulevard	Sat MD	0.519	Α	0.473	Α	-0.046	NO	0.556	Α	0.037	NO
10.	Canoga Avenue & Victory Boulevard	Sat MD	0.664	В	0.656	В	-0.008	NO	0.685	В	0.021	NO
11.	Variel Avenue & Victory Boulevard	Sat MD	0.476	Α	0.542	Α	0.066	NO	0.565	Α	0.089	NO
12.	De Soto Avenue & Victory Boulevard	Sat MD	0.648	В	0.531	Α	-0.117	NO	0.555	Α	-0.093	NO
13.	Shoup Avenue & Erwin Street	Sat MD	0.468	Α	0.347	Α	-0.121	NO	0.347	А	-0.121	NO
14.	Randi Avenue / Nevada Avenue & Erwin Street	Sat MD	0.199	Α	0.137	Α	-0.062	NO	0.154	Α	-0.045	NO
15. [c]	Topanga Canyon Boulevard & Erwin Street	Sat MD	0.631	В	0.493	Α	-0.138	NO	0.602	В	-0.029	NO
16. [c]	Warner Drive North & Erwin Street	Sat MD	_	N/A	0.369	Α			0.596	Α		_
17. [c]	Owensmouth Avenue & Erwin Street	Sat MD	0.433	A	0.323	Α	-0.110	NO	0.453	А	0.020	NO
18.	Canoga Avenue & Erwin Street	Sat MD	0.509	Α	0.354	Α	-0.155	NO	0.485	Α	-0.024	NO
19.	De Soto Avenue & Erwin Street	Sat MD	0.356	Α	0.209	Α	-0.147	NO	0.424	Α	0.068	NO
20. [a] [c]	Topanga Canyon Blvd & Calvert St/Promenade Blvd	Sat MD	0.752	С	0.691	В	-0.061	NO	0.713	С	-0.039	NO
21. [c]	Owensmouth Avenue & Promenade Boulevard	Sat MD	0.244	A	0.108	Α	-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	В	-0.210	NO	0.713	С	-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	В	-0.056	NO	0.646	В	-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	В	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	В	0.523	A	-0.124	NO	0.614	В	-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	В	-0.104	NO	0.699	В	-0.201	NO
38.	US 101 EB Ramps & Ventura Boulevard	Sat MD	1.152	F	0.640	В	-0.512	NO	0.643	В	-0.509	NO
39. [b]	Topanga Canyon Boulevard & US 101 WB Off-Ramp	Sat MD	0.664	В	0.337	A	-0.312	NO	0.394	A	-0.270	NO
40.	Topanga Canyon Boulevard & Clarendon Street	Sat MD	0.917	E	0.806	D	-0.327	NO	0.869	D	-0.048	NO
41.	Topanga Canyon Boulevard & Ventura Boulevard	Sat MD	0.917	E	0.686	В	-0.111	NO	0.752	С	-0.048	NO
42.	Canoga Avenue & US 101 WB Off-Ramp	Sat MD	0.409	A	0.000	A	-0.221	NO	0.732	A	0.019	NO
43.	Canoga Avenue & US 101 WB On-Ramp	Sat MD	0.474	A	0.291	A	-0.118	NO	0.428	A	-0.132	NO
44.	Canoga Avenue & Ventura Boulevard	Sat MD	0.474	В	0.565	A	-0.137	NO	0.565	A	-0.132	NO
45.	De Soto Avenue & US 101 WB Ramps	Sat MD	0.651	A	0.318	A	-0.066	NO	0.565	A	-0.066	NO
46.	De Soto Avenue & US 101 WB Ramps De Soto Avenue & US 101 EB Ramps	Sat MD	0.456	В	0.567	A	-0.140	NO	0.440	A	-0.016	NO
46.	De Soto Avenue & US 101 EB Ramps De Soto Avenue/Serrania Avenue & Ventura Boulevard	Sat MD	0.681	С	0.567	C	-0.114	NO	0.567	C	-0.114	NO
48.	Topanga Canyon Boulevard & Martinez Street	Sat MD	0.770	A	0.739	A	-0.031	NO NO	0.747	A	-0.023	NO NO
48.				C				NO NO				
49.	Topanga Canyon Boulevard & Mulholland Drive	Sat MD	0.719		0.523	A	-0.196	INU	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 unsignalized 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	Modifie	d Proejct with	out ESC	SEIR	Project withou	ut ESC	SEIR Proj	ject Alternative without ESC	5, Option 1	SEIR Proj	ect Alternative without ESC	
NO.	mersection	reak nour	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	Α	NO	0.454	Α	NO	0.454	Α	NO	0.454	Α	NO
2.	Topanga Canyon Boulevard & Vanowen Street	Sat MD	0.751	С	NO	0.751	С	NO	0.751	С	NO	0.751	С	NO
3.	Owensmouth Avenue & Vanowen Street	Sat MD	0.402	Α	NO	0.401	Α	NO	0.401	Α	NO	0.401	Α	NO
4.	Canoga Avenue & Vanowen Street	Sat MD	0.491	Α	NO	0.491	Α	NO	0.491	Α	NO	0.491	Α	NO
5.	De Soto Avenue & Vanowen Street	Sat MD	0.611	В	NO	0.611	В	NO	0.611	В	NO	0.611	В	NO
6.	Shoup Avenue & Victory Boulevard	Sat MD	0.559	Α	NO	0.558	Α	NO	0.558	Α	NO	0.558	Α	NO
7.	Topanga Canyon Boulevard & Victory Boulevard	Sat MD	0.703	С	NO	0.702	С	NO	0.702	С	NO	0.702	С	NO
8.	Westfield Way & Victory Boulevard	Sat MD	0.461	Α	NO	0.459	Α	NO	0.459	Α	NO	0.459	Α	NO
9.	Owensmouth Avenue & Victory Boulevard	Sat MD	0.473	Α	NO	0.472	Α	NO	0.472	Α	NO	0.472	Α	NO
10.	Canoga Avenue & Victory Boulevard	Sat MD	0.656	В	NO	0.656	В	NO	0.656	В	NO	0.656	В	NO
11.	Variel Avenue & Victory Boulevard	Sat MD	0.542	Α	NO	0.540	Α	NO	0.540	Α	NO	0.540	Α	NO
12.	De Soto Avenue & Victory Boulevard	Sat MD	0.531	Α	NO	0.529	Α	NO	0.529	Α	NO	0.529	Α	NO
13.	Shoup Avenue & Erwin Street	Sat MD	0.347	Α	NO	0.347	Α	NO	0.347	Α	NO	0.347	Α	NO
14.	Randi Avenue / Nevada Avenue & Erwin Street	Sat MD	0.137	Α	NO	0.136	Α	NO	0.136	Α	NO	0.136	Α	NO
15.	Topanga Canyon Boulevard & Erwin Street	Sat MD	0.493	Α	NO	0.493	Α	NO	0.493	Α	NO	0.493	Α	NO
16.	Warner Drive North & Erwin Street	Sat MD	0.369	Α		0.350	Α	-	0.350	А		0.350	Α	
17.	Owensmouth Avenue & Erwin Street	Sat MD	0.323	Α	NO	0.318	Α	NO	0.318	Α	NO	0.318	Α	NO
18.	Canoga Avenue & Erwin Street	Sat MD	0.354	Α	NO	0.352	Α	NO	0.352	А	NO	0.352	Α	NO
19.	De Soto Avenue & Erwin Street	Sat MD	0.209	Α	NO	0.209	Α	NO	0.209	Α	NO	0.209	Α	NO
20.	Topanga Canyon Blvd & Calvert St/Promenade Blvd	Sat MD	0.691	В	NO	0.679	В	NO	0.679	В	NO	0.679	В	NO
21.	Owensmouth Avenue & Promenade Boulevard	Sat MD	0.108	Α	NO	0.105	Α	NO	0.105	А	NO	0.105	Α	NO
22.	Shoup Avenue & Oxnard Street	Sat MD	0.350	Α	NO	0.312	Α	NO	0.349	А	NO	0.349	Α	NO
23.	Farralone Avenue & Oxnard Street	Sat MD	0.204	Α	-	0.203	Α		0.203	А	-	0.203	Α	
24.	Topanga Canyon Boulevard & Oxnard Street	Sat MD	0.613	В	NO	0.613	В	NO	0.613	В	NO	0.613	В	NO
25.	Warner Drive South & Oxnard Street	Sat MD	0.314	Α	NO	0.299	Α	NO	0.299	A	NO	0.299	Α	NO
26.	Owensmouth Avenue & Oxnard Street	Sat MD	0.228	Α	NO	0.226	Α	NO	0.226	А	NO	0.226	Α	NO
27.	Canoga Avenue & Oxnard Street	Sat MD	0.645	В	NO	0.638	В	NO	0.638	В	NO	0.638	В	NO
28.	De Soto Avenue & Oxnard Street	Sat MD	0.255	Α	NO	0.255	Α	NO	0.255	А	NO	0.255	Α	NO
29.	Canoga Avenue & Califa Street	Sat MD	0.271	Α	NO	0.271	Α	NO	0.271	А	NO	0.271	Α	NO
30.	De Soto Avenue & Califa Street	Sat MD	0.174	Α	NO	0.174	Α	NO	0.174	Α	NO	0.174	Α	NO
31.	Shoup Avenue & Burbank Boulevard	Sat MD	0.388	Α	NO	0.387	Α	NO	0.387	Α	NO	0.387	Α	NO
32.	US-101 WB On-Ramp & Burbank Boulevard	Sat MD	0.296	Α	NO	0.296	Α	NO	0.296	А	NO	0.296	Α	NO
33.	Topanga Canyon Boulevard & Burbank Boulevard	Sat MD	0.463	Α	NO	0.462	Α	NO	0.462	A	NO	0.462	Α	NO
34.	Owensmouth Avenue & Burbank Boulevard	Sat MD	0.155	Α	NO	0.155	Α	NO	0.155	А	NO	0.155	A	NO
35.	Canoga Avenue & Burbank Boulevard	Sat MD	0.523	Α	NO	0.522	Α	NO	0.522	Α	NO	0.522	A	NO
36.	De Soto Avenue & Burbank Boulevard	Sat MD	0.209	Α	NO	0.209	Α	NO	0.209	A	NO	0.209	A	NO
37.	Shoup Avenue & Ventura Boulevard	Sat MD	0.697	В	NO	0.697	В	NO	0.697	В	NO	0.697	В	NO
38.	US 101 EB Ramps & Ventura Boulevard	Sat MD	0.640	В	NO	0.639	В	NO	0.639	В	NO	0.639	В	NO
39.	Topanga Canyon Boulevard & US 101 WB Off-Ramp	Sat MD	0.337	Α	NO	0.337	Α	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	В	NO	0.685	В	NO	0.685	В	NO	0.685	В	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 NO	0.564	A	NO	0.564	A	NO	0.564	A	NO 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 WB 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 NO	0.739	C	NO	0.739	C	NO	0.739	C	NO
48.	Topanga Canyon Boulevard & Martinez Street	Sat MD	0.739	A	NO NO	0.739	A	NO NO	0.739	A	NO	0.739	A	NO NO
49.	Topanga Canyon Boulevard & Malholland Drive	Sat MD	0.523	A	NO NO	0.523	A	NO NO	0.523	A	NO	0.523	A	NO
	i opanga canyon boulevaru & wulliolianu Drive	Sat IVID	0.525	A	INU	0.523	A	INO	0.523	A	NO	0.523	_ A	INO

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

N-		De eletter	Modif	ied Project wi	th ESC	SEIR	Project (15,000) seats)	SEIR Alternat	ive 5, Option 1	(10,000 seats)	SEIR Alterna	tive 5, Option	2 (7,500 seats)
No.	Intersection	Peak Hour	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	Α	NO	0.455	Α	NO	0.455	Α	NO	0.455	Α	NO
2.	Topanga Canyon Boulevard & Vanowen Street	Sat MD	0.769	С	NO	0.778	С	NO	0.769	С	NO	0.765	С	NO
3.	Owensmouth Avenue & Vanowen Street	Sat MD	0.417	Α	NO	0.424	Α	NO	0.416	Α	NO	0.412	Α	NO
4.	Canoga Avenue & Vanowen Street	Sat MD	0.514	Α	NO	0.526	Α	NO	0.514	Α	NO	0.509	Α	NO
5.	De Soto Avenue & Vanowen Street	Sat MD	0.628	В	NO	0.635	В	NO	0.627	В	NO	0.623	В	NO
6.	Shoup Avenue & Victory Boulevard	Sat MD	0.573	Α	NO	0.579	Α	NO	0.573	Α	NO	0.569	Α	NO
7.	Topanga Canyon Boulevard & Victory Boulevard	Sat MD	0.719	С	NO	0.730	С	NO	0.717	С	NO	0.714	С	NO
8.	Westfield Way & Victory Boulevard	Sat MD	0.461	Α	NO	0.459	Α	NO	0.459	Α	NO	0.459	Α	NO
9.	Owensmouth Avenue & Victory Boulevard	Sat MD	0.556	Α	NO	0.596	Α	NO	0.555	Α	NO	0.534	Α	NO
10.	Canoga Avenue & Victory Boulevard	Sat MD	0.685	В	NO	0.698	В	NO	0.684	В	NO	0.677	В	NO
11.	Variel Avenue & Victory Boulevard	Sat MD	0.565	Α	NO	0.575	Α	NO	0.563	Α	NO	0.557	Α	NO
12.	De Soto Avenue & Victory Boulevard	Sat MD	0.555	Α	NO	0.568	Α	NO	0.555	Α	NO	0.548	Α	NO
13.	Shoup Avenue & Erwin Street	Sat MD	0.347	Α	NO	0.347	Α	NO	0.347	Α	NO	0.347	Α	NO
14.	Randi Avenue / Nevada Avenue & Erwin Street	Sat MD	0.154	Α	NO	0.185	Α	NO	0.153	Α	NO	0.136	Α	NO
15.	Topanga Canyon Boulevard & Erwin Street	Sat MD	0.602	В	NO	0.664	В	NO	0.631	В	NO	0.542	Α	NO
16.	Warner Drive North & Erwin Street	Sat MD	0.596	Α	-	0.700	В	-	0.592	Α		0.398	Α	
17.	Owensmouth Avenue & Erwin Street	Sat MD	0.453	Α	NO	0.566	Α	NO	0.475	Α	NO	0.379	Α	NO
18.	Canoga Avenue & Erwin Street	Sat MD	0.485	Α	NO	0.553	Α	NO	0.483	Α	NO	0.372	Α	NO
19.	De Soto Avenue & Erwin Street	Sat MD	0.424	Α	NO	0.532	Α	NO	0.424	Α	NO	0.228	Α	NO
20.	Topanga Canyon Blvd & Calvert St/Promenade Blvd	Sat MD	0.713	С	NO	0.727	С	NO	0.731	С	NO	0.718	С	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	Α	NO	0.428	Α	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	С	NO	0.775	С	NO	0.742	С	NO	0.763	С	NO
25.	Warner Drive South & Oxnard Street	Sat MD	0.477	A	NO	0.650	В	NO	0.493	A	NO	0.512	A	NO
26.	Owensmouth Avenue & Oxnard Street	Sat MD	0.391	Α	NO	0.485	Α	NO	0.420	Α	NO	0.355	A	NO
27.	Canoga Avenue & Oxnard Street	Sat MD	0.646	В	NO	0.654	В	NO	0.640	В	NO	0.640	В	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	В	NO	0.659	В	NO	0.614	В	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	В	NO	0.701	C	NO	0.699	В	NO	0.699	В	NO
38.	US 101 EB Ramps & Ventura Boulevard	Sat MD	0.643	В	NO	0.644	В	NO	0.643	В	NO	0.642	В	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 & Cialendon Street Topanga Canyon Boulevard & Ventura Boulevard	Sat MD	0.752	С	NO	0.784	С	NO	0.751	С	NO NO	0.784	С	NO
41. 42.	Canoga Avenue & US 101 WB Off-Ramp	Sat MD	0.752	A	NO NO	0.784	A	NO NO	0.751	A	NO NO	0.784	A	NO NO
43.	Canoga Avenue & US 101 WB On-Ramp	Sat MD	0.426	A	NO	0.496	A	NO NO	0.426	A	NO NO	0.376	A	NO NO
43. 44.	Canoga Avenue & US 101 EB On-Ramp Canoga Avenue & Ventura Boulevard	Sat MD	0.342	A	NO NO	0.565	A	NO NO	0.565	A	NO NO	0.565	A	NO NO
44. 45.	-				NO NO	0.504		NO NO	0.440	A	NO NO	0.318	A	NO NO
45. 46.	De Soto Avenue & US 101 WB Ramps	Sat MD Sat MD	0.440	A	NO NO	0.504	A	NO NO	0.440		NO NO	0.318		NO NO
	De Soto Avenue & US 101 EB Ramps			A C			A C			A			A C	
47.	De Soto Avenue/Serrania Avenue & Ventura Boulevard	Sat MD	0.747		NO	0.750		NO	0.747	C	NO	0.744		NO NO
48. 49.	Topanga Canyon Boulevard & Martinez Street Topanga Canyon Boulevard & Mulholland Drive	Sat MD	0.365	A	NO	0.377	A	NO NO	0.366	A	NO NO	0.361	A	NO
		Sat MD	0.524	A	NO	0.525	A	NO	0.525	A	NO	0.525	A	NO

Notes

Modified Proejct 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	Future w/WCS	Promenade P & WCSP miti ESC Use	igations w/Pi	romenade Non		Promenade w/WCSP & WCS	P mitigation	
140.	inciscodo!	T cuk Tiour	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	Α	0.134	Α	-0.103	NO	0.156	Α	-0.081	NO
2.	Topanga Canyon Boulevard & Vanowen Street	Sat LN	0.366	Α	0.259	Α	-0.107	NO	0.362	Α	-0.004	NO
3.	Owensmouth Avenue & Vanowen Street	Sat LN	0.263	Α	0.112	Α	-0.151	NO	0.155	Α	-0.108	NO
4.	Canoga Avenue & Vanowen Street	Sat LN	0.276	Α	0.149	Α	-0.127	NO	0.162	Α	-0.114	NO
5.	De Soto Avenue & Vanowen Street	Sat LN	0.325	Α	0.200	Α	-0.125	NO	0.221	Α	-0.104	NO
6.	Shoup Avenue & Victory Boulevard	Sat LN	0.315	Α	0.178	Α	-0.137	NO	0.178	А	-0.137	NO
7.	Topanga Canyon Boulevard & Victory Boulevard	Sat LN	0.396	Α	0.238	Α	-0.158	NO	0.341	А	-0.055	NO
8.	Westfield Way & Victory Boulevard	Sat LN	0.337	Α	0.137	Α	-0.200	NO	0.137	А	-0.200	NO
9.	Owensmouth Avenue & Victory Boulevard	Sat LN	0.220	Α	0.142	Α	-0.078	NO	0.238	А	0.018	NO
10.	Canoga Avenue & Victory Boulevard	Sat LN	0.280	Α	0.219	Α	-0.061	NO	0.231	А	-0.049	NO
11.	Variel Avenue & Victory Boulevard	Sat LN	0.201	Α	0.171	Α	-0.030	NO	0.171	Α	-0.030	NO
12.	De Soto Avenue & Victory Boulevard	Sat LN	0.273	Α	0.166	Α	-0.107	NO	0.166	Α	-0.107	NO
13.	Shoup Avenue & Erwin Street	Sat LN	0.198	Α	0.095	Α	-0.103	NO	0.095	Α	-0.103	NO
14.	Randi Avenue / Nevada Avenue & Erwin Street	Sat LN	0.083	Α	0.049	Α	-0.034	NO	0.055	Α	-0.028	NO
15. [c]	Topanga Canyon Boulevard & Erwin Street	Sat LN	0.266	Α	0.152	Α	-0.114	NO	0.432	Α	0.166	NO
16. [c]	Warner Drive North & Erwin Street	Sat LN		N/A	0.099	Α			0.516	Α	-	
17. [c]	Owensmouth Avenue & Erwin Street	Sat LN	0.183	Α	0.090	Α	-0.093	NO	0.207	Α	0.024	NO
18.	Canoga Avenue & Erwin Street	Sat LN	0.215	Α	0.096	Α	-0.119	NO	0.225	Α	0.010	NO
19. [c]	De Soto Avenue & Erwin Street	Sat LN	0.148	Α	0.065	Α	-0.083	NO	0.123	А	-0.025	NO
20. [a] [c]	Topanga Canyon Bivd & Calvert St/Promenade Bivd	Sat LN	0.317	Α	0.234	Α	-0.083	NO	0.591	А	0.274	NO
21.	Owensmouth Avenue & Promenade Boulevard	Sat LN	0.103	Α	0.044	Α	-0.059	NO	0.044	А	-0.059	NO
22.	Shoup Avenue & Oxnard Street	Sat LN	0.183	Α	0.095	Α	-0.088	NO	0.114	А	-0.069	NO
23.	Farralone Avenue & Oxnard Street	Sat LN		N/A	0.064	Α	_	-	0.070	А		
24. [c]	Topanga Canyon Boulevard & Oxnard Street	Sat LN	0.348	Α	0.202	Α	-0.146	NO	0.453	А	0.105	NO
25. [c]	Warner Drive South & Oxnard Street	Sat LN	0.212	Α	0.088	Α	-0.124	NO	0.484	А	0.272	NO
26. [c]	Owensmouth Avenue & Oxnard Street	Sat LN	0.129	Α	0.069	Α	-0.060	NO	0.234	Α	0.105	NO
27. [c]	Canoga Avenue & Oxnard Street	Sat LN	0.297	Α	0.214	Α	-0.083	NO	0.483	А	0.186	NO
28.	De Soto Avenue & Oxnard Street	Sat LN	0.159	Α	0.075	Α	-0.084	NO	0.104	Α	-0.055	NO
29.	Canoga Avenue & Califa Street	Sat LN	0.159	Α	0.079	Α	-0.080	NO	0.181	Α	0.022	NO
30. [b]	De Soto Avenue & Califa Street	Sat LN	0.131	Α	0.058	Α	-0.073	NO	0.091	Α	-0.040	NO
31.	Shoup Avenue & Burbank Boulevard	Sat LN	0.181	Α	0.105	Α	-0.076	NO	0.129	А	-0.052	NO
32.	US-101 WB On-Ramp & Burbank Boulevard	Sat LN	0.164	Α	0.084	Α	-0.080	NO	0.258	А	0.094	NO
33. [c]	Topanga Canyon Boulevard & Burbank Boulevard	Sat LN	0.295	Α	0.139	Α	-0.156	NO	0.469	А	0.174	NO
34.	Owensmouth Avenue & Burbank Boulevard	Sat LN	0.126	Α	0.054	Α	-0.072	NO	0.054	А	-0.072	NO
35.	Canoga Avenue & Burbank Boulevard	Sat LN	0.273	Α	0.164	Α	-0.109	NO	0.184	Α	-0.089	NO
36.	De Soto Avenue & Burbank Boulevard	Sat LN	0.132	Α	0.065	Α	-0.067	NO	0.098	Α	-0.034	NO
37.	Shoup Avenue & Ventura Boulevard	Sat LN	0.381	Α	0.227	Α	-0.154	NO	0.264	Α	-0.117	NO
38.	US 101 EB Ramps & Ventura Boulevard	Sat LN	0.486	Α	0.212	Α	-0.274	NO	0.256	А	-0.230	NO
39. [b]	Topanga Canyon Boulevard & US 101 WB Off-Ramp	Sat LN	0.280	Α	0.092	Α	-0.188	NO	0.168	Α	-0.112	NO
40.	Topanga Canyon Boulevard & Clarendon Street	Sat LN	0.387	Α	0.283	Α	-0.104	NO	0.283	А	-0.104	NO
41.	Topanga Canyon Boulevard & Ventura Boulevard	Sat LN	0.384	Α	0.232	Α	-0.152	NO	0.238	А	-0.146	NO
42.	Canoga Avenue & US 101 WB Off-Ramp	Sat LN	0.173	Α	0.082	Α	-0.091	NO	0.163	Α	-0.010	NO
43.	Canoga Avenue & US 101 EB On-Ramp	Sat LN	0.200	Α	0.092	Α	-0.108	NO	0.288	Α	0.088	NO
44.	Canoga Avenue & Ventura Boulevard	Sat LN	0.265	Α	0.180	Α	-0.085	NO	0.204	Α	-0.061	NO
45.	De Soto Avenue & US 101 WB Ramps	Sat LN	0.193	Α	0.088	Α	-0.105	NO	0.129	А	-0.064	NO
46.	De Soto Avenue & US 101 EB Ramps	Sat LN	0.287	Α	0.182	Α	-0.105	NO	0.283	А	-0.004	NO
47.	De Soto Avenue/Serrania Avenue & Ventura Boulevard	Sat LN	0.324	Α	0.255	Α	-0.069	NO	0.255	А	-0.069	NO
48.	Topanga Canyon Boulevard & Martinez Street	Sat LN	0.179	Α	0.092	Α	-0.087	NO	0.113	А	-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 unsignalized 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	Modifie	ed Proejct with	out ESC	SEIR	Project withou	ut ESC	SEIR Proj	ect Alternative without ESC	5, Option 1	SEIR Proj	ect Alternative without ESC	
NO.	mersection	reak nour	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	Α	NO	0.133	Α	NO	0.133	Α	NO	0.133	Α	NO
2.	Topanga Canyon Boulevard & Vanowen Street	Sat LN	0.259	Α	NO	0.258	Α	NO	0.258	Α	NO	0.258	Α	NO
3.	Owensmouth Avenue & Vanowen Street	Sat LN	0.112	Α	NO	0.112	Α	NO	0.112	Α	NO	0.112	Α	NO
4.	Canoga Avenue & Vanowen Street	Sat LN	0.149	Α	NO	0.149	Α	NO	0.149	Α	NO	0.149	Α	NO
5.	De Soto Avenue & Vanowen Street	Sat LN	0.200	Α	NO	0.200	Α	NO	0.200	Α	NO	0.200	Α	NO
6.	Shoup Avenue & Victory Boulevard	Sat LN	0.178	Α	NO	0.177	Α	NO	0.177	Α	NO	0.177	Α	NO
7.	Topanga Canyon Boulevard & Victory Boulevard	Sat LN	0.238	Α	NO	0.238	Α	NO	0.238	Α	NO	0.238	Α	NO
8.	Westfield Way & Victory Boulevard	Sat LN	0.137	Α	NO	0.136	Α	NO	0.136	Α	NO	0.136	Α	NO
9.	Owensmouth Avenue & Victory Boulevard	Sat LN	0.142	Α	NO	0.141	Α	NO	0.141	А	NO	0.141	Α	NO
10.	Canoga Avenue & Victory Boulevard	Sat LN	0.219	Α	NO	0.219	Α	NO	0.219	А	NO	0.219	Α	NO
11.	Variel Avenue & Victory Boulevard	Sat LN	0.171	Α	NO	0.170	Α	NO	0.170	Α	NO	0.170	Α	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	Α	NO	0.094	Α	NO	0.094	Α	NO	0.094	Α	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	0.093	A	-	0.093	A		0.064	A		0.093	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	0.202	A	NO	0.200	A	NO	0.200	A	NO	0.200	A	NO 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	0.009	A	NO	0.003	A	NO	0.009	A	NO	0.003	A	NO
28.	De Soto Avenue & Oxnard Street	Sat LN	0.214	A	NO	0.212	A	NO	0.212	A	NO	0.212	A	NO 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	0.079	A	NO	0.078	A	NO	0.078	A	NO	0.078	A	NO
31.	Shoup Avenue & Burbank Boulevard	Sat LN Sat LN	0.058		NO NO	0.058	A	NO NO	0.058	A	NO NO	0.058	A	NO NO
31.	•			A										
	US-101 WB On-Ramp & Burbank Boulevard	Sat LN	0.084	A	NO	0.084	A	NO	0.084	A	NO NO	0.084	A	NO
33.	Topanga Canyon Boulevard & Burbank Boulevard	Sat LN	0.139	A	NO	0.138	A	NO	0.138	A		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	Α	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	Α	NO	0.092	A	NO	0.092	A	NO
40.	Topanga Canyon Boulevard & Clarendon Street	Sat LN	0.283	A	NO	0.282	Α	NO	0.282	Α	NO	0.282	Α	NO
41.	Topanga Canyon Boulevard & Ventura Boulevard	Sat LN	0.232	Α	NO	0.232	Α	NO	0.232	Α	NO	0.232	Α	NO
42.	Canoga Avenue & US 101 WB Off-Ramp	Sat LN	0.082	Α	NO	0.082	Α	NO	0.082	Α	NO	0.082	Α	NO
43.	Canoga Avenue & US 101 EB On-Ramp	Sat LN	0.092	Α	NO	0.092	Α	NO	0.092	Α	NO	0.092	Α	NO
44.	Canoga Avenue & Ventura Boulevard	Sat LN	0.180	Α	NO	0.180	Α	NO	0.180	Α	NO	0.180	Α	NO
45.	De Soto Avenue & US 101 WB Ramps	Sat LN	0.088	Α	NO	0.088	Α	NO	0.088	Α	NO	0.088	Α	NO
46.	De Soto Avenue & US 101 EB Ramps	Sat LN	0.182	Α	NO	0.182	Α	NO	0.182	Α	NO	0.182	Α	NO
47.	De Soto Avenue/Serrania Avenue & Ventura Boulevard	Sat LN	0.255	Α	NO	0.254	Α	NO	0.254	Α	NO	0.254	Α	NO
48.	Topanga Canyon Boulevard & Martinez Street	Sat LN	0.092	Α	NO	0.092	Α	NO	0.092	Α	NO	0.092	Α	NO
49.	Topanga Canyon Boulevard & Mulholland Drive	Sat LN	0.163	Α	NO	0.163	Α	NO	0.163	Α	NO	0.163	Α	NO
	Number of Significantly Impacted Intersections			0			0			0			0	

Notes

Modified Proejct 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

			Modif	ied Project wi	th ESC	SEIR	Project (15,000) seats)	SEIR Alternat	ive 5, Option 1	I (10,000 seats)	SEIR Alterna	tive 5, Option	2 (7,500 seats)
No.	Intersection	Peak Hour	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	Α	NO	0.166	Α	NO	0.155	Α	NO	0.150	Α	NO
2.	Topanga Canyon Boulevard & Vanowen Street	Sat LN	0.362	Α	NO	0.412	Α	NO	0.362	Α	NO	0.335	Α	NO
3.	Owensmouth Avenue & Vanowen Street	Sat LN	0.155	Α	NO	0.189	Α	NO	0.155	Α	NO	0.138	Α	NO
4.	Canoga Avenue & Vanowen Street	Sat LN	0.162	Α	NO	0.173	Α	NO	0.162	Α	NO	0.156	Α	NO
5.	De Soto Avenue & Vanowen Street	Sat LN	0.221	Α	NO	0.236	Α	NO	0.221	Α	NO	0.213	Α	NO
6.	Shoup Avenue & Victory Boulevard	Sat LN	0.178	Α	NO	0.185	Α	NO	0.177	Α	NO	0.177	Α	NO
7.	Topanga Canyon Boulevard & Victory Boulevard	Sat LN	0.341	Α	NO	0.392	Α	NO	0.341	Α	NO	0.315	Α	NO
8.	Westfield Way & Victory Boulevard	Sat LN	0.137	Α	NO	0.136	Α	NO	0.136	Α	NO	0.136	Α	NO
9.	Owensmouth Avenue & Victory Boulevard	Sat LN	0.238	Α	NO	0.308	Α	NO	0.237	Α	NO	0.202	Α	NO
10.	Canoga Avenue & Victory Boulevard	Sat LN	0.231	Α	NO	0.249	Α	NO	0.231	Α	NO	0.222	Α	NO
11.	Variel Avenue & Victory Boulevard	Sat LN	0.171	Α	NO	0.170	Α	NO	0.170	Α	NO	0.170	Α	NO
12.	De Soto Avenue & Victory Boulevard	Sat LN	0.166	Α	NO	0.169	Α	NO	0.166	A	NO	0.166	Α	NO
13.	Shoup Avenue & Erwin Street	Sat LN	0.095	Α	NO	0.094	Α	NO	0.094	A	NO	0.094	Α	NO
14.	Randi Avenue / Nevada Avenue & Erwin Street	Sat LN	0.055	Α	NO	0.058	Α	NO	0.055	A	NO	0.054	Α	NO
15.	Topanga Canyon Boulevard & Erwin Street	Sat LN	0.432	Α	NO	0.677	В	NO	0.334	Α	NO	0.279	Α	NO
16.	Warner Drive North & Erwin Street	Sat LN	0.516	Α		0.725	С		0.366	A		0.296	Α	
17.	Owensmouth Avenue & Erwin Street	Sat LN	0.207	A	NO	0.281	Α	NO	0.213	A	NO	0.175	Α	NO
18.	Canoga Avenue & Erwin Street	Sat LN	0.225	Α	NO	0.295	Α	NO	0.129	Α	NO	0.117	Α	NO
19.	De Soto Avenue & Erwin Street	Sat LN	0.123	A	NO	0.186	Α	NO	0.081	A	NO	0.082	Α	NO
20.	Topanga Canyon Blvd & Calvert St/Promenade Blvd	Sat LN	0.591	Α	NO	0.691	В	NO	0.595	Α	NO	0.502	Α	NO
21.	Owensmouth Avenue & Promenade Boulevard	Sat LN	0.044	Α	NO	0.043	Α	NO	0.098	Α	NO	0.084	Α	NO
22.	Shoup Avenue & Oxnard Street	Sat LN	0.114	Α	NO	0.125	Α	NO	0.114	A	NO	0.108	Α	NO
23.	Farralone Avenue & Oxnard Street	Sat LN	0.070	Α	-	0.072	Α		0.070	Α		0.068	Α	-
24.	Topanga Canyon Boulevard & Oxnard Street	Sat LN	0.453	Α	NO	0.606	В	NO	0.622	В	NO	0.506	Α	NO
25.	Warner Drive South & Oxnard Street	Sat LN	0.484	Α	NO	0.426	Α	NO	0.511	A	NO	0.397	Α	NO
26.	Owensmouth Avenue & Oxnard Street	Sat LN	0.234	Α	NO	0.347	Α	NO	0.231	A	NO	0.181	Α	NO
27.	Canoga Avenue & Oxnard Street	Sat LN	0.483	Α	NO	0.685	В	NO	0.443	Α	NO	0.355	Α	NO
28.	De Soto Avenue & Oxnard Street	Sat LN	0.104	Α	NO	0.137	Α	NO	0.086	A	NO	0.083	Α	NO
29.	Canoga Avenue & Califa Street	Sat LN	0.181	Α	NO	0.245	Α	NO	0.159	A	NO	0.131	Α	NO
30.	De Soto Avenue & Califa Street	Sat LN	0.091	Α	NO	0.113	Α	NO	0.061	A	NO	0.061	Α	NO
31.	Shoup Avenue & Burbank Boulevard	Sat LN	0.129	Α	NO	0.141	Α	NO	0.129	A	NO	0.123	Α	NO
32.	US-101 WB On-Ramp & Burbank Boulevard	Sat LN	0.258	Α	NO	0.351	Α	NO	0.194	Α	NO	0.162	А	NO
33.	Topanga Canyon Boulevard & Burbank Boulevard	Sat LN	0.469	Α	NO	0.649	В	NO	0.399	A	NO	0.333	Α	NO
34.	Owensmouth Avenue & Burbank Boulevard	Sat LN	0.054	Α	NO	0.054	Α	NO	0.054	Α	NO	0.054	А	NO
35.	Canoga Avenue & Burbank Boulevard	Sat LN	0.184	Α	NO	0.251	Α	NO	0.163	Α	NO	0.163	А	NO
36.	De Soto Avenue & Burbank Boulevard	Sat LN	0.098	Α	NO	0.128	Α	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	Α	NO	0.232	Α	NO	0.284	А	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	0.203	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 WB Ramps De Soto Avenue & US 101 EB Ramps	Sat LN	0.129	A	NO	0.333	A	NO	0.091	A	NO	0.091	A	NO
47.	De Soto Avenue/Serrania Avenue & Ventura Boulevard	Sat LN	0.255	A	NO NO	0.333	A	NO NO	0.162	A	NO NO	0.162	A	NO NO
48.	Topanga Canyon Boulevard & Martinez Street	Sat LN	0.255	A	NO NO	0.234	A	NO	0.254	A	NO NO	0.104	A	NO NO
	Topanga Canyon Boulevard & Malholland Drive	Sat LN	0.113	A	NO NO	0.129	A	NO NO	0.112	A	NO NO	0.104	A	NO NO
49.														

Notes

Modified Proejct 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







I/S #:	North-South Street:	Shoup A	lve			Yea	r of Count	2016	Amb	ient Grov	wth: (%):		Condu	cted by:	G	тс	Date:	Ja	anuary 20)20
1	East-West Street:	Vanowe	n St			Proje	ction Year	2035		Pe	ak Hour:	5 - 6 PM	Revie	ewed by:			Project:	Prome	nade (10l	k Seats)
1	No. o pposed Ø'ing: N/S-1, E/W-2 o t Turns: FREE-1, NRTOR-2 o		NB 0	SB	2 0 0	NB	0 SI	2 0 0	NB	0	SB	2 0 0	NB	0	SB	2 0 0	NB	0	SB	2 0 0
19	•		EB 0	WB	0	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC- Override	Capacity			0			0				2 0				2 0				2
			203	5 NO BUIL	D	NON-E	SC PROJEC	CT VOLS	FUTURI	W/ WCSP	W/ NON-ES	SC PROJ	FUTU	RE W/ WCS	P W/ FULI	PROJ	FUT W/	WCSP W/ I	FULL PROJ	J W/ EMP
	MOVEMENT		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
Ω	Left		141	1	141	3		0	-13	128	1	128	0	128	1	128	0	128	1	128
NORTHBOUND	← Left-Through ↑ Through		1427	0 2	714	32		0	14	1441	0 2	721	0	1441	0 2	721	0	1441	0 2	721
l ĕ	↑ Through-Right		1121	0		02		ŭ			0				0				0	721
R T	Right		100	1	46	2		0	-9	91	1	47	0	91	1	47	0	91	1	47
9	← Left-Through-Right			0							0				0				0	
	→ Left-Right		<u></u>	0							0				0				0	
	└ Left		53	1	53	1		0	8	61	1	61	0	61	1	61	0	61	1	61
I				0							0				0				0	
8			675	2	338	9		0	-24	651	2	326	0	651	2	326	0	651	2	326
SOUTHBOUND	Right		113	1	36	1		0	7	120	1	43	0	120	1	43	0	120	1	43
1 00	Left-Through-Right			0	00			ŭ		0	0	.0		0	0			0	0	.0
S				0							0				0				0	
			155	1	155	1		0	0	155	1	155	0	155	1	155	0	155	1	155
₽	→ Left-Through		133	0	133			U	U	133	0	133		155	0	133		133	0	133
EASTBOUND	→ Through		764	1	432	5		0	13	777	2	389	16	793	2	397	0	793	2	397
l ĕ	→ Through-Right		00	1	00					0.7	0	00		07	0	00		07	0	00
AS	Right Left-Through-Right		99	0	99	0		0	-2	97	1 0	33	0	97	0	33	0	97	1 0	33
ш ш	→ Left-Right			0							0				Ö				0	
٥	✓ Left ✓ Left-Through		108	1 0	108	2		0	-19	89	1 0	89	0	89	1 0	89	0	89	1 0	89
WESTBOUND	← Through		717	2	359	14		0	-9	708	2	354	1	709	2	355	0	709	2	355
BC	Through-Right			0							0				0		-		0	
ES	Right		113	1	87	3		0	9	122	1	92	0	122	1	92	0	122	1	92
>	Left-Through-Right Left-Right			0							0				0				0	
	,··· ······		Nor	th-South:	767			0		Nor	th-South:	782		Nor	th-South:	782		Noi	rth-South:	782
	CRITICAL V	OLUMES	E	ast-West:	540			0		E	ast-West:	509		E	ast-West:			E	ast-West:	
	V61111111101111111111111111111111111111			SUM:				0			SUM:	1291			SUM:				SUM:	
	VOLUME/CAPACITY (V/C	•			0.871			0.000				0.861				0.861				0.861
V.	C LESS ATSAC/ATCS ADJU				0.871			0.000				0.761				0.761				0.761
	LEVEL OF SERVICE (LOS):						Α				С				С				С	
	REMARKS: Future 2035 No Build				Build	Non_ES0	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut	+ WCSP + N	Non_ESC +	ESC	wi	th Event Ma	nagement F	Plan
	Version: 1i Beta; 8/4/2011												P	ROJECT	IMPA	∩т				

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.110 NO -0.110 NO ∆v/c after mitigation: -0.110
Fully mitigated? N/A







I/S #:	North-South Street: Topal	nga Canyon B	I		Year	of Count	2016	Amk	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Já	anuary 20	20
2	East-West Street: Vano	wen St			Projec	tion Year	2035		Pea	ak Hour:	5 - 6 PM	Revie	wed by:			Project:	Prome	nade (10l	(Seats)
	No. of Phase			3			3				3				3				3
Орр	posed Ø'ing: N/S-1, E/W-2 or Both-3		0.0	0	NB	0 05	0	A/D	0	0.0	0	4/0	0	0.0	0		0	00	0
Right	Turns: FREE-1, NRTOR-2 or OLA-3	? NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2		2	0		0 111	0			2	2			5	2				2
	Override Capacit	у		0			0				0				0				0
		20	35 NO BUIL	D		SC PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	SC PROJ	FUTU	RE W/ WCS	SP W/ FULL	PROJ	FUT W/	WCSP W/ I	ULL PROJ	W/ EMP
	MOVEMENT		No. of	Lane	Project			Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
	↑ Left	Volume 175	Lanes	Volume 175	Vols 4		0	Volume 19	Volume 194	Lanes 2	Volume 107	Volume	Volume 195	Lanes 2	Volume 107	Volume 0	Volume 195	Lanes 2	Volume 107
9	Leπ ← Left-Through	175	0	175	4		U	19	194	0	107	•	195	0	107	U	195	0	107
l 5	↑ Through	1656	2	828	45		0	66	1722	2	861	4	1726	2	863	0	1726	2	863
l ĕ l	Through-Right		0							0				0				0	
NORTHBOUND	→ Right	151	1	99	6		0	57	208	2	50	0	208	2	50	0	208	2	50
2	Left-Through-Right		0							0				0				0	
	₩ Left-Right		0							0				0				0	
ı	Left	171	1	171	2		0	5	176	1	176	0	176	1	176	0	176	1	176
SOUTHBOUND	Left-Through		0		_		Ŭ		110	0			110	0		Ŭ		0	
l g	Through	1237	2	457	13		0	-41	1196	2	441	71	1267	2	465	0	1267	2	465
男	Through-Right		1		_					1				1		_		1	
Ž		134	0 0	134	2		0	-6	128	0 0	128	0	128	0	128	0	128	0 0	128
S	Left-Right		0							0				0				0	
	24 -0g	-																	
	ر Left	111	1	111	1		0	4	115	2	63	0	115	2	63	0	115	2	63
	→ Left-Through	222	0	0.40				4.0	700	0			700	0			700	0	40.4
EASTBOUND	→ Through → Through-Right	680	2	340	4		0	40	720	1	396	0	720	1	404	0	720	1	404
I E	Right	66	1	0	0		0	6	72	0	72	16	88	0	88	0	88	0	88
E	Left-Through-Right		0	ŭ			ŭ			0			00	0				0	
	-		0							0				0				0	
,	√ Left	104	1	104	0		^	25	100	1	420	0	120	1	420	0	120	1	420
₽	↓ Leπ	104	0	104	0		0	25	129	1 0	129	0	129	1 0	129	0	129	1 0	129
WESTBOUND	← Through	734	1	443	1		0	16	750	2	375	0	750	2	375	0	750	2	375
l ĕ l	Through-Right		1							0				0				0	
ES	Right	151	0	151	1		0	5	156	1	68	0	156	1	68	0	156	1	68
₹	Left-Through-Right Left-Right		0							0				0				0	
	, Leit-Night	No	rth-South:	999			0		Nor	th-South:	1037		Nor	th-South:	1039		No	th-South:	1039
	CRITICAL VOLUME		ast-West:	554			0			ast-West:	525			ast-West:				ast-West:	533
			SUM:	1553			0			SUM:	1562			SUM:	1572			SUM:	1572
	VOLUME/CAPACITY (V/C) RATIO):		1.090			0.000				1.096				1.103				1.103
V/C	LESS ATSAC/ATCS ADJUSTMENT	T:		1.090			0.000				0.996				1.003				1.003
	LEVEL OF SERVICE (LOS):		F			Α				E				F				F
	REMARKS: Future 2035 No Build			Build	Non_ESC	Project Volu		Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	Non_ESC +	ESC	wit	h Event Ma	nagement F	Plan
<u> </u>	REMARKS: Future 2035 No Build Version: 1i Beta: 8/4/2011												ROJECI						

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.094 NO -0.087 NO Δ *v/c* after mitigation: -0.087 Fully mitigated? N/A







I/S #:	North-South Street:	Owensm	outh Ave			Year	of Count	2016	Amk	ient Grov	vth: (%):		Condu	cted by:	G'	ГС	Date:	Ja	nuary 20	20
3	East-West Street:	Vanowei	n St			Projec	tion Year	2035		Pea	ak Hour:	5 - 6 PM	Revie	wed by:			Project:	Promei	nade (10k	(Seats)
		f Phases			2			2				3				3				3
1	posed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	0	NB	0 SE	0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	EB 0	WB	0	EB	0 WE		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+A				0			0				2	'			2				2
	Override (Capacity			0			0				0				0				0
	MOVEMENT		203	5 NO BUIL No. of	Lane		SC PROJEC	T VOLS	FUTURI Delta	W/ WCSP	W/ NON-ES	C PROJ Lane	Added	RE W/ WCS	No. of	PROJ Lane	FUT W/	WCSP W/ F	No. of	
	MOVEMENT		Volume	Lanes	Volume	Project Vols			Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Lane Volume
	Left		134	1	134	9		0	-18	116	1	116	0	116	1	116	0	116	1	116
NORTHBOUND	← Left-Through			0							0				0				0	
Į į	Through		706	2	353	53		0	49	755	2	378	1	756	2	378	0	756	2	378
里	Through-Right		005	0	0.45	00		•		044	0	000		0.15	0	004		0.15	0	004
LRC			335	1 0	245	22		0	-21	314	1 0	269	1	315	1 0	264	0	315	1 0	264
ž	Left-Right			0							0				0				0	
			<u> </u>																	
	→ Left		95	1	95	8		0	31	126	1	126	0	126	1	126	0	126	1	126
S	→ Left-Through →		400	0	000	07				450	0	000	4.0	47.4	0	007		47.4	0	007
BO	↓ Through		430	1	286	27		0	28	458	2	229	16	474	2	237	0	474	2	237
Ε	✓ Right		142	0	142	9		0	9	151	1	85	0	151	1	85	0	151	1	85
SOUTHBOUND	Left-Through-Right			0				-			0				0				0	
0)	↓ Left-Right			0							0				0				0	
	ر Left		117	1	117	1		0	16	133	1	133	0	133	1	133	0	133	1	133
Q	→ Left-Through		117	0	117	1		U	10	133	0	133	U	133	0	133	U	133	0	133
l Š	→ Through		1155	2	578	4		0	18	1173	3	391	0	1173	3	391	0	1173	3	391
EASTBOUND	→ Through-Right			0							0				0				0	
AS	Right		104	1 0	37	1		0	-6	98	1 0	40	0	98	1 0	40	0	98	1 0	40
ш				0							0				0				0	
	✓ Left		181	1	181	3		0	-17	164	2	90	23	187	2	103	0	187	2	103
K			004	0 1	404	45		0	04	005	0 2	245	_	005	0 2	245	_	005	0 2	245
WESTBOUND	← Through ← Through-Right		861	1	484	15		0	24	885	1	345	0	885	1	345	0	885	1	345
STI	Right		106	0	106	2		0	45	151	0	151	0	151	0	151	0	151	0	151
WE				0							0				0				0	
	├ Left-Right		<u> </u>	0	440						0	504			0	F0.4			0	50.4
	CRITICAL VO	OLUMES	_	th-South: ast-West:	448 759			0			th-South: ast-West:	504 481			th-South: ast-West:	504 494			th-South: ast-West:	504 494
				1207			0		E	SUM:	985		E	SUM:	998		E	SUM:	998	
	VOLUME/CAPACITY (V/C)) RATIO:			0.805			0.000				0.691				0.700				0.700
V/C	C LESS ATSAC/ATCS ADJUS	STMENT:	ĺ		0.805			0.000				0.591				0.600				0.600
	LEVEL OF SERVICE (LOS):							A				Α				В				0.000 B
	REMARKS: Future 2035 No Build						Project Volu		Delta Vol	= WCSP Ba	ckaround +		Fut 4	+ WCSP + N	lon ESC +		wit	h Event Mar	nagement P	
			11011_200		9	20114 701	.,, OC, Da	onground .		l .				I WIL	vont iviai	.agomont i	1			
	Version: 1i Beta; 8/4/2011												<u> </u>	ROJECT	IIVIPA	<u>, 1</u>				

Change in v/c due to project: Significant impacted? -0.214

NO

-0.205 NO

 $\Delta v/c$ after mitigation: -0.205 Fully mitigated? N/A







I/S #:	North-South Street:	Caonga	Ave			Yea	r of Count	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	TC	Date:	Ja	nuary 20	20
4	East-West Street:	Vanowei	n St			Proje	ction Year	2035		Pea	ak Hour:	5 - 6 PM	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
Орг	No. o posed Ø'ing: N/S-1, E/W-2 o	of Phases r Both-3?			2		0 0	2 0		0		4 0		0		4 0				4 0
Right	Turns: FREE-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SI		NB EB	2	SB WB	0	NB EB	2	SB WB	0	NB EB	2	SB WB	0
	ATSAC-1 or ATSAC+	ATCS-2?			0		<u> </u>	0				2				2				2
	Overrido	Cupacity	203	5 NO BUIL		NON-E	SC PROJEC	T VOLS	FUTURI	W/ WCSP	W/ NON-ES	SC PROJ	FUTU	RE W/ WCS	SP W/ FULL	PROJ	FUT W/	WCSP W/ F	ULL PROJ	
	MOVEMENT			No. of	Lane	Project			Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Vols			Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	Left		193	1	193	5		0	-3	190	1	190	0	190	1	190	0	190	1	190
3	← Left-Through		4.457	0 3	400	36		0	24	1491	0	407	4	4400	0	407		1492	0 3	407
ВО	↑ Through ↑ Through-Right		1457	0	486	36		U	34	1491	3 0	497	1	1492	3	497	0	1492	0	497
E	→ Right		262	1	177	8		0	35	297	1	297	0	297	1	297	0	297	1	297
NORTHBOUND	← Left-Through-Right			0				· ·			0				0				0	
	← Left-Right			0							0				0				0	
9			159	1 0	159	1		0	15	174	1 0	174	0	174	1 0	174	0	174	1 0	174
OUTHBOUND	Through		931	2	466	6		0	101	1032	2	516	8	1040	2	520	0	1040	2	520
Ĕ	← Through-Right			0							0				0				0	
<u>5</u>	ب Right		128	1	35	1		0	-4	124	1	32	0	124	1	32	0	124	1	32
SO	Left-Through-Right			0 0							0				0				0	
	↓ Left-Right		<u> </u>	U							U				U				U	
	Ĵ Left		187	1	187	4		0	-2	185	1	185	0	185	1	185	0	185	1	185
9				0							0				0				0	
l o	→ Through		810	2	405	15		0	-17	793	3 0	264	1	794	3	265	0	794	3 0	265
TB.	→ Through-Right → Right		70	0 1	0	2		0	-2	68	1	0	0	68	1	0	0	68	1	0
EASTBOUND	Left-Through-Right		70	0	U			O	-2	00	0	U	U	00	0	O		00	0	U
	- deft-Right - Left-Right			0							0				0				0	
	C 1 -#4		474	4	474				00	405	1	405		405	4	405		405		405
₽			171	1 0	171	3		0	-36	135	1 0	135	0	135	1 0	135	0	135	1 0	135
§	← Through		884	2	442	15		0	-123	761	3	254	23	784	3	261	0	784	3	261
WESTBOUND	Through-Right			0							0				0				0	
ES	Right Left-Through-Right		213	1	134	3		0	-64	149	1	62	0	149	1	62	0	149	1 0	62
>	Left-Through-Right Left-Right			0							0				υ 0				0	
	, <u>-</u> g		Nor	th-South:	659			0		Nor	th-South:	706		Nor	th-South:	710		Nor	th-South:	710
	CRITICAL V	OLUMES	E	ast-West:	629			0		E	ast-West:	439		E	ast-West:			E	ast-West:	446
				SUM:	1288			0			SUM:	1145			SUM:				SUM:	1156
	VOLUME/CAPACITY (V/C	-	Î		0.859			0.000				0.833				0.841				0.841
V/C	C LESS ATSAC/ATCS ADJU		Î		0.859			0.000				0.733				0.741				0.741
	LEVEL OF SERVICE (LOS):			D			Α				С				С				С	
	REMARKS: Future 2035 No Build			Build	Non_ES0	C Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut ·	+ WCSP + 1	Non_ESC +	ESC	wi	h Event Ma	nagement F	Plan	

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.126 NO -0.118 NO ∆v/c after mitigation: -0.118
Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	De Soto	Ave			Yea	r of Count	: 2016	Amb	ient Grov	wth: (%):		Condu	cted by:	G	TC	Date:	Ja	nuary 20	20
5	East-West Street:	Vanowei	n St			Proje	ction Year	2035		Pe	ak Hour:	5 - 6 PM	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
Ор	No. o posed Ø'ing: N/S-1, E/W-2 o	of Phases r Both-3?			3 0		0 0	3 0				4 0				4 0				4 0
Right	t Turns: FREE-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SI		NB EB	0	SB WB	3	NB EB	0	SB WB	3	NB EB	0	SB WB	3
	ATSAC-1 or ATSAC+			2	0		0	0				2		· ·	2	2			2	2
	Override	Capacity			0			0				0				0				0
	MOVEMENT		203	5 NO BUIL			SC PROJEC	T VOLS		W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT		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
	↑ Left		54	1	54	2		0	11	65	1	65	0	65	1	65	0	65	1	65
2	Left-Through			0							0				0				0	
l g	Through		1608	2	578	32		0	28	1636	2	607	1	1637	2	607	0	1637	2	607
≝	Through-Right		405	1	405	•		0	50	404	1	404	•	404	1	404		404	1	404
NORTHBOUND			125	0	125	3		0	59	184	0	184	0	184	0	184	0	184	0	184
ž	Left-Right			0							0				0				0	
Ω	→ Left		109	1	109	1		0	3	112	1	112	0	112	1	112	0	112	1	112
OUTHBOUND			882	0 3	294	11		0	233	1115	0 3	372	8	1123	0 3	374	0	1123	0 3	374
層	Through-Right		002	0	234			·	200	1113	0	312	"	1120	0	374		1120	0	374
<u> </u>	Right		202	1	92	2		0	30	232	1	45	0	232	1	45	0	232	1	45
SOI	Left-Through-Right			0							0				0				0	
	→ Left-Right	Left 220 1								0				0				0		
	J Left	∴ Left-Through		220	3		0	-33	187	1	187	0	187	1	187	0	187	1	187	
9	→ Left-Through	220								0				0				0		
0	_		1572	2 0	786	21		0	-4	1568	3 0	523	1	1569	3	523	0	1569	3 0	523
EASTBOUND	→ Through-Right → Right		105	1	78	2		0	25	130	1	65	0	130	1	65	0	130	1	65
EAS	Left-Through-Right		100	0	70	_		Ŭ	20	100	0	00	Ĭ	100	0	00		100	0	00
	- deft-Right - deft-Right			0							0				0				0	
	I √ Left		101	1	101	2		0	68	169	1	169	0	169	1	169	0	169	1	169
9	₩ Left-Through		101	0	101	2		U	00	109	0	109		109	0	109		109	0	103
WESTBOUND	← Through		866	1	510	15		0	109	975	2	376	23	998	2	384	0	998	2	384
TB	Through-Right		454	1 0	454	_		0	_	454	1 0	454	0	454	1 0	454	0	454	1 0	454
VES	Right Left-Through-Right		154	0	154	2		U	0	154	0	154	U	154	0	154	"	154	0	154
5	Left-Right 0								0				Ö				0			
	North-South: CRITICAL VOLUMES East-West:				687			0			th-South:	719			th-South:				th-South:	719
	SUM: 1				887 1574			0		E	ast-West: SUM:	692 1411		E	ast-West: SUM:			E	ast-West: SUM:	692 1411
	VOLUME/CAPACITY (V/C) RATIO: 1				1.105			0.000			SUM:	1.026			SUIVI:	1.026			JUIVI:	1.026
V/					1.105			0.000				0.926				0.926				0.926
				1.105 F			0.000 A				0.926 F				0.926 E				0.926 F	
			Future	2035 No B	•	Non ES	C Project Vol		Delta Vol	= WCSP Ba	ckground ±		Eut.	+ WCSP + N	Non ESC ±		\ \	h Event Ma	nagement E	
<u> </u>	REMARKS: Future 2035 No Build				ullu	NOII_ESC	ırıoject vol	unies Only	Delia vol	- MOSP B8	ickyrouna +	INOII_ESC	rut ·	* ***USP + I	4011_E3C +	LOU	WII	ıı Evelil ivla	nayement P	ıdli

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.179 NO -0.179 NO Δ *v/c* after mitigation: -0.179 Fully mitigated? N/A







I/S #:	North-South Street: Shoup	Ave			Year	of Count:	2016	Amk	ient Grov	vth: (%):		Condu	cted by:	G	TC	Date:	Ja	anuary 20	20
6	East-West Street: Victory				Projec	tion Year:	_000		Pe	ak Hour:	5 - 6 PM	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. of Phases			2			2				2				2				2
	posed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	0	NB	0 SB	0 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	WB	0	EB	0 SB		EB	0	WB	0	EB	0	<i>WB</i>	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0				2				2				2
	Override Capacity			0			0				0				0				0
	MOVEMENT	203	35 NO BUIL			SC PROJEC	r vols		W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT	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
	Left	197	1	197	9		0	15	212	1	212	0	212	1	212	0	212	1	212
NORTHBOUND	✓ Left-Through		0							0				0				0	
00	Through	1369	1	746	40		0	23	1392	1	761	0	1392	1	761	0	1392	1	761
뿌	Through-Right		1					_		1		_		1		_		1	
l K	Right	123	0	123	4		0	6	129	0	129	0	129	0	129	0	129	0	129
ž	← Left-Through-Right ← Left-Right ← L		0 0							0				0				0	
	Leit-Kigiit																		
	└- Left	119	1	119	2		0	-7	112	1	112	0	112	1	112	0	112	1	112
SOUTHBOUND	Left-Through	705	0	400	40				700	0	000		700	0	000		700	0	000
8		725	1	409	13		0	-19	706	1	398	0	706	1	398	0	706	1	398
Ӗ	✓ Right	93	0	93	1		0	-3	90	0	90	0	90	0	90	0	90	0	90
100			0							0				0				0	
0,	∠ Left-Right		0							0				0				0	
		102	1	102	2		0	-7	95	1	95	0	95	1	95	0	95	1	95
9	→ Left-Through	102	0	102	2		U		90	0	93	U	90	0	93	U	90	Ö	93
EASTBOUND	→ Through	834	1	482	27		0	76	910	2	347	23	933	2	354	0	933	2	354
<u>B</u>	→ Through-Right		1							1		_		1		_		1	
AS.	Right Left-Through-Right	129	0	129	4		0	1	130	0 0	130	0	130	0	130	0	130	0	130
ш	↓ Left-Right		0							0				0				0	
	<u> </u>																		
	€ Left	92	1	92	2		0	12	104	1	104	0	104	1	104	0	104	1	104
WESTBOUND		914	0 1	536	17		0	109	1023	0 2	397	1	1024	0	398	0	1024	0 2	398
BO	↑ Through-Right	314	1	330	17		U	109	1023	1	391	'	1024	1	390	U	1024	1	390
ST	Right Left-Through-Right	157	0	157	2		0	12	169	0	169	0	169	0	169	0	169	0	169
×	,		0							0				0				0	
			865			0		Nor	th-South:	873		Nor	th-South:	873		Nor	0 th-South:	873	
	CRITICAL VOLUMES East-West: 63			638			0			ur-souur: ast-West:	492			นา-จอนนา: ast-West:				นา-รอนนา: ast-West:	493
	SUM: 15			1503			0			SUM:				SUM:				SUM:	
				1.002			0.000				0.910				0.911				0.911
V/C				1.002			0.000				0.810				0.811				0.811
	LEVEL OF SERVICE (LOS):			F			Α				D				D				D
	REMARKS:	Futur	e 2035 No E	Build	Non_ESC	Project Volu	mes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + 1	Non_ESC +	ESC	wit	h Event Ma	nagement F	Plan
<u> </u>	REMARKS: Future 2035 No Build				_	-		1		_			PO IECT						

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.192 NO -0.191 NO △v/c after mitigation: -0.191
Fully mitigated? N/A







I/S #:	North-South Street: Topal	ga Canyon B	I		Year	of Count:	2016	Amk	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Já	anuary 20)20
7	East-West Street: Victor	,			Projec	ction Year:	2035		Pea	ak Hour:	5 - 6 PM	Revie	ewed by:			Project:	Prome	nade (10l	k Seats)
	No. of Phase posed Ø'ing: N/S-1, E/W-2 or Both-3	?	SB	4 0 0	NB	0 SB	4 0 	NB	3	SB	4 0 0	NB	3	SB	4 0 0	NB	3	SB	4 0 0
Right	Turns: FREE-1, NRTOR-2 or OLA-3	EB 0	WB	3	EB	0 WE		EB	0	WB	3	EB	0	WB	3	EB	0	WB	3
	ATSAC-1 or ATSAC+ATCS-2 Override Capacit			0			0				2				2 0				2 0
		200	35 NO BUIL	D	NON-E	SC PROJEC	T VOLS	FUTUR	W/ WCSP	W/ NON-ES	SC PROJ	FUTU	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/	ULL PROJ	J W/ EMP
	MOVEMENT	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
۵	Left	179	1	179	3		0	11	190	2	105	1	191	2	105	0	191	2	105
S	← Left-Through ↑ Through	1528	0 2	630	36		0	197	1725	0 3	575	5	1730	0 3	577	0	1730	0 3	577
BC	↑ Through-Right	1020	1	030	30		U	137	1720	0	3/3	Ĭ	1730	0	311		1730	0	311
NORTHBOUND	Right	361	0	361	9		0	46	407	1	229	0	407	1	229	0	407	1	229
9	← Left-Through-Right		0							0				0				0	
	→ Left-Right		0							0				0				0	
	Left	244	1	244	5		0	-13	231	2	127	0	231	2	127	0	231	2	127
SOUTHBOUND			0				_			0				0				0	
30.	Through	1123	2	413	25		0	-99	1024	3	341	103	1127	3	376	0	1127	3	376
l ¤ l	← Through-Right → Right	116	1 0	116	2		0	10	126	0 1	75	0	126	0	75	0	126	0	75
O	Left-Through-Right	110	0	110			U	10	120	0	75		120	0	73	U	120	0	75
Š	↓ Left-Right		0							0				0				0	
	1 1 1 2 1 2 1 2	450		00	4			07	407		400	•	407		400	0	407		400
Ω	 J Left → Left-Through 	150	2 0	83	4		0	37	187	2	103	0	187	2 0	103	0	187	2 0	103
EASTBOUND	→ Through	837	2	331	24		0	236	1073	3	318	0	1073	3	324	0	1073	3	324
l BG	→ Through-Right		1							1				1				1	
AS	Right Left-Through-Right	155	0 0	155	4		0	44	199	0	199	23	222	0	222	0	222	0	222
ш	Left-Right		0							0				0				0	
		•																	
6	√ Left √ Left Through	322	2	177	-11		0	2	324	2	178	0	324	2	178	0	324	2	178
WESTBOUND		879	0 2	374	-30		0	28	907	0 3	302	0	907	0 3	302	0	907	0 3	302
_BO	← Through-Right	0/3	1	07-4	-00		3		501	0	002		501	0	002		307	0	002
EST	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	
	North-South:						0		Nor	th-South:	702		Nor	th-South:	704		Noi	th-South:	704
				508			0			ast-West:	496			ast-West:	502			ast-West:	502
<u> </u>							0			SUM:				SUM:				SUM:	1206
							0.000				0.871				0.877				0.877
V/C	/C LESS ATSAC/ATCS ADJUSTMENT: 1.0						0.000				0.771				0.777				0.777
	LEVEL OF SERVICE (LOS):			F			Α				С				С				С
	REMARKS	: Futur	e 2035 No E	Build	Non_ESC	Project Volu	mes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	Non_ESC +	ESC	wit	h Event Ma	nagement F	Plan
	Version: 1i Reta: 8/4/2011												ROJECT	- 1145					

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.234 NO -0.228 NO $\Delta v/c$ after mitigation: -0.228 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Westfield	d Wy			Year	r of Count:	2016	Amk	ient Gro			Condu	cted by:	G	тс	Date:	Ja	nuary 20)20
8	East-West Street:	Victory E	ВІ			Proje	ction Year:			Pe	ak Hour:	5 - 6 PM	Revie	wed by:			Project:	Prome	nade (10k	k Seats)
0		f Phases			3			3				4				4				4
	osed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	0 2	NB	0 SB	0 2	NB	3	SB	3	NB	3	SB	1	NB	3	SB	3
Right	Turns: FREE-1, NRTOR-2 or	· OLA-3?	EB 0	WB	0	EB	0 WE		EB	3	WB	3	EB	3	WB	3	EB	3	WB	3
	ATSAC-1 or ATSAC+				0			0				2				2				2
	Override	Capacity		5 NO DIW	0	Non 5	00 000 150	0				0	==		5 W/ EI II I	0	F117 144			0
	MOVEMENT		203	5 NO BUILI No. of	Lane		SC PROJEC	I VOLS	Delta	Total	W/ NON-ES	Lane	Added	RE W/ WCS	No. of	Lane	Added	WCSP W/ F	No. of	
	MOVEMENT		Volume	Lanes	Volume	Project Vols			Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Lane Volume
	↑ Left		78	0	78	9		0	-4	74	1	41	0	74	1	41	0	74	1	41
NORTHBOUND	← Left-Through			1							1				1				1	
l g	Through		6	0	84	1		0	1	7	0	41	0	7	0	41	0	7	0	41
≝	Through-Right			0							0				0				0	
<u> </u>	Right		81	1 0	61	11		0	12	93	1 0	45	0	93	1 0	45	0	93	1 0	45
ž	Left-Through-Right Left-Right			0							0				0				0	
	Lett-Right																			
	- Left		129	0	129	3		0	35	164	1	164	0	164	1	164	0	164	1	164
SOUTHBOUND	Left-Through		_	1						_	0			_	0			_	0	
8	↓ Through		5	0	134	1		0	1	6	1 0	6	0	6	1 0	6	0	6	1 0	6
푸	→ Right		173	1	173	3		0	2	175	1	53	0	175	1	53	0	175	1	53
l o	Left-Through-Right			0				ŭ	_		0	00			0				0	
S				0							0				0				0	
			100	1	402	4		0	20	224	2	100	0	224	2	100	0	221	2	100
₽	⇒ Leπ → Left-Through		192	0	192	1		0	29	221	0	122	U	221	0	122	0	221	0	122
EASTBOUND	→ Through		1264	3	336	4		0	700	1964	4	491	0	1964	4	491	0	1964	4	491
BG	→ Through-Right 1								0				0				0			
4S1	Right		78	0	78	1		0	12	90	1	49	0	90	1	49	0	90	1	49
E				0							0				0				0	
	√ Left		40	1	40	2		0	8	48	1	48	0	48	1	48	0	48	1	48
WESTBOUND				0						4500	0		_	4500	0		_	4500	0	
g	← Through ← Through-Right		1405	3	388	64		0	164	1569	4 0	392	0	1569	4 0	392	0	1569	4 0	392
STE	Right		147	0	147	8		0	36	183	1	19	0	183	1	19	0	183	1	19
VÉ:	Left-Through-Right			0				ŭ	00	100	0	10		100	0			100	0	.0
	├ Left-Right 0								0				0				0			
	CRITICAL VOLUMES East-West: 5				251			0			th-South:	209			th-South:	209			th-South:	
	SUM:				580 831			0		E	ast-West: SUM:	539 748		E	ast-West: SUM:	539 748		E	ast-West: SUM:	
	VOLUME/CAPACITY (V/C) RATIO: 0.				0.583			0.000			30	0.544			JO.N.	0.544				0.544
V/C	, ,				0.583			0.000				0.444				0.444				0.444
.,0											Δ				۸.444					
					Non Esc	Project Volu	Mas Only	Dolto Val	- WCSD D-	ackground +		E.,4	+ WCSP + N	lon ESC :	ESC	فشبر	h Event Mai	nagement F	A	
<u> </u>	REMARKS: Future 2035 No Build				uiid	NOII_ESC	rioject volu	mes Only	Della Vol	- WOOP Ba	ickground +	INOII_ESC		PO IFOT			WIT	ıı ⊏venı Mai	iagement P	riai l

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.139 NO -0.139 NO $\Delta v/c$ after mitigation: -0.139 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Owensm	outh Ave			Yea	r of Count	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
9	East-West Street:	Victory E	31			Proje	ction Year:	2035		Pea	ak Hour:	5 - 6 PM	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
1	No. o posed Ø'ing: N/S-1, E/W-2 or Turns: FREE-1, NRTOR-2 ol		NB 0 EB 0	SB WB	4 0 0 0	NB EB	0 SE		NB EB	3	SB WB	4 0 3 3	NB EB	3 3	SB WB	4 0 3 3	NB EB	3	SB WB	4 0 3 3
	ATSAC-1 or ATSAC+		LD	112	0	LD-	0 112	0		O O	***	2		J		2		· ·	112-	2
	Override	Capacity		5 NO DIW	0	NON F	00 000 150	0				0	==		5 W/ EIII I	0	F. 1 - 14/			0
	MOVEMENT		203	No. of	Lane	Project	SC PROJEC	I VOLS	Delta	W/ WCSP	No. of	Lane	Added	RE W/ WCS	No. of	Lane	Added	WCSP W/ F	No. of	Lane
			Volume	Lanes	Volume	Vols			Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left		212	1	212	2		0	8	220	1	220	0	220	1	220	0	220	1	220
l is	← Left-Through		4044	0		4.4		0	007	4040	0	400		1001	0	40=		4004	0	40=
ВО	↑ Through ↑ Through-Right		1011	2	506	14		0	207	1218	3 0	406	3	1221	3 0	407	0	1221	3 0	407
NORTHBOUND	Right		201	1	172	2		0	13	214	1	158	3	217	1	135	0	217	1	135
Š	← Left-Through-Right			0							0				0				0	
	← Left-Right		<u> </u>	0							0				0				0	
	. Left		222	1	222	23		0	6	228	2	125	0	228	2	125	0	228	2	125
SOUTHBOUND	Left-Through			0							0				0				0	
BO			555	2	278	57		0	25	580	3 0	193	48	628	3 0	209	0	628	3	209
E	باً Right		201	1	172	19		0	-1	200	1	100	0	200	1	100	0	200	1	100
SOL	Left-Through-Right			0							0				0				0	
•	↓ Left-Right		l	0							0				0				0	
	ے Left		106	2	58	1		0	75	181	2	100	0	181	2	100	0	181	2	100
EASTBOUND	→ Left-Through			0							0				0				0	
30.	→ Through → Through-Right		1173	3 1	312	9		0	598	1771	3 1	472	0	1771	3 1	472	0	1771	3 1	472
STE	Right		76	0	76	1		0	41	117	0	117	0	117	0	117	0	117	0	117
EA	Left-Through-Right			0							0				0				0	
	-			0							0				0				0	
	√ Left		108	2	59	14		0	-7	101	2	56	48	149	2	82	0	149	2	82
WESTBOUND			4047	0	050	470		•	_	4044	0	050	_	4044	0 3	050		4044	0	050
BOI	← Through ← Through-Right		1247	3 1	353	173		0	-3	1244	3 1	359	0	1244	3 1	359	0	1244	3 1	359
ST	Right Left-Through-Right		165	0	165	26		0	28	193	0	193	0	193	0	193	0	193	0	193
WE	,oougg			0							0				0				0	
			728			0		Nor	th-South:	531		Nor	th-South:	532		Nor	th-South:	532		
	CRITICAL VOLUMES East-West: 4			411			0			ast-West:	528			ast-West:	554			ast-West:	554	
					1139			0			SUM:	1059			SUM:				SUM:	
	0.0			0.828			0.000				0.770				0.790				0.790	
V/0				0.828			0.000				0.670				0.690				0.690	
	LEVEL OF SERVICE (LOS): D			_			Α	5 11 11 1	W007.5		B				В			. =	В	
<u> </u>	REMARKS: Future 2035 No Build			Build	Non_ES0	Project Volu	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	lon_ESC +	ESC	wit	h Event Ma	nagement F	'lan	

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.158 NO -0.138 NO $\Delta v/c$ after mitigation: -0.138 Fully mitigated? N/A







I/S #:	North-South Street: Canoga	Ave			Year	of Count:	2016	Amk	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Já	anuary 20	20
10	East-West Street: Victory E	31			Projec	tion Year:	2035		Pea	ak Hour:	5 - 6 PM	Revie	wed by:			Project:	Prome	nade (10l	k Seats)
	No. of Phases			3			3				4				4				4
	posed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	0	NB	0 SB	0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	ЗВ WB	0	EB	0 3B		NВ ЕВ	0	ЗВ WВ	0	EB	0	ЗВ WВ	0	EB	0	ЗВ WВ	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0				2				2				2
	Override Capacity			0			0				0				0				0
		203	5 NO BUILI			SC PROJEC	T VOLS		W/ WCSP				RE W/ WCS				WCSP W/ I		
	MOVEMENT	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
	↑ Left	170	Lailes 1	170	10		0	31	201	1	201	O	201	1	201	O	201	1	201
9		170	0	170	10		·	31	201	0	201	U	201	0	201		201	0	201
l lo	↑ Through	1436	2	599	58		0	-86	1350	3	450	1	1351	3	450	0	1351	3	450
单	↑ Through-Right		1							0				0				0	
NORTHBOUND	Right	360	0	360	21		0	137	497	1	435	0	497	1	435	0	497	1	435
2	→ Left-Through-Right		0							0				0				0	
	← Left-Right		0							0				0				0	
	└ Left	146	1	146	-1		0	29	175	2	96	0	175	2	96	0	175	2	96
SOUTHBOUND	→ Left-Through		0							0				0				0	
l g	Through	879	2	344	-8		0	23	902	2	354	8	910	2	357	0	910	2	357
ᄩ	← Through-Right	450	1	450			•		404	1 0	404		404	1 0	404	•	404	1 0	404
5		152	0 0	152	-1		0	9	161	0	161	0	161	0	161	0	161	0	161
SC	↓ Left-Right		0							0				0				0	
		_																	
	Left	142	1	142	5		0	-2	140	1	140	0	140	1	140	0	140	1	140
볼	→ Left-Through	1226	0	377	83		0	765	2101	0 4	525	3	2104	0	526	0	2104	0 4	526
EASTBOUND	→ Through → Through-Right 1336 3 1 1370 0		311	63		U	703	2101	0	323	3	2104	0	320	U	2104	0	320	
STI	Right	170	0	170	8		0	33	203	1	103	0	203	1	103	0	203	1	103
EA	Left-Through-Right		0							0				0				0	
	- ≺ Left-Right		0							0				0				0	
	√ Left	202	1	202	12		0	23	225	2	124	0	225	2	124	0	225	2	124
₽		202	0	202	12				220	0	12-7		220	0	124		220	0	124
WESTBOUND	← Through	1180	3	355	77		0	307	1487	3	424	48	1535	3	436	0	1535	3	436
TB(Through-Right		1							1		_		1		_		1	
ËS	Right	238	0	238	11		0	-28	210	0 0	210	0	210	0	210	0	210	0	210
	Left-Through-Right Left-Right		0							0				0				0	
	North-South:						0		Nor	th-South:	555		Nor	th-South:			Noi	th-South:	558
	CRITICAL VOLUMES East-West: 5 SUM: 13						0		E	ast-West:	649		E	ast-West:			E	ast-West:	650
							0			SUM:				SUM:				SUM:	1208
	()						0.000				0.876				0.879				0.879
V/C	//C LESS ATSAC/ATCS ADJUSTMENT: 0.9						0.000				0.776				0.779				0.779
	LEVEL OF SERVICE (LOS):			E			Α				С				С				С
	REMARKS:	Future	2035 No B	uild	Non_ESC	Project Volu	ımes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	Non_ESC +	ESC	wit	h Event Ma	nagement F	Plan
	Version: 1i Reta: 8/4/2011												ROJECT	- 11454	-				

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.153 NO -0.150 NO $\Delta v/c$ after mitigation: -0.150 Fully mitigated? N/A





(Circular 212 Method)

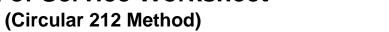
I/S #:	North-South Street:	Variel Av	/e			Yea	r of Count	2016	Amk	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
11	East-West Street:	Victory E	31			Proje	ction Year:	2035		Pea	ak Hour:	5 - 6 PM	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
_	posed Ø'ing: N/S-1, E/W-2 o		NB 0	SB	3 1 0	NB	0 SE	3 1 0	NB	0	SB	4 0 0	NB	0	SB	4 0 0	NB	0	SB	4 0 0
Right	Turns: FREE-1, NRTOR-2 o		EB 0	WB	0	EB	0 WE		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ Override	ATCS-2? Capacity			0			0				2 0				2 0				2 0
			203	5 NO BUIL			SC PROJEC	T VOLS		W/ WCSP		C PROJ		RE W/ WCS		PROJ		WCSP W/ F		W/ EMP
	MOVEMENT		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
٥	Left		304	1	304	5		0	-130	174	1	174	0	174	1	174	0	174	1	174
NORTHBOUND	← Left-Through ↑ Through		0	0	492	21		0	695	695	0 2	348	0	695	0 2	348	0	695	0 2	348
<u> </u>	Through-Right		492	1 0	0	2		0	-412	80	0 1	32	0	80	0	32	0	80	0 1	32
O.S.			492	0	U			U	-412	00	0	32		00	0	32		60	0	32
z	Left-Right			0							0				0				0	
			-																	
₽	→ Left→ Left-Through		0	0	0	4		0	46	46	1 0	46	0	46	1 0	46	0	46	1 0	46
SOUTHBOUND	Through		0	0	0	22		0	210	210	2	105	0	210	2	105	0	210	2	105
P P	← Through-Right			0	·			•	2.0		0		Ů		0			2.0	0	
5	Right		0	0	0	11		0	99	99	1	0	0	99	1	0	0	99	1	0
SO	← Left-Through-Right			0 0							0				0				0	
	Lett-Right		l	U							U				U				U	
	ح Left		0	1	0	13		0	358	358	1	358	0	358	1	358	0	358	1	358
EASTBOUND	→ Left-Through			0							0				0				0	
l log	→ Through → Through-Right		1941	3	545	98		0	712	2653	4 0	663	3	2656	4 0	664	0	2656	4 0	664
STE	→ Through-Right → Right		237	0	237	8		0	-48	189	1	102	0	189	1	102	0	189	1	102
EA8	Left-Through-Right		201	0	201	· ·		Ů		100	0	102		100	0	102		100	0	102
	- deft-Right - Left-Right			0							0				0				0	
	√ Left		116	1	116	4		0	61	177	2	97	0	177	2	97	0	177	2	97
9	√ Left-Through		110	0	110	7		U	"	111	0	91		177	0	91		177	0	31
Į jo	← Through		1318	3	330	48		0	458	1776	3	472	48	1824	3	484	0	1824	3	484
TB(Through-Right			1					446	446	1	4.46		446	1	440		446	1	446
WESTBOUND	Right Left-Through-Right		0	0	0	3		0	110	110	0	110	0	110	0	110	0	110	0	110
>	├ Left-Right		0							0				0				0		
	North-South: 4 CRITICAL VOLUMES East-West: 6				492			0			th-South:	394			th-South:	394			th-South:	394
	SUM: 11			661			0		E	ast-West:	830 1224		E	ast-West:			E	ast-West:	842 1236	
	VOLUME/CAPACITY (V/C) RATIO: 0.				1153						SUM:				SUM:				SUM:	
V//	0.0			0.809			0.000				0.890				0.899				0.899	
	0.000										0.790 C				0.799 C				0.799 C	
	LEVEL OF SERVICE (LOS): DEMARKS: Entre 2025 No Puild				Non Eco	Project Val	Imas Only	Delta Val	- WCSD D-	ckaround :		E1.4	+ MCSD + P	lon ESC :		,	h Event Ma	nagement P		
	REMARKS: Future 2035 No Build			ulia	Non_ES	C Project Volu	imes Only	Delta Vol	= WCSP Ba	ckground +	NOD_ESC	rut -	+ WCSP + N	1011_E2C +	ESU	Wil	h Event Ma	nagement P	rian	

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.019 NO -0.010 NO $\triangle v/c$ after mitigation: -0.010 Fully mitigated? N/A







No. of Phases No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? NB 3 SB 0 NB 3	4 0 0 0 2 2 2 0 0 L PROJ Lane Volume V	NB 3 EB 0	WB	4 0 0 2 2 0
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 ATSAC-1 or ATSAC+ATCS-2? Override Capacity 2035 NO BUILD NON-ESC PROJECT VOLS FUTURE W/ WCSP W/ NON-ESC PROJ FUTURE W/ WCSP W/ FULL No. of Lane Project Delta Total No. of Lane Added Total No. of Control No. of Cont	0 0 2 2 2 0 L PROJ Lane Volume V	FUT W/ WCSP W	WB	0 2 2 0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	2 2 0 L PROJ Lane Volume	FUT W/ WCSP W	WB	2 2 0
ATSAC-1 or ATSAC+ATCS-2?	L PROJ Lane Volume V	FUT W/ WCSP W	// FULL PROJ W/	2 0
2035 NO BUILD NON-ESC PROJECT VOLS FUTURE W/ WCSP W/ NON-ESC PROJ FUTURE W/ WCSP W/ FULL MOVEMENT No. of Lane Project Delta Total No. of Lane Added Total No. of	L PROJ Lane Volume V	Added Total		
MOVEMENT No. of Lane Project Delta Total No. of Lane Added Total No. of	Lane V	Added Total		LIVIE
Volume Lanes Volume Vols Volume Volume Volume Volume Volume Volume Volume Lanes Volume Lanes Volume			NO. OT	Lane
	0.5	olume Volume		Volume
□ \ \frac{1}{2}	85	0 155		85
Company Comp	379	0 1137	0 3	379
Through-Right 1 0 0	0/3	0 1107	0	0.0
Right 452 0 452 4 0 6 458 1 314 0 458 1	314	0 458	1	314
Q → Left-Through-Right 0 0 0			0	
Left-Right 0 0			0	
Left 129 1 129 2 0 -6 123 2 68 0 123 2	68	0 123	2	68
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$			0	
Through 832 2 347 16 0 121 953 4 238 8 961 4	240	0 961		240
	143	0 275	0	143
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	143	0 273	0	143
o			0	
Jeft 436 2 240 15 0 44 480 2 264 0 480 2	004			004
2011 10 0 177 100 2 207 0 100 2	264	0 480	0 2	264
Q D D D D D D D D D D D D D D D D D D D	558	0 2231	· ·	558
© Through-Right 1 0			0	
Right 129 0 129 6 0 72 201 1 159 0 201 1 Left-Through-Right 0	159	0 201	1	159
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$			0	
C Left 237 2 130 10 0 24 261 2 144 0 261 2	144	0 261		144
2	414	0 1524	0 3	414
m ← Through-Right 0 1	414	U 1524	1	414
6 Right 113 1 0 5 0 17 130 0 130 0 130 0 0 0 0 0 0 0 0 0 0 0 0	130	0 130		130
Left-Through-Right 0			0	
Left-Right 0 0 0 0 North-South: 664 0 North-South: 447 North-South:	: 447	A.I.	0 orth-South:	447
CRITICAL VOLUMES East-West: 656 0 East-West: 701 East-West:			East-West:	702
SUM: 1320 0 SUM: 1148 SUM:				1149
VOLUME/CAPACITY (V/C) RATIO: 0.960 0.000 0.835	0.836		C	0.836
V/C LESS ATSAC/ATCS ADJUSTMENT: 0.960 0.000 0.735	0.736		C	0.736
LEVEL OF SERVICE (LOS): E A C	С			С
REMARKS: Future 2035 No Build Non_ESC Project Volumes Only Delta Vol = WCSP Background + Non_ESC Fut + WCSP + Non_ESC +	+ ESC	with Event M	/anagement Plan	n

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.225 NO -0.224 NO ∆v/c after mitigation: -0.224
Fully mitigated? N/A







I/S #:	North-South Street:	Shoup A	ve			Year	of Count:	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G ⁻	тс	Date:	Ja	nuary 20	20
13	East-West Street:	Erwin St				Projec	tion Year:	2035		Pea	ak Hour:	5 - 6 PM	Revie	wed by:			Project:	Promei	nade (10k	(Seats)
		Phases			3			3				4				4				4
	oosed Ø'ing: N/S-1, E/W-2 or E		NB 0	SB	2	NB	0 SB	2 0	NB	0	SB	2	NB	0	SB	2	NB	0	SB	2
Right	Turns: FREE-1, NRTOR-2 or 0	OLA-3?	EB 0	3Б WВ	2	EB	0 3B		EB	0	ЗВ WB	0	NВ ЕВ	0	ЗВ WВ	0	EB	0	ЗВ WВ	0
	ATSAC-1 or ATSAC+A	TCS-2?			0			0				2				2				2
	Override C	apacity			0			0				0				0				0
			203	5 NO BUIL			SC PROJEC	T VOLS		W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT		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
	↑ Left		volume 19	1	19	0		0	3	22	1	22	0	22	1	22	O	22	1	22
₽			10	0	13	U		Ů		22	0	22		22	0	22	0	22	0	22
NORTHBOUND	↑ Through		1393	1	744	-1		0	41	1434	2	717	0	1434	2	717	0	1434	2	717
皇	Through-Right			1							0				0				0	
Ā	→ Right		94	0	94	0		0	57	151	1	92	0	151	1	92	0	151	1	92
윋	Left-Through-Right			0							0				0				0	
ĮĮ	→ Left-Right			0							0				0				0	
_ 1	└ Left		125	1	125	11		0	10	135	1	135	0	135	1	135	0	135	1	135
	→ Left-Through			0							0				0				0	
g	Through		822	1	417	58		0	-44	778	1	395	0	778	1	395	0	778	1	395
	Through-Right		44	1	44			0	_	40	1 0	40		40	1	40		40	1	40
SOUTHBOUND			11	0 0	11	0		0	1	12	0	12	0	12	0	12	0	12	0	12
S	Left-Right			0							0				0				0	
_																				
	Left		6	0	6	0		0	1	7	0	7	0	7	0	7	0	7	0	7
EASTBOUND			5	0	19	0		0	2	7	0	24	0	7	0	24	0	7	0	24
8	→ Through → Through-Right		5	0	19	U		U		,	0	24	0	,	0	24	U	,	0	24
STI	Right		8	0	0	0		0	2	10	0	0	0	10	0	0	0	10	0	0
EA	Left-Through-Right			1							1				1				1	
	- ← Left-Right			0							0				0				0	
I	√ Left		161	1	85	14		0	65	226	1	119	0	226	1	119	0	226	1	119
9	₹ Left-Through		101	1	00	17		0	00	220	1	710		220	1	113		220	1	113
WESTBOUND	← Through		9	0	85	1		0	2	11	0	119	0	11	0	119	0	11	0	119
l ğ	Through-Right			0							0				0				0	
ES	Right Left-Through-Right		360	1 0	360	23		0	15	375	1 0	308	0	375	1 0	308	0	375	1 0	308
>	Left-Right			0							0				0				0	
	, <u>J</u>		Nor	th-South:	869			0		Nor	th-South:	852		Nort	th-South:	852		Nor	th-South:	852
	CRITICAL VO	LUMES	E	ast-West:	379			0		Ea	ast-West:	332		Ea	ast-West:	332		E	ast-West:	332
<u> </u>				SUM:	1248			0			SUM:	1184			SUM:				SUM:	1184
	VOLUME/CAPACITY (V/C)				0.876			0.000				0.861				0.861				0.861
V/C	LESS ATSAC/ATCS ADJUST	TMENT:			0.876			0.000				0.761				0.761				0.761
	LEVEL OF SERVICE	(LOS):			D			Α				С				С				С
	REM	IARKS:	Future	2035 No B	uild	Non_ESC	Project Volu	mes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	+ WCSP + N	lon_ESC +	ESC	w/ EMP (does not inc	lude 3% TO	CO credit)
	Version: 1i Beta; 8/4/2011												PI	ROJECT	IMPAC	<u>et</u>				

Change in v/c due to project: Significant impacted? -0.115 NO

-0.115 NO

 $\Delta v/c$ after mitigation: -0.115 Fully mitigated? N/A







I/S #:	North-South Street:	Randi Av	re / Nevada	Ave		Year	of Count:	2016	Amk	ient Grov	vth: (%):		Condu	cted by:	G ⁻	тс	Date:	Ja	nuary 20	20
14	East-West Street:	Erwin St				Projec	tion Year:	2035		Pea	ak Hour:	5 - 6 PM	Revie	wed by:			Project:	Promei	nade (10k	(Seats)
		f Phases			2			2				2				2				2
	posed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	0 0	NB	0 SB	0 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	EB 0	ЗВ WB	0	EB	0 SB		EB	0	ЗВ WB	0	NВ ЕВ	0	ЗВ WВ	0	NВ ЕВ	0	ЗВ WВ	0
	ATSAC-1 or ATSAC+	ATCS-2?			0			0				2				2				2
	Override	Capacity			0			0				0				0				0
			203	5 NO BUILI			SC PROJEC	T VOLS		W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT		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
	↑ Left		volume 22	0	22	0		0	-4	18	0	18	0	18	0	18	O	18	0	18
₽	← Left-Through		22	0	22	U		Ů		10	0	10		10	0	10		10	0	10
NORTHBOUND	Through		22	0	77	0		0	2	24	0	90	0	24	0	90	0	24	0	90
单	Through-Right			0							0				0				0	
Ā	→ Right		3 3	0	0	-1		0	15	48	0	0	0	48	0	0	0	48	0	0
2	Left-Through-Right			1							1				1				1	
	→ Left-Right			0							0				0				0	
	↓ Left		17	0	17	0		0	5	22	0	22	0	22	0	22	0	22	0	22
SOUTHBOUND	Left-Through			1							1				1				1	
l g	Through		24	0	41	0		0	0	24	0	46	0	24	0	46	0	24	0	46
l ≝ l	Through-Right		40	0 1	7	0		0		0.4	0 1	44		0.4	0	4.4		0.4	0 1	4.4
5			18	0	7	U		0	6	24	0	14	0	24	0	14	0	24	0	14
S	↓ Left-Right			0							0				0				0	
	Left		22	1	22	3		0	-2	20	1	20	0	20	1	20	0	20	1	20
Ĭ	→ Left-Through → Through		186	0 1	108	42		0	43	229	0 1	126	8	237	0	130	0	237	0 1	130
80	→ Through → Through-Right		100	1	106	42		U	43	229	1	120	0	231	1	130	U	231	1	130
EASTBOUND	Right		29	0	29	3		0	-7	22	0	22	0	22	0	22	0	22	0	22
EA	Left-Through-Right			0							0				0				0	
	- ← Left-Right			0							0				0				0	
I	√ Left		44	1	44	4		0	12	56	1	56	0	56	1	56	0	56	1	56
₽			77	0	77	7		·	'-	00	0	- 00		00	0	- 00		00	0	- 55
WESTBOUND	← Through		537	1	306	46		0	76	613	1	364	1	614	1	365	0	614	1	365
ΪŘ	Through-Right			1							1				1				1	
ES	Right Left-Through-Right		75	0	75	9		0	40	115	0	115	0	115	0	115	0	115	0	115
>	Left-Right			0							0				0				0	
	<u> </u>		Nor	th-South:	94			0		Nor	th-South:	112		Nor	th-South:	112		Nor	th-South:	112
	CRITICAL V	OLUMES	E	ast-West:	328			0		E	ast-West:	384		Ea	st-West:	385		E	ast-West:	385
-	VOLUME/OARAGEY ****	\ DATIO		SUM:	422			0			SUM:	496			SUM:				SUM:	497
	VOLUME/CAPACITY (V/C	,			0.281			0.000				0.331				0.331				0.331
V/C	LESS ATSAC/ATCS ADJUS				0.281			0.000				0.231				0.231				0.231
	LEVEL OF SERVIC				Α			Α				Α				Α				Α
	RE	MARKS:	Future	2035 No B	uild	Non_ESC	Project Volu	mes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	WCSP + N	lon_ESC +	ESC	wit	h Event Mar	nagement P	Plan
	Version: 1i Beta; 8/4/2011												PI	ROJECT	IMPAC	CT T	_			

Change in v/c due to project: Significant impacted? -0.050 NO

-0.050 NO

 $\Delta v/c$ after mitigation: -0.050 Fully mitigated? N/A







I/S #:	North-South Street: To	opanga	Canyon BI			Year	of Count:	2016	Amb	ient Grov			Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
15	East-West Street: Er	rwin St				Projec	tion Year:	2035		Pea	ak Hour:	5 - 6 PM	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. of Ph				2			2				4				4				4
	posed Ø'ing: N/S-1, E/W-2 or Bo		NB 0	SB	0	NB	0 SB	0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or OL	LA-3?	EB 0	ЗВ WВ	0	EB	0 WB		EB	0	WB	3	EB	0	WB	3	EB	0	WB	3
	ATSAC-1 or ATSAC+ATO				0	•		0				2				2				2
	Override Car	pacity			0			0				0				0				0
	MOVEMENT		203	5 NO BUILI			SC PROJECT	VOLS		W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT		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
	↑ Left		185	1	185	26		0	99	284	1	284	0	284	1	284	0	284	1	284
₽	Left-Through			0							0				0				0	
l g	Through		1802	2	643	44		0	20	1822	3	483	3	1825	3	484	0	1825	3	484
毘	Through-Right		400	1	400	40		0	47	444	1	444	•	444	1	444	•	444	1	444
NORTHBOUND			128	0	128	10		0	-17	111	0	111	0	111	0	111	0	111	0	111
Ž	Left-Right			0							0				0				0	
₽	Left		121	1	121	90		0	-89	32	1	32	40	72	1	72	0	72	1	72
			1378	0 2	475	-18		0	-11	1367	0 2	473	86	1453	0 2	502	0	1453	0 2	502
SOUTHBOUND	→ Through-Right		1070	1	410	-10		·		1007	1	475	00	1400	1	302		1400	1	302
<u>5</u>	Right		47	0	47	-1		0	5	52	0	52	0	52	0	52	0	52	0	52
SO	Left-Through-Right			0							0				0				0 0	
ı	∠ Left-Right			U							U				U				U	
_ 1	ے Left		124	1	124	18		0	37	161	1	161	0	161	1	161	0	161	1	161
	→ Left-Through		407	0	400	0.5				0.40	0	400		0.40	0	407		040	0	407
ŭ	→ Through → Through-Right → Through-Right → Through-Right → Through-Right → Through-Right → Through-Right → Through → T		167	1	120	25		0	52	219	1 1	183	0	219	1	187	0	219	1	187
EASTBOUND	Right		72	0	72	16		0	74	146	0	146	8	154	Ö	154	0	154	0	154
EA	Left-Through-Right			0							0				0				0	
	-			0							0				0				0	
I	√ Left	I	197	1	197	-1		0	-3	194	2	107	0	194	2	107	0	194	2	107
2				0							0				0				0	
l g	← Through ↑ Through-Right		428	1	295	-2		0	37	465	2	233	1	466	2 0	233	0	466	2	233
STE			162	0	162	-1		0	-2	160	1	128	4	164	1	92	0	164	1	92
WESTBOUND	Left-Through-Right			0	.02				_	.55	0	.23			0	32			0	02
	├ Left-Right			0	704			6			0	757			0	700			0	700
	CRITICAL VOLUMES East-West:			764 419			0			th-South: ast-West:	757 394			th-South: ast-West:				th-South: ast-West:	786 394	
	SUM: 1				1183			0		E	SUM:			E	SUM:				SUM:	1180
	VOLUME/CAPACITY (V/C) RATIO: 0.				0.789			0.000				0.837				0.858				0.858
V/C					0.789			0.000				0.737				0.758				0.758
	LEVEL OF SERVICE (LOS):						Α				С				С				С	
	REMA	RKS:	Future	2035 No B	uild	Non_ESC	Project Volu	mes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	Non_ESC +	ESC	w/ EMP (does not inc	lude 3% TO	CO credit)
<u> </u>	REMARKS: Future 2035 No Build													PO IECT						

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.052 NO -0.031 NO $\Delta v/c$ after mitigation: -0.031 Fully mitigated? N/A







I/S #:	North-South Street:	Warner [Orive North			Yea	r of Count:	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Ja	anuary 20	20
16	East-West Street:	Erwin St				Proje	ction Year:	2035		Pea	ak Hour:	5 - 6 PM	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. o posed Ø'ing: N/S-1, E/W-2 or Turns: FREE-1, NRTOR-2 or		NB 0 EB 0	SB WB	0 0 0	NB EB	0 SB 0 WE		NB EB	0	SB WB	3 0 0 0	NB EB	0	SB WB	3 0 0	NB EB	0	SB WB	3 0 0
	ATSAC-1 or ATSAC+	ATCS-2?	EB 0	WD	0	ED	O WE	0	ED	U	VV D	2	ED	U	WD	2	EB	U	WD	2
	Override	Capacity			1200			1200				0				0				0
			203	5 NO BUIL			SC PROJEC	T VOLS		W/ WCSP		C PROJ		RE W/ WCS		PROJ		WCSP W/ F		W/ EMP
	MOVEMENT		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
٥	Left		0	1	0	121		0	121	121	2	67	4	125	2	69	0	125	2	69
3	← Left-Through ↑ Through		0	0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0	0
BC	↑ Through-Right		U	0	U	U		U		O	0	U		O	0	U	"	O	0	O
NORTHBOUND	Right		0	1	0	478		0	478	478	1	402	5	483	1	391	0	483	1	391
9	← Left-Through-Right			0							0				0				0	
	→ Left-Right			0							0				0				0	
	Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND				0							0				0				0	
BOI	↓ Through✓ Through-Right		0	0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0	0
Ӗ	✓ Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
30.	Left-Through-Right			0							0				0				0	
"	↓ Left-Right			0							0				0				0	
	ر Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
9	→ Left-Through			0							0				0				0	
EASTBOUND	→ Through		0	1	0	73		0	371	371	2	186	0	371	2	186	0	371	2	186
STB	→ Through-Right → Right		0	0	0	184		0	184	184	1	151	40	224	1	190	0	224	1	190
EAS	Left-Through-Right			0	ŭ			ŭ			0				0				0	
	-			0							0				0				0	
I	√ Left		0	1	0	153		0	153	153	1	153	31	184	1	184	0	184	1	184
8	Left-Through			0	,	100				100	0	100		107	0	.07		101	0	,0.7
l o	← Through ← Through-Right		0	2	0	0		0	682	682	2	341	0	682	2	341	0	682	2	341
WESTBOUND			0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
WE.	Right Left-Through-Right			0	3	3		3		3	0			3	Ö	- 0		3	0	- 3
	├ Left-Right 0								0				0				0			
	North-South: CRITICAL VOLUMES East-West:				0 0			0			th-South: ast-West:	402 341			th-South: ast-West:	391 374			th-South: ast-West:	391 374
	SUM:				0			0		E	SUM:	743		E	SUM:			E	SUM:	765
	VOLUME/CAPACITY (V/C) RATIO: 0.				0.000			0.000				0.521				0.537				0.537
V/C				0.000			0.000				0.421				0.437				0.437	
	LEVEL OF SERVICE (LOS):			Α			Α				Α				Α				Α	
	REMARKS: Not analyzed in WCSP			CSP	Non_ES	C Project Volu	ımes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut	+ WCSP + N	lon_ESC +	ESC	w/ EMP (does not in	clude 3% To	CO credit)	

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? 0.421 NO 0.437 NO ∆v/c after mitigation: 0.437 Fully mitigated? N/A







I/S #:	North-South Street:	Owensm	outh Ave			Year	of Count:	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
17	East-West Street:	Erwin St				Projec	tion Year:	2035		Pea	ak Hour:	5 - 6 PM	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
Opt	No. of posed Ø'ing: N/S-1, E/W-2 or E	Phases Both-3?			2 0			2				4				4 0				4
	Turns: FREE-1, NRTOR-2 or 0		NB 0	SB	0	NB	0 SB		NB	3	SB	0	NB	3	SB	0	NB	3	SB	0
	ATSAC-1 or ATSAC+A		EB 0	WB	0	EB	0 WB	0 0	EB	3	WB	3 2	EB	3	WB	3 2	EB	3	WB	3 2
	Override C				0			0				0				0				0
			203	5 NO BUIL			SC PROJECT	VOLS		W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT		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
	↑ Left		107	1	107	-9		0	59	166	2	91	0	166	2	91	0	166	2	91
NORTHBOUND	Left-Through			0							0				0				0	
BO	↑ Through ↑ Through-Right		744	1	402	-40		0	-16	728	2	364	1	729	2	365	0	729	2	365
I E	→ Right		59	0	59	-4		0	18	77	1	0	1	78	1	0	0	78	1	0
Š	Left-Through-Right			0							0				0				0	
	← Left-Right			0							0				0				0	
	→ Left		158	1	158	27		0	20	178	1	178	0	178	1	178	0	178	1	178
SOUTHBOUND	Left-Through			0							0				0		_		0	
BOI			482	1	378	84		0	84	566	2	283	71	637	2	319	0	637	2	319
ΙĘΙ	Right		274	0	274	56		0	108	382	2	145	23	405	2	157	0	405	2	157
301	Left-Through-Right			0							0				0				0	
	↓ Left-Right			0							0				0				0	
	ر Left		169	1	169	158		0	68	237	2	130	4	241	2	133	0	241	2	133
	→ Left-Through		000	0	007	000		_	-4	440	0	0.40		400	0	0.10		400	0	0.40
EASTBOUND	→ Through → Through-Right		368	1	227	280		0	51	419	2	210	1	420	2 0	210	0	420	2	210
STE	Right		86	0	86	67		0	15	101	1	10	0	101	1	10	0	101	1	10
EA	Left-Through-Right			0							0				0				0	
_	- ✓ Left-Right			0							0				0				U	
	√ Left		69	1	69	4		0	15	84	1	84	31	115	1	115	0	115	1	115
WESTBOUND			380	0	247	28		0	111	491	0 2	246	8	499	0	250	0	499	0 2	250
ВО	← Through-Right		360	1	241	20		U	111	491	0	240	0	499	0	250	U	499	0	250
EST	Right Left-Through-Right		113	0	113	9		0	26	139	1	0	0	139	1	0	0	139	1	0
×	Left-Through-Right Left-Right			0							0				0				0	
	<u> </u>			th-South:	560			0			th-South:	542			th-South:				th-South:	543
	CRITICAL VO	LUMES	E	ast-West:	416			0		E	ast-West:	376		E	ast-West:			E	ast-West:	383
	VOLUME/CAPACITY (V/C)	RATIO:		SUM:	976 0.651			0.000	 		SUM:	918 0.668			SUM:	926 0.673			SUM:	926 0.673
V/C	C LESS ATSAC/ATCS ADJUST				0.651			0.000				0.568				0.673 0.573				0.673 0.573
	LEVEL OF SERVICE				0.051 B			0.000 A				0.566 A				0.575 A				Δ
		MARKS:	Future	2035 No B		Non ESC	Project Volu		Delta Vol	= WCSP Ba	ckground +		Fut ·	+ WCSP + N	Non_ESC +		w/ EMP (does not inc	lude 3% TO	CO credit)
<u> </u>	Varsian: 1i Pata: 9/4/2011						,	- ,			J -			PO IECT			<u> </u>			,

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.083 NO -0.078 NO Δ v/c after mitigation: -0.078 Fully mitigated? N/A







I/S #:	North-South Street: Canoga	Ave			Year	of Count:	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Já	anuary 20	20
18	East-West Street: Erwin St				Projec	tion Year:	2035		Pea	ak Hour:	5 - 6 PM	Revie	wed by:			Project:	Prome	nade (10l	(Seats)
0	No. of Phases			3			3				4				4				4
	posed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	0	NB	0 SB	0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	WB	0	EB	0 WB		EB	2	WB	2	EB	2	WB	2	EB	2	WB	2
	ATSAC-1 or ATSAC+ATCS-2?			0			0				2				2				2
	Override Capacity	202	5 NO BUILI	0	NON E	SC PROJECT	0	FUTUR	W/ WCSP	W/NON E	0	FUTU	RE W/ WCS	DW/ FIII I	0	FUT W/	WCSP W/ I	III I BBO	0 W/ EMD
	MOVEMENT	203	No. of	Lane	Project	3C FROJEC	VOLS	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
		Volume	Lanes	Volume	Vols			Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left	190	1	190	9		0	13	203	2	112	0	203	2	112	0	203	2	112
l is	Left-Through	4704	0		70			0.4	4700	0		•	4700	0			4700	0	
ВО	↑ Through ↑ Through-Right	1701	2	622	72		0	81	1782	2	627	0	1782	2	627	0	1782	2 1	627
王	Right	166	0	166	4		0	-66	100	0	100	0	100	0	100	0	100	0	100
NORTHBOUND	← Left-Through-Right		0		•					0				0				0	
	← Left-Right		0							0				0				0	
	↓ Left	46	1	46	4		0	46	92	1	92	0	92	1	92	0	92	1	92
Q.	Left-Through	40	0	46	4		U	40	92	0	92	U	92	0	92	U	92	0	92
SOUTHBOUND	Through	1217	2	449	54		0	-32	1185	2	463	0	1185	2	466	0	1185	2	466
H 됐	Through-Right		1							1				1				1	
E		129	0 0	129	10		0	75	204	0 0	204	8	212	0	212	0	212	0 0	212
S	↓ Left-Right		0							0				0				0	
	1																		
٥	→ Left → Left-Through	165	1 0	165	23		0	69	234	2	129	1	235	2 0	129	0	235	2 0	129
EASTBOUND	→ Through	308	1	234	37		0	63	371	2	186	1	372	2	186	0	372	2	186
BO	→ Through-Right		1							0				0				0	
ASI	Right	159	0	159	15		0	2	161	1 0	161	0	161	1	161	0	161	1	161
ш			0 0							0				0				0	
	€ Left	150	1	150	2		0	-48	102	2	56	0	102	2	56	0	102	2	56
WESTBOUND		305	0 1	221	9		0	30	335	0 2	168	31	366	0 2	183	0	366	0 2	183
.BO	↑ Through-Right	303	1	221	3		0	30	555	0	100	31	300	0	103		500	0	103
=ST	Right	137	0	137	6		0	105	242	1	242	0	242	1	242	0	242	1	242
×	Left-Through-Right Left-Right		0							0				0				0	
	¢ Leit-Night	Nor	th-South:	668			0		Nor	th-South:	719		Nor	th-South:	719		Noi	th-South:	719
	CRITICAL VOLUMES		ast-West:	386			0			ast-West:	371			ast-West:	371			ast-West:	371
			SUM:	1054			0	ļ		SUM:				SUM:				SUM:	1090
	VOLUME/CAPACITY (V/C) RATIO:			0.740			0.000				0.793				0.793				0.793
V/0	C LESS ATSAC/ATCS ADJUSTMENT:			0.740			0.000				0.693				0.693				0.693
	LEVEL OF SERVICE (LOS):			С			Α				В				В				В
	REMARKS: Future 2035 No Build					Project Volu	mes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut	+ WCSP + 1	Non_ESC +	ESC	w/ EMP (does not in	clude 3% T	CO credit)
	Version: 1i Reta: 8/4/2011												ROJECT	- 1345	<u> </u>				

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.047 NO -0.047 NO ∆v/c after mitigation: -0.047
Fully mitigated? N/A







I/S #:	North-South Street: De	Soto A	lve			Year	of Count:	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	TC	Date:	Ja	nuary 20	20
19	East-West Street: Erv	win St				Projec	tion Year:	2035		Pea	ak Hour:	5 - 6 PM	Revie	wed by:			Project:	Promei	nade (10k	Seats)
1	No. of Pha posed Ø'ing: N/S-1, E/W-2 or Bot Turns: FREE-1, NRTOR-2 or OLA	h-3? A-3?	NB 0	SB	3 2 0	NB	0 SB		NB	0	SB	3 2 0	NB	0	SB	3 2 0	NB	0	SB	3 2 0
	ATSAC-1 or ATSAC+ATC		EB 0	WB	0	EB	0 WB	0 0	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	Override Capa				0			0				0				0				0
			203	5 NO BUILI			SC PROJECT	VOLS		W/ WCSP				RE W/ WCS				WCSP W/ F		W/ EMP
	MOVEMENT		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
	↑ Left		142	1	142	-2		0	15	157	1	157	0	157	1	157	0	157	1	157
NORTHBOUND	← Left-Through			0							0				0				0	
BOI	↑ Through ↑ Through-Right		1765	2	599	-29		0	124	1889	2 1	640	0	1889	2	640	0	1889	2	640
Ŧ	Right		31	0	31	0		0	1	32	0	32	0	32	0	32	0	32	0	32
Š	← Left-Through-Right			0							0				0				0	
	Left-Right			0							0				0				0	
	_ Left	I	20	1	20	0		0	2	22	1	22	0	22	1	22	0	22	1	22
SOUTHBOUND	→ Left-Through		4450	0 2	455	0.4		•	40	4007	0	000		4007	0	000		4007	0 4	000
BO	↓ Through		1159	1	455	24		0	48	1207	4 0	302	0	1207	0	302	0	1207	0	302
5	Right		207	0	207	5		0	68	275	1	167	8	283	1	175	0	283	1	175
so	← Left-Through-Right ↓ Left-Right			0							0				0				0 0	
ı ı	Leit-Night			<u> </u>							<u> </u>									
	J Left		251	1	216	6		0	42	293	1	216	1	294	1	217	0	294	1	217
N S	→ Left-Through→ Through		14	0	216	0		0	2	16	0 0	216	1	17	0 0	217	0	17	0 0	217
B0	→ Through-Right			0		_					0				0				0	
EASTBOUND	Right Left-Through-Right		382	1	0	8		0	-42	340	1	0	0	340	1	0	0	340	1	0
ш	Left-Right			0							0				Ó				0	
	C 1-#	į	40	4	40	0		_		44	4	44		4.4	4	44		44	4	4.4
ş			10	1 0	10	0		0	1	11	1 0	11	0	11	0	11	0	11	1 0	11
) no	← Through		11	1	11	0		0	3	14	1	13	23	37	1	24	0	37	1	24
3TB	Through-Right Right		11	1 0	1	0		0	0	11	1 0	11	0	11	1 0	11	0	11	1 0	11
WESTBOUND	Right Left-Through-Right		- ''	0		U		U	0		0		0	- ''	0	- ''	U	- ''	0	- ''
			M	0	610			0		M	0	660		A/	0	660		M	0	660
	CRITICAL VOLUI	MES		th-South: ast-West:	619 227			0			th-South: ast-West:	662 229			th-South: ast-West:				th-South: ast-West:	662 241
				SUM:	846			0			SUM:	891			SUM:				SUM:	903
	VOLUME/CAPACITY (V/C) RA				0.594			0.000				0.625				0.634				0.634
V/C	LESS ATSAC/ATCS ADJUSTME				0.594			0.000				0.525				0.534				0.534
	LEVEL OF SERVICE (L				Α			A				Α			. =0.5	Α				Α
	REMAR	RKS:	Refer to	Traffix Ana	alysis	Non_ESC	Project Volu	mes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	l .	+ WCSP + N			w/ EMP (does not inc	lude 3% TC	CO credit)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.069 NO -0.060 NO $\Delta v/c$ after mitigation: -0.060 Fully mitigated? N/A



(Circular 212 Method)





I/S #:	North-South Street:	Topanga	a Canyon Bl			Yea	r of Cou	nt:	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Ja	nuary 20)20
20	East-West Street:	Calvert	St/Promena	de Blvd			ction Ye	_	2035			ak Hour:	5 - 6 PM		wed by:	,		Project:		nade (10l	
	No. o	of Phases			3				3				4		,		4				4
Ор	posed Ø'ing: N/S-1, E/W-2 o	r Both-3?			0				0				0				0				0
Right	Turns: FREE-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	0 2	NB EB	0	SB WB	0 2	NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC-	ATCS-2?	LB	W.D	0	LD	U	WD	0	Lb	U	WD	2	LD	U	WD	2	LD	U	W <i>D</i>	2
	Override	Capacity			0				0				0				0				0
			203	5 NO BUIL			SC PROJ	ECT V	OLS			W/ NON-ES			RE W/ WCS				WCSP W/ F		
	MOVEMENT		Malana a	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
 	↑ Left		Volume 178	1	178	-6			0	volume 9	187	1	187	O	187	1	187	O	187	1	187
₽	← Left-Through		170	0	170	-0			U	9	107	0	107	U	107	0	107	U	107	0	107
l lo	Through		2020	2	708	-79			0	157	2177	3	587	0	2177	3	607	0	2177	3	642
里	Through-Right			1								1				1				1	
NORTHBOUND	Right		105	0	105	171			0	66	171	0	171	79	250	0	250	142	392	0	392
N	Left-Through-Right			0 0								0				0 0				0 0	
	Y Leit-Right			U								U				U				U	
	→ Left	→ Left-Through 0			53	44			0	-9	44	1	44	55	99	1	99	0	99	1	99
SOUTHBOUND	_			•								0				0		_		0	
BOI	↓ Through		1641	2	570	79			0	-200	1441	2 1	516	40	1481	2	529	0	1481	2	529
王	→ Right		69	0	69	5			0	38	107	0	107	0	107	0	107	0	107	0	107
l og	Left-Through-Right			0	00				ŭ	30		0				0				0	
S	↓ Left-Right			0								0				0				0	
	ے Left		0	0	0	0			0	0	0	1	0	0	0	1	0	0	0	1	0
₽	→ Left-Through		U	0	U	U			U	U	U	0	U	U	U	0	U	U	U	0	U
EASTBOUND	→ Through		0	0	0	0			0	0	0	0	62	0	0	0	62	0	0	0	62
IB(→ Through-Right			0								1		_		1		_		1	
AS.	Right Left-Through-Right		75	1 0	0	22			0	-13	62	0	0	0	62	0	0	0	62	0 0	0
ш				0								0				0				0	
	*																				
	√ Left ✓		0	0	0	324			0	324	324	2	178	11	335	2	184	0	335	2	184
WESTBOUND			0	0	0	0			0	0	0	0	168	0	0	0	169	0	0	0	169
BO	Through-Right		U	0	U	U			U	U	U	1	100	U	U	1	109	U	U	1	109
ST	Right		167	2	92	335			0	168	335	1	0	3	338	1	0	0	338	1	0
WE	Left-Through-Right			0								0				0				0	
			Nor	th-South:	761				0		Nor	th-South:	703		Non	0 th-South:	716		Nor	0 th-South:	741
	CRITICAL V	OLUMES		ast-West:	92				0			ast-West:	240			ur-souur: ast-West:	246			ur-souur: ast-West:	
				SUM:					0			SUM:	943			SUM:				SUM:	
	VOLUME/CAPACITY (V/C	C) RATIO:			0.599			(0.000				0.686				0.700				0.718
V/0	C LESS ATSAC/ATCS ADJU	STMENT:			0.599			(0.000				0.586				0.600				0.618
	LEVEL OF SERVICE (LOS):			Α				Α				Α				Α				В	
	RI	MARKS:	Future	2035 No B	uild	Non_ES0	C Project V	/olumes	s Only	Delta Vol	WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	lon_ESC +	ESC	w/ EMP (does not inc	lude 3% To	CO credit)
	Version: 1i Pete: 9/4/2011	REMARKS: Future 2035 I				•									PO IECT			•			

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.013 NO 0.001 NO Δv/c after mitigation: 0.019
Fully mitigated? N/A







I/S #:	North-South Street:	Owensm	outh Ave			Year	of Count	2016	Amk	ient Grov	vth: (%):		Condu	cted by:	G	TC	Date:	Já	anuary 20	20
21	East-West Street:	Promena	ide Blvd			Projec	ction Year:	2035		Pea	ak Hour:	5 - 6 PM	Revie	ewed by:			Project:	Prome	nade (10l	(Seats)
	oosed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	2 0 0	NB	0 SE	2 0 0	NB	0	SB	2 0 0	NB	0	SB	2 0 0	NB	0	SB	2 0 0
Right	Turns: FREE-1, NRTOR-2 or		EB 2	WB	0	EB	2 WE	3 0	EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+# Override (0 0			0				2				2 0				2
			203	5 NO BUILI	D	NON-E	SC PROJEC	T VOLS	FUTUR	W/ WCSP	W/ NON-ES	SC PROJ	FUTU	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/ I	ULL PROJ	W/ EMP
	MOVEMENT		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
₽	Left		56	1	56	45		0	-11	45	1	45	0	45	1	45	0	45	1	45
5	← Left-Through ↑ Through		778	0 1	395	-93		0	-3	775	0 1	399	0	775	0	399	0	775	0	399
層	↑ Through-Right		110	1	555	00		Ŭ		7.70	1	000		7.70	1	000		770	1	000
NORTHBOUND	Right		11	0	11	-3		0	11	22	0	22	0	22	0	22	0	22	0	22
<u>Š</u>	← Left-Through-Right			0							0				0				0	
	Left-Right			0							0				0				0	
	└ Left		7	1	7	12		0	9	16	1	16	0	16	1	16	0	16	1	16
SOUTHBOUND	Left-Through			0	-						0				0				0	
ಡ್ಡ	Through		573	1	325	-73		0	19	592	1	332	31	623	1	383	0	623	1	383
ᆙ	← Through-Right → Right		76	1 0	76	71		0	-5	71	1 0	71	71	142	1 0	142	0	142	1 0	142
O	Left-Through-Right		70	0	70	7.1		U	-5	7 1	0	7 1	/ ·	142	0	142	"	142	0	142
Ň	↓ Left-Right			0							0				0				0	
	1																			
Ω	J Left→ Left-Through		48	0	48	10		0	-38	10	0 1	10	2	12	0	12	0	12	0 1	12
3	→ Through		11	0	59	4		0	-7	4	0	12	0	4	0	13	0	4	0	13
BG	→ Through-Right			1							1				1				1	
EASTBOUND	Right		66	0	66	9		0	-57	9	0	12	0	9	0	13	0	9	0	13
ш	★ Left-Through-Right ★ Left-Right			0							0				0				0	
	t Loit Right																			
	√ Left		57	0	57	0		0	-3	54	0	54	0	54	0	54	0	54	0	54
WESTBOUND			7	1 0	31	0		0	-7	0	1 0	26	0	0	1 0	26		0	1 0	26
BO	↑ Through-Right		/	1	31	U		U	-/	U	1	20		U	1	20	0	U	1	20
ST	Right		24	0	0	0		0	2	26	0	0	0	26	Ö	0	0	26	0	0
WE	Left-Through-Right			0							0				0				0	
			Non	th-South:	402			0		Nor	th-South:	415		Nor	th-South:	428		No	0 th-South:	428
	CRITICAL VO	DLUMES		ast-West:	123			0			ast-West:	66			ur-souur: ast-West:				นา-จอนนา: ast-West:	67
				SUM:	525			0			SUM:				SUM:				SUM:	495
	VOLUME/CAPACITY (V/C)	RATIO:			0.350			0.000				0.321				0.330				0.330
V/C	LESS ATSAC/ATCS ADJUS	TMENT:			0.350			0.000				0.221				0.230				0.230
	LEVEL OF SERVICE	E (LOS):			Α	<u></u>		Α	<u> </u>			Α				Α				Α
	REI	MARKS:	Future	2035 No B	uild	Non_ESC	Project Volu	ımes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut ·	+ WCSP + N	Non_ESC +	ESC	w/ EMP (does not in	clude 3% To	CO credit)
ь.	Version: 1i Reta: 8/4/2011		1											ROJECT		OT				_

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.129 NO -0.120 NO $\Delta v/c$ after mitigation: -0.120 Fully mitigated? N/A







I/S #:	North-South Street:	Shoup A	ve			Yea	r of Count	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
22	East-West Street:	Oxnard 9	St			Proje	ction Year	2035		Pe	ak Hour:	5 - 6 PM	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
Or	No. o pposed Ø'ing: N/S-1, E/W-2 o	of Phases r Both-3?			2			2				4 0				4 0	-		-	4 0
1	t Turns: FREE-1, NRTOR-2 o		NB 0 EB 0	SB WB	0	NB EB	0 SE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC-1 Override	ATCS-2?			0			0				2				2				2
			203	5 NO BUIL	D	NON-E	SC PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	SC PROJ	FUTU	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/	ULL PROJ	W/ EMP
	MOVEMENT			No. of	Lane	Project			Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Vols			Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
۵	Left		111	1	111	1		0	2	113	1	113	0	113	1	113	0	113	1	113
NORTHBOUND	← Left-Through		1142	0 1	640	11		0	41	1183	0	500	0	1183	0 2	500	١ ،	1183	0	500
BO	↑ Through ↑ Through-Right		1142	1	642	11		U	41	1103	2	592	U	1103	0	592	0	1103	0	592
ΙE	Right		141	0	141	2		0	24	165	1	128	0	165	1	128	0	165	1	128
Ř	Left-Through-Right			0							0				0				0	
				0							0				0				0	
	1 1 1 6					4				457		4.55		457				457		
9	└→ Left ├→ Left-Through		134	1 0	134	1		0	23	157	1 0	157	0	157	0	157	0	157	1 0	157
OUTHBOUND	Through		697	1	378	8		0	103	800	1	426	0	800	1	426	0	800	1	426
Шĕ	← Through-Right			1							1		_		1				1	
E	Right لـ		58	0	58	1		0	-7	51	0	51	0	51	0	51	0	51	0	51
So	Left-Through-Right			0							0 0				0				0	
	↓ Left-Right		l	0							U				U				U	
	J Left		113	1	113	0		0	-11	102	1	102	0	102	1	102	0	102	1	102
₽				0							0				0				0	
EASTBOUND	→ Through		1306	2	653	-1		0	5	1311	2	656	8	1319	2	660	0	1319	2	660
TB	→ Through-Right → Right		78	0	23	0		0	0	78	0 1	22	0	78	0	22	0	78	0	22
- AS	Left-Through-Right		70	0	23	U		U	U	70	0	22	U	70	0	22	0	70	0	22
"	- Left-Right			0							0				0				0	
						_							_				_			
۵	✓ Left ✓ Left-Through		56	1 0	56	8		0	19	75	1 0	75	0	75	1 0	75	0	75	1 0	75
3	↓ Leπ-Inrougn ← Through		751	1	751	68		0	-35	716	1	716	1	717	1	717	0	717	1	717
WESTBOUND	Through-Right			0						. 10	0				0				0	
EST	Right Left-Through-Right		163	1	96	18		0	38	201	1	123	0	201	1	123	0	201	1	123
×	Left-Through-Right		Î	0							0				0				0	
	↓ Len-Right		Nor	th-South:	776			0		Nor	th-South:	749		Nor	th-South:	749		No	th-South:	749
	CRITICAL V	OLUMES		ast-West:	864			0			ast-West:	818			ast-West:				ast-West:	819
				SUM:	1640			0			SUM:	1567			SUM:	1568			SUM:	1568
	VOLUME/CAPACITY (V/C	C) RATIO:	ĺ		1.093			0.000				1.140				1.140				1.140
V/	C LESS ATSAC/ATCS ADJU	STMENT:			1.093			0.000				1.040				1.040				1.040
	LEVEL OF SERVICE (LOS):			F			Α				F				F				F	
	REMARKS: Future 2035 No Build				uild	Non_ES0	C Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut	+ WCSP + N	Non_ESC +	ESC	w/ EMP (does not in	clude 3% To	CO credit)
<u> </u>						_	•		1				1				<u> </u>			

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.053 NO -0.053 NO Δ *v/c* after mitigation: -0.053 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Farralon	e Ave			Year	r of Count:	2016	Amk	oient Grov			Condu	cted by:	G	тс	Date:	Ja	anuary 20	020
23	East-West Street:	Oxnard S	St			Proje	ction Year:			Pe	ak Hour:		Revie	ewed by:			Project:	Prome	nade (10	k Seats)
0		f Phases			2			2				2				2				2
	osed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	0	NB	0 SB	0 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	EB 0	WB	0	EB	0 WE		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+				0			0				2				2				2
	Override	Capacity	203	35 NO BUIL	0	NON E	SC PROJEC	0	FUTUR	E W/ WCSP	W/ NON ES	0	FUTU	RE W/ WCS	·B W/ FULL	0	FUT W/	WCSP W/ F	III I BBO	0
	MOVEMENT		203	No. of	Lane	Project	SC PROJEC	I VOLS	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Vols			Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left		0	0	0	0		0	2	2	0	2	0	2	0	2	0	2	0	2
빌	← Left-Through			0							0				0				0	
1 g	Through		0	0	0	0		0	1	1	0	25	0	1	0	25	0	1	0	25
	Through-Right		0	0	0	0		0	22	22	0 0	0	0	22	0	0	0	22	0	0
NORTHBOUND			J	1	U	U		U		22	1	U		22	1	U		22	1	U
2	Left-Right			0							0				0				0	
9			0	0	0	0		0	44	44	0 0	44	0	44	0	44	0	44	0 0	44
	↓ Through		0	0	0	0		0	2	2	0	74	0	2	0	74	0	2	0	74
₩	→ Through-Right			Ö	ŭ			·	_	_	0			_	Ö	• -		_	0	
SOUTHBOUND	Right		0	0	0	0		0	28	28	0	0	0	28	0	0	0	28	0	0
S	Left-Through-Right			1 0							1 0				1 0				1 0	
				U							U				U				U	
	ے Left		0	1	0	0		0	34	34	1	34	0	34	1	34	0	34	1	34
₽	→ Left-Through			0							0				0				0	
g	→ Through		0	1	0	12		0	375	375	1 1	192	8	383	1	196	0	383	1	196
l E	→ Through-Right → Right		0	0	0	0		0	9	9	0	9	0	9	0	9	0	9	0	9
EASTBOUND	Left-Through-Right			Ö	ŭ			ŭ		Ü	0	Ů		Ü	Ö	Ů		Ü	0	Ŭ
	- Left-Right			0							0				0				0	
ı	√ Left		0	1	0	0		0	37	37	1	37	0	37	1	37	0	37	1	37
ş	√ Left-Through			0	U	U		U	31	31	0	31		31	0	31		31	0	31
WESTBOUND	← Through		0	1	0	23		0	695	695	1	396	1	696	1	396	0	696	1	396
) A	Through-Right			1	_						1				1				1	
/ES	Right Left-Through-Right		0	0	0	0		0	96	96	0 0	96	0	96	0	96	0	96	0	96
	Left-Right			0							0				0				0	
				rth-South:	0			0			th-South:	76			th-South:				th-South:	
	CRITICAL V	OLUMES	E	ast-West:	0			0		E	ast-West:	430		Ea	ast-West:			E	ast-West:	
	VOLUME/CAPACITY (V/C) PATIO:		SUM:	0			0 000			SUM:	506			SUM:				SUM:	
1/0	•	,			0.000			0.000				0.337				0.337				0.337
V/C	LESS ATSAC/ATCS ADJUS				0.000			0.000				0.237				0.237				0.237
	LEVEL OF SERVIC				Α			A				Α			. ===	A				Α
	REMARKS: Not analyzed in WCS				CSP	Non_ES0	C Project Volu	mes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC		+ WCSP + N			wit	h Event Ma	nagement F	Plan

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? 0.237 NO 0.237 NO Δv/c after mitigation: 0.237
Fully mitigated? N/A







I/S #:	North-South Street:	Topanga	a Canyon Bl			Yea	r of Count	: 2016	Amb	ient Grov	wth: (%):		Condu	cted by:	G	тс	Date:	Ja	anuary 20)20
24	East-West Street:	Oxnard 9	St			Proje	ction Year	2035		Pe	ak Hour:	5 - 6 PM	Revie	ewed by:			Project:	Prome	nade (10l	k Seats)
Or	No. o posed Ø'ing: N/S-1, E/W-2 o	of Phases			3			3				4 0		-		4 0				4
1	t Turns: FREE-1, NRTOR-2 o		NB 0	SB	0	NB	0 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Kigiii	·		EB 0	WB	3	EB	0 W		EB	3	WB	3	EB	3	WB	3	EB	3	WB	3
	ATSAC-1 or ATSAC+ Override	Capacity			0			0				2				2				2
			203	5 NO BUIL	D	NON-E	SC PROJEC	T VOLS	FUTUR	W/ WCSP	W/ NON-ES	SC PROJ	FUTU	RE W/ WCS	SP W/ FULL	PROJ	FUT W/	WCSP W/I	FULL PRO	J W/ EMP
	MOVEMENT			No. of	Lane	Project			Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
	I &		Volume	Lanes	Volume	Vols			Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
9	↑ Left Left-Through		187	1 0	187	14		0	21	208	1 0	208	0	208	1 0	208	0	208	1 0	208
	↑ Through		1815	2	672	121		0	-111	1704	3	568	213	1917	3	639	142	2059	3	686
単	Through-Right			1							0				0				0	
NORTHBOUND	→ Right		200	0	200	22		0	111	311	1	197	142	453	1	337	-142	311	1	195
2	Left-Through-Right			0							0				0				0	
	Leit-Night		1																	
٥	- Left		99	1	99	-5		0	-3	96	2	53	40	136	2	75	0	136	2	75
OUTHBOUND	Left-Through		4004	0 2	400	040		•	000	4000	0 2	207	44	4404	0	404		4404	0 2	404
8			1361	1	488	243		0	-268	1093	1	397	11	1104	1	401	0	1104	1	401
吉	لَب Right		104	0	104	-5		0	-6	98	0	98	1	99	0	99	0	99	0	99
SOI	Left-Through-Right			0							0				0				0	
•	↓ Left-Right			0							0				0				0	
	J Left		145	1	145	4		0	8	153	1	153	8	161	1	161	0	161	1	161
2	→ Left-Through			0							0				0				0	
∥ ∑	→ Through → Through-Right		489	2	245	16		0	42	531	2	266	8	539	2	270	0	539	2	270
EASTBOUND	Right		147	1	54	5		0	29	176	1	0	0	176	1	0	0	176	1	0
EA	Left-Through-Right			0							0				0				0	
	- ≺ Left-Right			0							0				0				0	
	√ Left		255	1	255	-50		0	162	417	2	229	7	424	2	233	0	424	2	233
S				0				_			0		'		0				0	200
l og	← Through		674	2	337	0		0	96	770	2	385	1	771	2	386	0	771	2	386
WESTBOUND			144	0 1	45	23		0	-12	132	0 1	79	71	203	0 1	128	0	203	0 1	128
NE.	Left-Through-Right		177	Ö	70	20		J		102	0	7.5	l ''	200	0	120	l	200	0	120
				0							0				0				0	
	CRITICAL V	OLUMES		th-South: ast-West:	771 500			0			th-South: ast-West:	621 538			th-South: ast-West:				rth-South: ast-West:	
	CRITICAL V	OLUMES	[SUM:	1271			0			SUM:	1159		_	ast-west: SUM:			_	:ast-west :SUM	
	VOLUME/CAPACITY (V/C) RATIO:			0.892			0.000				0.843				0.917				0.951
V/	C LESS ATSAC/ATCS ADJU	STMENT:			0.892			0.000				0.743				0.817				0.851
	LEVEL OF SERVICE	CE (LOS):			D			A				С				D				D
	REMARKS: Future 2035 No Build				Build	Non_ES0	C Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut	+ WCSP + I	Non_ESC +	ESC	w/ EMP ((does not in	clude 3% T	CO credit)
<u> </u>	` '						•		1				1				1			

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.149 NO -0.075 NO $\Delta v/c$ after mitigation: -0.041 Fully mitigated? N/A







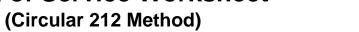
I/S #:	North-South Street:	Warner [Orive South			Year	of Count:	2016	Amb	ient Grov			Condu	cted by:	G	TC	Date:	Ja	nuary 20	20
25	East-West Street:	Oxnard S	St			Projec	ction Year:	2035		Pea	ak Hour:	5 - 6 PM	Revie	ewed by:			Project:	Prome	nade (10k	(Seats)
		Phases			3			3				4				4				4
	oosed Ø'ing: N/S-1, E/W-2 or I		NB 0	SB	1 2	NB	0 SB	1 - 2	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	EB 0	WB	0	EB	0 WB		EB	0	WB	0	EB	0	<i>WB</i>	0	EB	0	WB	0
	ATSAC-1 or ATSAC+A				0			0				2				2				2
	Override C	apacity			0			0				0				0				0
	MOVEMENT		203	5 NO BUILI			SC PROJECT	VOLS		W/ WCSP				RE W/ WCS				WCSP W/ F		
	WOVEWENT		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
	↑ Left		100	0	100	1		0	-20	80	1	80	0	80	1	80	0	80	1	80
NORTHBOUND	Left-Through			0		-					0				0				0	
l o	Through		5	0	183	0		0	-5	0	0	41	0	0	0	41	0	0	0	41
뿔	Through-Right			0		_			_		1	_			1		_		1	_
띪	→ Right		78	0	0	2		0	3	81	1	0	0	81	1	0	0	81	1 0	0
ž	Left-Through-Right Left-Right			0							0				0				0	
	Leit-Night																			
	└→ Left		81	0	81	162		0	81	162	1	162	8	170	1	170	0	170	1	170
SOUTHBOUND	→ Left-Through			1					_		0				0		_		0	
8			1	0	82	10		0	9	10	0 1	122	0	10	0	126	0	10	0	126
Ε	→ Right		100	1	100	233		0	133	233	1	0	8	241	1	0	0	241	1	0
90	Left-Through-Right			0							0				0				0	_
0)	↓ Left-Right			0							0				0				0	
	Left		238	1	238	134		0	-104	134	2	74	189	323	2	178	-141	182	2	100
₽	→ Left-Through		230	0	230	134		U	-104	134	0	/4	109	323	0	170	-141	102	0	100
Ž	→ Through		539	2	270	155		0	257	796	1	420	0	796	1	420	0	796	1	420
ΙBC	→ Through-Right			0		_					1				1		_		1	
EASTBOUND	Right Left-Through-Right		66	1 0	16	8		0	-23	43	0 0	43	0	43	0	43	0	43	0	43
ш				0							0				0				0	
	1g																			
	√ Left ←		46	1	46	4		0	-1	45	1	45	0	45	1	45	0	45	1	45
WESTBOUND			838	0	419	103		0	397	1235	0 2	618	71	1306	0	653	0	1306	0 2	653
BO	↑ Through-Right		030	0	419	103		U	397	1233	0	010	/ ·	1300	0	633	U	1300	0	653
ST	Right Left-Through-Right		131	1	91	90		0	-41	90	1	9	111	201	1	116	0	201	1	116
WE	,			0							0				0				0	
	├ Left-Right		Al	0 th-South:	283			0		Ma:	0 th-South:	203		Ma-	0 th-South:	211		No.	0 th-South:	211
	CRITICAL VO	LUMES		tn-Soutn: ast-West:	283 657			0			tn-Soutn: ast-West:	692			tn-Soutn: ast-West:				าก-Soutn: ast-West:	753
	OMITIONE VO			SUM:	940			0			SUM:	895		_	SUM:			_	SUM:	964
	VOLUME/CAPACITY (V/C)	RATIO:			0.660			0.000				0.651				0.758				0.701
V/C	LESS ATSAC/ATCS ADJUST	TMENT:			0.660			0.000				0.551				0.658				0.601
	LEVEL OF SERVICE	E (LOS):			В			A				A				В				В
		MARKS:	Future	2035 No B		Non ESC	Project Volu		Delta Vol	= WCSP Ba	ckground +		Fut -	+ WCSP + N	Non_ESC +		w/ EMP (does not inc	clude 3% To	_
<u> </u>	Varsion: 1i Pata: 9/4/2011						,	- ,			<u> </u>			PO IECT						,

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.109 NO -0.002 NO $\Delta v/c$ after mitigation: -0.059 Fully mitigated? N/A







No. of Phases No. of Phase	2 0 0 0 2 0 0 OJ W/ EMP
Opposed Ø'ing: N/S-1, E/M-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity Override Capaci	0 0 0 2 0 0 0 0 0 1 1 1 1 1 1 1 1 1 1 1
Right Turns: FREE-1, NRTOR-2 or OLA-3? NB-	0 0 2 0 0 0 0 0 0 1 1 1 1 1 1 1 1 1 1 1
ATSAC-1 or ATSAC+ATCS-2? Override Capacity 2035 NO BUILD NON-ESC PROJECT VOLS FUTURE W/WCSP W/NON-ESC PROJ FUTURE W/WCSP W/SP W/SP W/SP W/SP W/SP W/SP W/SP W/	2 0 0 0 0 0 0 0 0 1 1 1 1 1 1 1 1 1 1 1
Override Capacity O	0 OJ W/ EMP f Lane Volume 220 294 143
No. of Lane Volume Vol	Example 143 Lane Volume 220 294 143 115 260
Volume Lanes Volume Vo	220 294 143 115 260
Left 165 1 165 -40 0 47 212 1 212 8 220 1 220 0 220 1 Left-Through 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	220 294 143 115 260
Left-Through 0 0 1 286 -84 0 -15 445 1 294 0 445 1 294 0 445 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	294 143 115 260
Left-Right 0 0 0 0 0 0	143 115 260
Left-Right 0 0 0 0 0 0	115 260
Left-Right 0 0 0 0 0 0	115 260
Left-Right 0 0 0 0 0 0	260
Left 99 1 99 1 0 16 115 1 115 0 115 1 115 0 115 1 0 1 1 0 0 1 1 1 1	260
Q	260
Through 380 1 244 3 0 1 381 1 244 0 381 1 260 0 381 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
###	139
F J Right 107 0 107 1 0 0 107 31 138 0 138 0 138 0	129
O Left-Through-Right 0 0	130
Left-Right 0	
Left 74 1 74 42 0 21 95 1 95 0 95 1 95 0 95 1	0.5
	95
5	246
m ¬ Through-Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 92 1 0 0 92 1	0
Q D O D O D D O D D D D D D D D D D D D	0
✓ Left 62 1 62 2 0 9 71 1 71 0 71 1 71 0 71 1	71
	7 1
5 ← Through 510 2 255 16 0 80 590 2 295 142 732 2 366 0 732 2	366
m	98
Q D D D D D D D D D D D D D D D D D D D	30
	400
North-South: 409 0 North-South: 456 North-South: 480 North-South: CRITICAL VOLUMES East-West: 329 0 East-West: 390 East-West: 461 East-West:	
SUM: 738 0 SUM: 846 SUM: 941 SU	
VOLUME/CAPACITY (V/C) RATIO: 0.492 0.000 0.564 0.627	0.627
V/C LESS ATSAC/ATCS ADJUSTMENT: 0.492 0.000 0.464 0.527	0.527
LEVEL OF SERVICE (LOS): A A A A	Α
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

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.028 NO 0.035 NO $\Delta v/c$ after mitigation: 0.035 Fully mitigated? N/A







I/S #:	North-South Street: Canoga	Ave			Year	of Count	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	TC	Date:	Ja	anuary 20)20
27	East-West Street: Oxnard	St			Projec	tion Year:	2035		Pea	ak Hour:	5 - 6 PM	Revie	ewed by:			Project:	Prome	nade (10l	k Seats)
	No. of Phases			2			2				3				3				3
	posed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	0	NB	0 SE	0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	WB	0	EB	0 WE		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			0	•		0				2				2				2
	Override Capacity			0			0				0				0				0
	MOVEMENT	203	5 NO BUILI			SC PROJEC	T VOLS		W/ WCSP				RE W/ WCS				WCSP W/I		
	MOVEMENT	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
	↑ Left	177	1	177	5		0	27	204	2	112	119	323	2	178	0	323	2	178
NORTHBOUND	Left-Through		0							0				0				0	
l og	↑ Through	1787	2	641	48		0	-150	1637	3	546	0	1637	3	546	0	1637	3	546
≝	Through-Right		1		_					0				0				0	
l R		135	0	135	5		0	15	150	1 0	83	0	150	1	83	0	150	1 0	83
ž	Left-Tirrough-Right		0							0				0				0	
	Lon rugin																		
۵	Left	98	1	98	-2		0	5	103	1	103	0	103	1	103	0	103	1	103
S	Left-Through	4054	0 2	450	07		•		4005	0 3	400		4005	0 3	400	0	4005	0 3	400
SOUTHBOUND	↓ Through ← Through-Right	1251	1	450	-27		0	14	1265	0	422	0	1265	0	422	U	1265	0	422
ΙĒ	Right	100	0	100	-2		0	-3	97	1	17	0	97	1	17	0	97	1	17
901	← Left-Through-Right		0							0				0				0	
"	∠ Left-Right		0							0				0				0	
	ر Left	179	1	179	29		0	-18	161	1	161	0	161	1	161	0	161	1	161
₽	→ Left-Through		0				ŭ			0				0				0	
l lo	→ Through	559	2	280	117		0	55	614	2	307	1	615	2	308	0	615	2	308
Ē	→ Through-Right → Right	139	0	51	28		0	8	147	0 1	91	6	150	0	64	0	153	0 1	64
EASTBOUND	Left-Through-Right	139	0	51	28		U	8	147	0	91	0	153	0	64	U	153	0	64
ш	→ Left-Right		0							0				0				0	
			,													_			
Ω	✓ Left ✓ Left-Through	113	1 0	113	10		0	21	134	1 0	134	0	134	1 0	134	0	134	1 0	134
WESTBOUND	← Through	353	1	217	32		0	88	441	2	221	23	464	2	232	0	464	2	232
BC	Through-Right		1							0				0				0	
ESI	Right	80	0	80	6		0	-1	79	1	28	0	79	1	28	0	79	1	28
₹	Left-Through-Right Left-Right		0							0				0				0	
	, Lowernages	Nor	th-South:	739			0		Nor	th-South:	649		Nor	th-South:	649		Noi	rth-South:	649
	CRITICAL VOLUMES		ast-West:	396			0			ast-West:	441			ast-West:	442			ast-West:	442
			SUM:	1135			0			SUM:	1090	ļ		SUM:	1091			SUM:	1091
	VOLUME/CAPACITY (V/C) RATIO:			0.757			0.000				0.765				0.766				0.766
V/0	C LESS ATSAC/ATCS ADJUSTMENT:			0.757			0.000				0.665				0.666				0.666
	LEVEL OF SERVICE (LOS):			С			Α				В				В				В
	REMARKS: Future 2035 No Build				Non_ESC	Project Volu	ımes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut ·	+ WCSP + 1	Non_ESC +	ESC	w/ EMP	(does not in	clude 3% T	CO credit)
	Version: 1i Beta: 8/4/2011												ROJECT	- INADA	<u>~</u>				

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.092 NO -0.091 NO $\Delta v/c$ after mitigation: -0.091 Fully mitigated? N/A







I/S #:	North-South Street: De Soto	Ave			Year	of Count	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Já	anuary 20	20
28	East-West Street: Oxnard S	St			Projec	tion Year:	2035		Pea	ak Hour:	5 - 6 PM	Revie	wed by:			Project:	Prome	nade (10l	(Seats)
	No. of Phases			2			2				2				2				2
	posed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	0 0	NB	0 SE	0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	WB	0	EB	0 WE		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0				2				2				2
	Override Capacity	202	5 NO BUILI	0	NON E	SC PROJEC	0 T VOL S	FUTUR	W/ WCSP	W/ NON ES	0	FUTU	RE W/ WCS	·B W/ FIII I	0	FUT W/	WCSP W/ I	TILL BRO	0 W/ EMB
	MOVEMENT	203	No. of	Lane	Project	SC PROJEC	I VOLS	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
		Volume	Lanes	Volume	Vols			Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left	132	1	132	-1		0	-9	123	1	123	8	131	1	131	0	131	1	131
I i	← Left-Through	4754	0		4-		•	00	1010	0			1010	0			10.10	0	
ВО	↑ Through ↑ Through-Right	1754	2	642	-15		0	92	1846	3 0	615	0	1846	3 0	615	0	1846	3 0	615
E	→ Right	171	0	171	-2		0	31	202	1	181	0	202	1	181	0	202	1	181
NORTHBOUND	← Left-Through-Right		0		_					0				0		-		0	
			0							0				0				0	
ı	↓ Left	46	1	46	-1		0	2	48	1	48	0	48	1	48	0	48	1	48
SOUTHBOUND	Left-Through	40	0	40	-1		U	2	40	0	40	0	40	Ó	40		40	0	40
DO .	↓ Through	1253	2	477	-12		0	104	1357	4	339	0	1357	4	339	0	1357	4	339
里	← Through-Right ■ District ■ Through-Right ■ Through-Righ ■ Through-Right ■ Throu	470	1	470			0	45	404	0 1	0.7		404	0	0.7		404	0	07
5		179	0	179	-1		0	15	194	0	87	0	194	0	87	0	194	0	87
Š	↓ Left-Right		0							0				0				0	
_	1		,							,									
Ω	→ Left → Left-Through	235	1 0	235	22		0	-21	214	1 0	214	0	214	1 0	214	0	214	1 0	214
EASTBOUND	→ Through	440	1	440	39		0	-55	385	1	385	0	385	1	385	0	385	1	385
BG	→ Through-Right		0							0				0				0	
ASI	Right	274	1 0	208	31		0	28	302	1 0	241	1	303	1	238	0	303	1 0	238
ш	★ Left-Through-Right ★ Left-Right		0							0				0				0	
_	*																		
۵ ا		29	1 0	29	2		0	14	43	1 0	43	0	43	1	43	0	43	1	43
WESTBOUND	↓ Leπ-Inrougn ← Through	208	1	114	10		0	-11	197	1	110	0	197	1	110	0	197	1	110
.BO	† Through-Right		1				ŭ			1				1				1	
EST	Right	20	0	20	1		0	2	22	0	22	0	22	0	22	0	22	0	22
Š	Left-Through-Right Left-Right		0							0				0				0	
	North-South: 688		688			0		Nor	th-South:	663		Nor	th-South:			Noi	th-South:	663	
			469			0		E	ast-West:	428		E	ast-West:			E	ast-West:	428	
-			1157			0			SUM:	1091			SUM:				SUM:	1091	
	0.77			0.771			0.000				0.727				0.727				0.727
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.77					0.000				0.627				0.627				0.627	
	LEVEL OF SERVICE (LOS):		_	===		Α	D # 11.	W00D =		B			. 506	В				В	
	REMARKS:	Future	2035 No B	uild	Non_ESC	Project Volu	imes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	l .	+ WCSP + N			wit	h Event Ma	nagement F	Plan

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.144 NO -0.144 NO $\Delta v/c$ after mitigation: -0.144 Fully mitigated? N/A







I/S #:	North-South Street: Canoga	Ave			Year	of Count:	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	TC	Date:	Já	anuary 20	20
29	East-West Street: Califa S	t			Projec	tion Year:	2035		Pea	ak Hour:	5 - 6 PM	Revie	wed by:			Project:	Prome	nade (10k	k Seats)
	No. of Phases			2			2				2				2				2
	posed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	0	NB	0 SB	0 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	EB 2	WB	0	EB	2 WE		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0				2				2				2
	Override Capacity			0			0				0				0				0
	MOVEMENT	203	5 NO BUIL No. of	Lane	Project	SC PROJEC	r vols	Delta	W/ WCSP	W/ NON-ES	Lane	Added	RE W/ WCS	No. of	Lane	Added	Total	No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Vols			Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left	154	1	154	2		0	25	179	1	179	0	179	1	179	0	179	1	179
	← Left-Through		0							0				0				0	
) g	↑ Through	1804	2	640	21		0	-25	1779	2	647	119	1898	2	687	0	1898	2	687
\ \ \	Through-Right	117	1 0	117	2		0	45	162	1 0	162	0	162	1 0	162	0	162	1 0	162
NORTHBOUND		117	0	117	_		J	40	102	0	102		102	0	102		102	0	102
Z	↑ Left-Right		0							0				0				0	
		·																	
₽	→ Left → Left-Through	59	1 0	59	3		0	21	80	1 0	80	0	80	1 0	80	0	80	1 0	80
SOUTHBOUND	Through	1605	2	553	44		0	-25	1580	2	547	6	1586	2	549	0	1586	2	549
l ğ	← Through-Right		1							1				1				1	
5	→ Right	55	0	55	2		0	7	62	0	62	0	62	0	62	0	62	0	62
So	← Left-Through-Right ↓ Left-Right		0							0				0				0	
	2 Leit-Night	1																	
	ے Left	240	1	240	30		0	-59	181	1	181	0	181	1	181	0	181	1	181
	→ Left-Through	447	0 1	447	07		•	40	400	0 1	400		400	0	400		400	0	400
) g	→ Through → Through-Right → Through-Right → Through-Right → Through-Right → Through → Th	117	0	117	27		0	43	160	0	160	0	160	0	160	0	160	0	160
EASTBOUND	Right	289	1	289	40		0	-54	235	1	146	0	235	1	146	0	235	1	146
EÀ	Left-Through-Right		0							0				0				0	
	- ≺ Left-Right		0							0				0				0	
I	√ Left	123	1	123	2		0	-2	121	1	121	0	121	1	121	0	121	1	121
WESTBOUND			0							0				0				0	
l o	← Through ← Through-Right	115	1	111	2		0	47	162	1	162	0	162	1	162	0	162	1	162
TE I		106	0	106	2		0	-8	98	0 1	58	0	98	1	58	0	98	0	58
Æ	Right Left-Through-Right	100	0	100			U	-0	30	0	30	"	30	0	30		30	0	30
									0				0				0		
	North-South: 707 CRITICAL VOLUMES East-West: 412					0			th-South: ast-West:	727 343			th-South: ast-West:				rth-South: ast-West:	767 343	
	CRITICAL VOLUMES East-West: 412 SUM: 1119					0		E	ast-west: SUM:			E	ast-west: SUM:			E	:ast-west SUM:		
			0.746			0.000				0.713				0.740				0.740	
V/C	. ,		0.746			0.000				0.613				0.640				0.640	
	LEVEL OF SERVICE (LOS):					Α				В				В				B	
					Non ESC	Project Volu		Delta Vol	= WCSP Ba	ckground +		Fut -	+ WCSP + N	Non ESC +		wit	th Event Ma	nagement P	
<u> </u>	REMARKS: Future 2035 No Build						90 0y	30.10.701		g. oua .			PO IECT			1 ****	Wu		

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.133 NO -0.106 NO Δ*v/c* after mitigation: -0.106 Fully mitigated? N/A







I/S #:	North-South Street: De So	o Ave			Year	of Count:	2016	Amk	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
30	East-West Street: Califa				Projec	tion Year:	_000		Pea	ak Hour:	5 - 6 PM	Revie	ewed by:			Project:	Prome	nade (10k	(Seats)
	No. of Phase			3			3				2				2				2
	posed Ø'ing: N/S-1, E/W-2 or Both-3	ND 0	SB	2	NB	0 SB	- 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA-3	EB 2	WB	0	EB	2 WE		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATCS-2			0			0				2				2				2
	Override Capacit			0			0				0				0				0
	MOVEMENT	203	35 NO BUIL			SC PROJEC	r vols		W/ WCSP				RE W/ WCS	No. of			WCSP W/ F	No. of	
	WOVEWENT	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
	Left	75	1	75	-1		0	7	82	1	82	0	82	1	82	0	82	1	82
NORTHBOUND	← Left-Through		0							0				0				0	
l g	Through	2190	3	730	-5		0	54	2244	3	748	8	2252	3	751	0	2252	3	751
뿔	Through-Right		0							0				0		_	_	0	
돈		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
ž	← Left-Through-Right ← Left-Right		0							0				0				0	
	Lon rugin																		
۵	→ Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
S	→ Left-Through	4044	0 2	500	40		•		4500	0 3	500	1	4507	0 3	500	0	4507	0 3	500
8	↓ Through	1641	1	563	19		0	-55	1586	0	529	1	1587	0	529	U	1587	0	529
ΙĘΙ	Right	48	0	48	1		0	97	145	1	145	0	145	1	145	0	145	1	145
SOUTHBOUND	← Left-Through-Right		0							0				0				0	
"	↓ Left-Right		0							0				0				0	
1	- J Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
₽	→ Left-Through		0	ŭ			· ·		· ·	0	ŭ		· ·	0			ŭ	0	ŭ
	→ Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
Ä	→ Through-Right	240	0	240	17		0	102	342	0 2	147	0	240	0	147	0	342	0 2	147
EASTBOUND	Right Left-Through-Right	240	0	240	17		U	102	342	0	147	0	342	0	147	U	342	0	147
"	∠ Left-Right		0							0				0				0	
_																			
۾ ا	√ Left √ Left-Through	0	0 0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0	0
WESTBOUND	← Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
<u> </u>	Through-Right		0							0				0				0	
ESI	Right Left-Through-Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
₹	Left-Through-Right Left-Right		0 0							0				0				0	
—	North-South: 730		730			0		Nor	th-South:	748		Nor	th-South:	751		Nor	th-South:	751	
	CRITICAL VOLUMES East-West: 240		240			0			ast-West:	147			ast-West:	147			ast-West:	147	
						0			SUM:	895			SUM:				SUM:		
			0.681			0.000				0.597				0.599				0.599	
V/C			0.681			0.000				0.497				0.499				0.499	
	LEVEL OF SERVICE (LOS):					Α				Α				Α				Α	
	REMARKS	Futur	e 2035 No E	Build	Non_ESC	Project Volu	mes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	Non_ESC +	ESC	wit	h Event Ma	nagement F	Plan
	Version: 1i Pete: 9/4/2011												PO IECT						

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.184 NO -0.182 NO $\triangle v/c$ after mitigation: -0.182 Fully mitigated? N/A







I/S #:	North-South Street: Sho	up Ave			Year	of Count:	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	TC	Date:	Ja	nuary 20	20
31	East-West Street: Bur	bank Bl			Projec	ction Year:	2035		Pe	ak Hour:	5 - 6 PM	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. of Pha			2			2				4				4				4
	oosed Ø'ing: N/S-1, E/W-2 or Both	ND 0	SB	0	NB	0 SB	0 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA	-3? KB 0		0	EB	0 GB		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATCS			0			0				2				2				2
	Override Capa			0			0				0				0				0
	MOVEMENT	2	035 NO BUIL			SC PROJEC	r vols		W/ WCSP				RE W/ WCS	No. of			WCSP W/ F	No. of	
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Vols			Delta Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	Left	78	1	78	1		0	15	93	1	93	0	93	1	93	0	93	1	93
NORTHBOUND	→ Left-Through		0							0				0				0	
l g	↑ Through	1210	1	633	3		0	72	1282	1	675	0	1282	1	675	0	1282	1	675
뿔	Through-Right		1		•					1	00		20	1	00		00	1	00
E 등		55	0 0	55	0		0	13	68	0	68	0	68	0	68	0	68	0	68
ž	Left-Right		0							0				0				0	
	Lon Hight																		
۵	Left	97	1	97	6		0	-2	95	1	95	0	95	1	95	0	95	1	95
S	Left-Through	044	0	200	40		•	7.5	740	0 1	200	0	740	0	200	0	740	0 1	200
8	↓ Through	641	1	362	48		0	75	716	1	399	0	716	1	399	U	716	1	399
ΙĘΙ	↓ Right	83	0	83	5		0	-2	81	0	81	0	81	0	81	0	81	0	81
SOUTHBOUND	← Left-Through-Right		0							0				0				0	
"	↓ Left-Right		0							0				0				0	
1	Left	115	1	115	1		0	10	125	1	125	0	125	1	125	0	125	1	125
₽	→ Left-Through		0		•		· ·		0	0	0	Ů	.20	0			0	0	
	→ Through	207	1	207	0		0	19	226	1	226	8	234	1	234	0	234	1	234
Ä	→ Through-Right	20	0	0	0		0	9	47	0 1	1	0	47	0	1	0	47	0	
EASTBOUND	Right Left-Through-Right	38	0	U	U		U	9	47	0	1	U	47	0	1	U	47	0	1
"	∠ Left-Right		0							0				Ö				0	
_	· · ·																		
۾ ا	✓ Left ✓ Left-Through	32	1 0	32	3		0	2	34	1 0	34	0	34	1 0	34	0	34	1 0	34
WESTBOUND	← Through	249		334	21		0	-14	235	0	320	1	236	0	321	0	236	0	321
<u> </u>	Through-Right		1							1				1				1	
ESI	Right Left-Through-Right	85		0	8		0	0	85	0	0	0	85	0	0	0	85	0	0
₹	Left-Through-Right Left-Right		0							0				0				0	
	North-South: 730		730			0		Nor	th-South:	770		Nor	th-South:	770		Nor	th-South:	770	
	CRITICAL VOLUMES East-West: 449		449			0			ast-West:	445			ast-West:	446			ast-West:	446	
						0			SUM:	1215			SUM:				SUM:	1216	
			0.786			0.000				0.884				0.884				0.884	
V/C				0.786			0.000				0.784				0.784				0.784
	LEVEL OF SERVICE (LOS):			С			Α				С				С				С
	REMAR	KS: Fut	ıre 2035 No E	Build	Non_ESC	Project Volu	mes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	Non_ESC +	ESC	wit	h Event Ma	nagement F	Plan
	Version: 1i Peter 9/4/2011											_							

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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







I/S #:	North-South Street:	US 101 V	VB On-Ram	р		Year	of Count:	2016	Aml	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Ja	anuary 20	20
32		Burbank	BI			Projec	tion Year:	_000		Pe	ak Hour:	5 - 6 PM	Revie	wed by:			Project:	Prome	nade (10k	k Seats)
		Phases			3			3				3				3				3
	oosed Ø'ing: N/S-1, E/W-2 or E		NB 0	SB	1 0	NB	0 SB	1 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or 0	OLA-3?	EB 0	WB	0	EB	0 WE		EB	2	WB	0	EB	2	WB	0	EB	2	WB	0
	ATSAC-1 or ATSAC+A				0			0				2				2				2
	Override C	apacity			0			0				0				0				0
	MOVEMENT		203	5 NO BUILI			SC PROJEC	T VOLS		W/ WCSP				RE W/ WCS	No. of			WCSP W/ F	No. of	
	INIOVENIENT		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
	↑ Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND	Left-Through			0							0				0				0	
9	Through		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
뿔	Through-Right		_	0		_				_	0	_	_		0		_		0	
L NC	Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
ž	Left-Through-Right Left-Right			0							0				0				0	
	r Leit-Right			<u> </u>																
	→ Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
<u> </u>	→ Left-Through		_	0		_			_	_	0		_		0		_	_	0	
BO			0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
프	→ Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left-Through-Right			1	ŭ			ŭ		ŭ	1	ŭ	Ů	· ·	1			· ·	1	ŭ
S	↓ Left-Right			0							0				0				0	
	Left		0	1	0	0		0	0	0	1	0	0	0	1	0	0	0	1	0
₽	→ Left-Through		U	0	U	U		U	"	U	0	U	U	U	0	U	U	U	0	U
á	→ Through		343	1	193	11		0	21	364	1	210	8	372	1	214	0	372	1	214
E E	→ Through-Right			1							1				1				1	
EASTBOUND	Right Left-Through-Right		42	0	42	2		0	14	56	0	56	0	56	0	56	0	56	0	56
ш	→ Left-Through-Right ✓ Left-Right			0							0				0				0	
)																			
	√ Left		1158	2	637	25		0	6	1164	2	640	4	1168	2	642	0	1168	2	642
WESTBOUND			F40	0	540	40		0	00	000	0 1	204	4	000	0	205		000	0	205
80	← Through ← Through-Right		519	1	519	12		0	89	608	1	304	1	609	1	305	U	609	1	305
STI	Right Left-Through-Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
WE	,			0							0				0				0	
<u> </u>	├ Left-Right 0 North-South: (0			0		A1	0	0		Me	0 46 Co.:41	0		A/	0 th-South:	0		
	CRITICAL VOLUMES East-West: 830			830			0			th-South: ast-West:	850			th-South: ast-West:				tn-Soutn: ast-West:	856	
	SUM: 83			830			0		_	SUM:	850		_	SUM:			_	SUM:	856	
				0.582			0.000				0.596				0.601				0.601	
V/C				0.582			0.000				0.496				0.501				0.501	
	LEVEL OF SERVICE (LOS):						A				A				A				A	
	REMARKS: Future 2035 No Build				Non ESC	Project Volu		Delta Vol	= WCSP Ba	ckground +		Fut -	+ WCSP + N	Non_ESC +	ESC	wit	h Event Ma	nagement F		
<u> </u>	REMARKS: Future 2035 No Build						,	- ,	1		<u> </u>			PO IECT					3	

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.086 NO -0.081 NO △v/c after mitigation: -0.081 Fully mitigated? N/A







I/S #:	North-South Street:	Topanga	Canyon Bl			Year	of Count:	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	TC	Date:	Ja	nuary 20	20
33	East-West Street:	Burbank	BI			Projec	tion Year:	2035		Pea	ak Hour:	5 - 6 PM	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
Onr	No. of posed Ø'ing: N/S-1, E/W-2 or	Phases			ο ω			3				3				3				3
	_		NB 0	SB	0	NB	0 SB-	_	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or		EB 0	WB	0	EB	0 WB		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+A Override O				0			0				2				2				2
			203	5 NO BUIL	D	NON-E	SC PROJECT	VOLS	FUTURI	W/ WCSP	W/ NON-ES	SC PROJ	FUTU	RE W/ WCS	SP W/ FULI	PROJ	FUT W/	WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT			No. of	Lane	Project			Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
ļ	↑ Left		Volume 335	Lanes	Volume 335	Vols 8		0	Volume 111	Volume 446	Lanes 2	Volume 245	Volume 0	Volume 446	Lanes 2	Volume 245	Volume 0	Volume 446	Lanes 2	Volume 245
₽	i Leπ ⊷ Left-Through		333	0	333	0		U	1111	440	0	245	U	440	0	245	U	440	0	245
NORTHBOUND	Through		2164	3	721	32		0	-114	2050	3	600	347	2397	3	686	0	2397	3	686
원	Through-Right			0		_					1		_		1				1	
OR.			305	1 0	136	5		0	43	348	0	348	0	348	0	348	0	348	0	348
Ž	Left-Right			0							0				0				0	
9			61	1 0	61	1		0	-12	49	1 0	49	0	49	1 0	49	0	49	1 0	49
SOUTHBOUND	Through		1202	3	401	28		0	-8	1194	3	398	14	1208	3	403	0	1208	3	403
Ř	Through-Right			0							0				0				0	
5	→ Right → Left-Through-Right		385	1 0	356	9		0	-9	376	1 0	348	5	381	1	349	0	381	1 0	349
SS	Left-Right			0							0				0				0	
	1																			
₽			59	1 0	59	1		0	-3	56	1 0	56	8	64	1 0	64	0	64	1 0	64
EASTBOUND	→ Through		175	1	164	5		0	-7	168	1	168	0	168	1	168	0	168	1	168
I BC	Through-Right		450	1	450				00	470	1		•	470	1			470	1	
AS	Right Left-Through-Right		153	0 0	153	6		0	26	179	0 0	57	0	179	0 0	57	0	179	0 0	57
	Left-Right			0							0				0				0	
	√ Left		220	1	220			0	F2	201	2	015	0	201	2	045	0	201	2	015
9	⊮ Leπ ∵ Left-Through		338	0	338	2		U	53	391	0	215	U	391	0	215	"	391	0	215
l lo	← Through		998	1	544	5		0	-35	963	2	343	0	963	2	343	0	963	2	343
TB.	← Through-Right ← Right		90	1 0	90	1		0	-23	67	1 0	67	0	67	1 0	67	0	67	1 0	67
WESTBOUND	Left-Through-Right		90	0	90			U	-23	07	0	07	U	07	0	07	U	07	0	07
				700						0	0.10			0	705			0	705	
	North-South: 782 CRITICAL VOLUMES East-West: 603					0			th-South: ast-West:	649 399			th-South: ast-West:				th-South: ast-West:	735 407		
	SUM: 138			1385			0			SUM:				SUM:				SUM:	1142	
	VOLUME/CAPACITY (V/C) RATIO: 0.97			0.972			0.000				0.735				0.801				0.801	
V/C				0.972			0.000				0.635				0.701				0.701	
	LEVEL OF SERVICE (LOS):			Е			Α				В				С				С	
	REI	MARKS:	Future	2035 No B	uild	Non_ESC	Project Volui	mes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	Non_ESC +	ESC	w/ EMP (does not ind	lude 3% TO	CO credit)
	Version: 1i Peter 9/4/2011													PO IECT						

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.337 NO -0.271 NO Δ v/c after mitigation: -0.271 Fully mitigated? N/A







I/S #:	North-South Street: C	Owensm	outh Ave			Year	of Count:	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	TC	Date:	Ja	nuary 20	20
34	East-West Street: B	Burbank	BI			Projec	tion Year:	2035		Pea	ak Hour:	5 - 6 PM	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
Орр	No. of P posed Ø'ing: N/S-1, E/W-2 or Be				2		0 00	0				2				0				2
Right	Turns: FREE-1, NRTOR-2 or O	LA-3?	NB 0 EB 0	SB WB	2	NB EB	0 SB 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+AT	CS-2?			0			0				2				2				2
-	Override Ca	apacity	000	5 NO DIW	0	NON F	20 PP0 IF0	0	FUTUR	- 14// 14/000	W/NON F	0	FUTU	DE 14// 14/00	D W// EU I	0	FUT M	WOOD W/		0
	MOVEMENT	-	203	5 NO BUIL No. of	Lane	Project	SC PROJEC	VOLS	Delta	Total	No. of	Lane	Added	RE W/ WCS	No. of	Lane	Added	WCSP W/ F	No. of	Lane
			Volume	Lanes	Volume	Vols			Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left		104	1	104	0		0	18	122	1	122	0	122	1	122	0	122	1	122
NORTHBOUND	Left-Through		400	0	004	•		0	40	00	0	000	•	00	0	000		00	0	000
BO	↑ Through ↑ Through-Right		109	0	261	0		0	-10	99	0 1	236	0	99	0	236	0	99	0	236
I₩	→ Right		152	0	0	0		0	-15	137	0	0	0	137	0	0	0	137	0	0
Š	Left-Through-Right			0							0				0				0	
	Left-Right			0							0				0				0	
_ 1	Left	1	228	1	228	4		0	-68	160	1	160	0	160	1	160	0	160	1	160
SOUTHBOUND	→ Left-Through			0		-		_			0				0				0	
1 3 E	Through		36	1	36	2		0	1	37	1	37	0	37	1	37	0	37	1	37
불	← Through-Right → Right		492	0 1	492	16		0	-4	488	0 1	384	0	488	0 1	384	0	488	0 1	384
l g	Left-Through-Right		102	0	102	10		Ŭ		100	0	00-1		100	0	001		100	0	001
<i>σ</i>	↓ Left-Right			0							0				0				0	
1	ے Left	I	216	1	216	-21		0	-7	209	1	209	0	209	1	209	0	209	1	209
₽	Left-Through		210	0	2.0			Ŭ		200	0	200		200	0	200		200	0	200
l lo	→ Through		472	2	236	-42		0	-37	435	2	218	0	435	2	218	0	435	2	218
TB.	→ Through-Right → Right		70	0	18	-8		0	7	77	0 1	16	0	77	0 1	16	0	77	0 1	16
EASTBOUND	Left-Through-Right		70	0	10	-0		O	· '	,,,	0	10		,,	0	10		,,	Ö	10
	→ Left-Right			0							0				0				0	
ı	√ Left	ı	65	1	65	0		0	-10	55	1	55	0	55	1	55	0	55	1	55
₽			00	0	00				-10	55	Ö	- 33		00	0	- 33		55	0	- 55
WESTBOUND	← Through ← Through-Right		756	1	482	10		0	-57	699	1	433	0	699	1	433	0	699	1	433
E E			207	1 0	207	2		0	-41	166	1 0	166	0	166	1 0	166	0	166	1 0	166
VE:	Right Left-Through-Right		201	0	201	_		Ū		100	0	100		100	0	100		100	0	100
	├─ Left-Right 0								0				0				0			
	CRITICAL VOLUMES Fast-West: 698		596 698			0			th-South: ast-West:	506 642			th-South: ast-West:				th-South: ast-West:	506 642		
	SUM: 1294		1294			0			SUM:				SUM:			_	SUM:	1148		
			0.863			0.000				0.765				0.765				0.765		
V/C			0.863			0.000				0.665				0.665				0.665		
	LEVEL OF SERVICE (LOS):					Α	<u> </u>			В				В				В		
	REMA	ARKS:	Future	2035 No B	uild	Non_ESC	Project Volu	mes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	Non_ESC +	ESC	wit	h Event Ma	nagement F	lan
<u> </u>	Version: 1i Peter 9/4/2011																			<u> </u>

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.198 NO -0.198 NO $\Delta v/c$ after mitigation: -0.198 Fully mitigated? N/A







I/S #:	North-South Street: Car	oga Ave			Year	of Count:	2016	Amk	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Ja	anuary 20	20
35		oank Bl			Projec	tion Year:	_000		Pe	ak Hour:	5 - 6 PM	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. of Pha			3			3				3				3				3
	oosed Ø'ing: N/S-1, E/W-2 or Both	ND 0	SB	0	NB	0 SB	0 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA	3? EB 0	WB	0	EB	0 SB		EB	0	WB	3	EB	0	WB	3	EB	0	WB	3
	ATSAC-1 or ATSAC+ATCS			0	•		0				2				2				2
	Override Capa			0			0				0				0				0
	MOVEMENT	20	35 NO BUIL			SC PROJEC	r vols		W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT	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
	↑ Left	173	1	173	0		0	66	239	2	131	0	239	2	131	0	239	2	131
NORTHBOUND	✓ Left-Through		0					"		0				0				0	
l o	Through	1508	2	529	6		0	153	1661	3	554	119	1780	3	593	0	1780	3	593
뿔	Through-Right		1		_					0	_	_		0				0	
띪	Right	80	0	80	0		0	2	82	2	0	0	82	2	0	0	82	2	0
ž	Left-Through-Right Left-Right		0 0							0				0				0	
	Lett-right																		
	→ Left	88	1	88	3		0	3	91	1	91	0	91	1	91	0	91	1	91
SOUTHBOUND	Left-Through	4040	0 2	40.4			•	0.7	4007	0	504		4400	0	500		4.400	0 2	500
BO	↓ Through ✓ Through-Right	1310	1	494	51		0	87	1397	2	534	6	1403	2 1	536	0	1403	1	536
E	Right	173	0	173	8		0	32	205	0	205	0	205	0	205	0	205	0	205
હુ	Left-Through-Right		0							0				0				0	
, , , , , , , , , , , , , , , , , , ,	↓ Left-Right		0							0				0				0	
	Left	126	1	126	2		0	4	130	1	130	0	130	1	130	0	130	1	130
₽	→ Left-Through	120	0	120	_		Ū	-	100	0	100		100	0	100		100	0	100
<u> </u>	→ Through	288	2	144	8		0	-15	273	2	137	0	273	2	137	0	273	2	137
I B	↑ Through-Right	0.57	1	474			0		000	1	000		000	1 0	000		000	1 0	000
EASTBOUND	Right Left-Through-Right	257	0	171	8		0	41	298	0	233	0	298	0	233	0	298	0	233
ш	✓ Left-Right		0							0				0				0	
	· · ·	į																	
۵		180	1 0	180	1		0	-22	158	1 0	158	0	158	1 0	158	0	158	1 0	158
WESTBOUND	← Through	664	2	332	6		0	-21	643	2	322	0	643	2	322	0	643	2	322
BC	Through-Right		0							0				0				0	
LSE	Right Left-Through-Right	147	1	103	2		0	14	161	1	70	0	161	1	70	0	161	1	70
⋝	Left-Through-Right Left-Right		0							0				0				0	
	North-South: 667		667			0		Nor	th-South:	665		Nor	th-South:	684		Nor	th-South:	684	
	CRITICAL VOLUMES East-West: 458					0			ast-West:	452			ast-West:				ast-West:	452	
	SUM: 1125		1125			0			SUM:	1117			SUM:	1136			SUM:	1136	
			0.789			0.000				0.784				0.797				0.797	
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.78			0.789			0.000				0.684				0.697				0.697
	LEVEL OF SERVICE (LOS):			C			Α				В				В				В
	REMAR	(S: Futu	e 2035 No E	Build	Non_ESC	Project Volu	mes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut	+ WCSP + 1	Non_ESC +	ESC	wi	h Event Ma	nagement F	Plan
	Version: 4i Peter 9/4/2014												פט ובכז						

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.105 NO -0.092 NO $\Delta v/c$ after mitigation: -0.092 Fully mitigated? N/A







I/S #:	North-South Street: De Soto	Ave			Year	of Count:	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	TC	Date:	Já	anuary 20)20
36	East-West Street: Burbank	BI			Projec	tion Year:	2035		Pea	ak Hour:	5 - 6 PM	Revie	wed by:			Project:	Prome	nade (10k	k Seats)
Ор	No. of Phases posed Ø'ing: N/S-1, E/W-2 or Both-3?			3 2			3 2				2				2 0				2 0
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB	0 SB		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
	ATSAC-1 or ATSAC+ATCS-2?	EB 0	WB	0	EB	0 WE	3 0 0	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	Override Capacity			Ö			Ö				0				0				0
		203	5 NO BUIL	D	NON-E	SC PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	SC PROJ	FUTU	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/	FULL PROJ	J W/ EMP
	MOVEMENT	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
	<u> Left</u>	72	1	72	0		0	37	109	1	109	0	109	1	109	0	109	1	109
3	Left-Through	4204	0 3	441	-3		0	0.5	4200	0	463	8	4207	0 3	466	0	1397	0	466
ВО	↑ Through ↑ Through-Right	1324	0	441	-3		U	65	1389	3 0	463	8	1397	0	400	"	1397	3	400
Ŧ	→ Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND	↓ Left-Through-Right		0							0				0				0	
	← Left-Right		0							0				0				0	
	↓ Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
Ð	Left-Through	U	0	U	U		U	"	U	0	U	U	U	0	U	"	U	0	U
SOUTHBOUND	Through	1715	2	633	51		0	-2	1713	2	634	1	1714	2	634	0	1714	2	634
문	Through-Right		1		_			_		1				1		_		1	
5		183	0 0	183	6		0	5	188	0	188	0	188	0	188	0	188	0	188
SC	Left-Right		0							0				0				0	
	Left	684	2	376	-5		0	-33	651	2	358	0	651	2	358	0	651	2	358
EASTBOUND	→ Left-Through→ Through	0	0 0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0	0
BO	→ Through-Right	U	0	U	U		U		U	0	U		U	0	U		U	0	U
ST	Right	496	2	237	-4		0	55	551	2	249	0	551	2	249	0	551	2	249
EA	Left-Through-Right		0							0				0				0	
	-	L	0							0				0				0	
	√ Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
N S			0							0				0				0	
WESTBOUND	← Through ← Through-Right	0	0 0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
STE	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
VE.	Left-Through-Right		0	J	Ĭ		•	l	J	0	J		3	Ö	· ·		J	0	- 3
									0				0				0		
	North-South: 705 CRITICAL VOLUMES East-West: 376		705 376			0			th-South: ast-West:	743 358			th-South: ast-West:				th-South: ast-West:	743 358	
	CRITICAL VOLUMES East-West: 376 SUM: 1081					0		E	SUM:	1101		E	ast-west: SUM:			-	ast-west: SUM:	1101	
			0.759			0.000				0.734				0.734				0.734	
V/0	0.100		0.759			0.000				0.634				0.634				0.634	
	0.700		C			Α				В				В				В	
	REMARKS: Future 2035 No Build				Non ESC	Project Volu		Delta Vol	= WCSP Ba	ckground +		Fut -	+ WCSP + N	Non ESC +		wit	th Event Ma	nagement P	
<u> </u>	REMARKS: Future 2035 No Build Version: 1i Beta: 8/4/2011					-,	,	1 701		3		I	ROJECT					J	-

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.125 NO -0.125 NO Δ v/c after mitigation: -0.125 Fully mitigated? N/A







I/S #:	North-South Street: Shoup	Ave			Year	of Count:	2016	Amk	ient Grov			Condu	cted by:	G	TC	Date:	Ja	anuary 20	20
37	East-West Street: Ventur	ı BI			Projec	tion Year:	2035		Pe	ak Hour:	5 - 6 PM	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. of Phases			3			3				4				4				4
	posed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 2	SB	2	NB	2 SB	- 0	NB	0	SB	1	NB	0	SB	1	NB	0	SB	1
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	WB	2	EB	0 WE		EB	0	WB	0	EB	0	<i>WB</i>	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0				2				2				2
	Override Capacity			0			0				0				0				0
	MOVEMENT	203	S5 NO BUIL			SC PROJEC	r vols		Total			Added	RE W/ WCS	No. of		FUT W/	WCSP W/ F	No. of	
	MO VENIENT	Volume	No. of Lanes	Lane Volume	Project Vols			Delta Volume	Volume	No. of Lanes	Lane Volume	Volume	Total Volume	Lanes	Lane Volume	Volume	Volume	Lanes	Lane Volume
	Left	66	0	66	0		0	1	67	0	67	0	67	0	67	0	67	0	67
N N	← Left-Through		1							1				1				1	
ŭ	↑ Through	541	0	416	4		0	-49	492	0	402	0	492	0	402	0	492	0	402
l ≝ l	Through-Right	158	1 0	416	2		0	20	178	1 0	402	0	178	1 0	402	0	178	1 0	402
NORTHBOUND		106	0	410			U	20	1/0	0	402		1/0	0	402		1/0	0	402
2	Left-Right		0							0				0				0	
9	└→ Left ├→ Left-Through	374	1	268	25		0	100	474	1	314	0	474	1	314	0	474	1 1	314
SOUTHBOUND	Through	162	0	268	8		0	-8	154	0	314	0	154	0	314	0	154	0	314
l ĕ l	← Through-Right	.02	0	200			·			0	• • • • • • • • • • • • • • • • • • • •			0	0			0	0
<u>5</u>	ب Right	267	1	188	14		0	6	273	1	194	0	273	1	194	0	273	1	194
SO	← Left-Through-Right ↓ Left-Right		0							0				0				0	
			U							U				U				U	
_ 1	ے Left	159	1	159	3		0	0	159	1	159	0	159	1	159	0	159	1	159
2	→ Left-Through		0							0				0				0	
ŭ	→ Through → Through-Right → Through-Right → Through-Right → Through 1025	2	364	14		0	7	1032	2 1	364	31	1063	2	374	0	1063	2	374	
EASTBOUND	Right	66	0	66	0		0	-7	59	0	59	0	59	0	59	0	59	0	59
EA	Left-Through-Right		0							0				0				0	
	- ≺ Left-Right	Ţ	0							0				0				0	
ı	√ Left	123	1	123	0		0	24	147	1	147	0	147	1	147	0	147	1	147
₽ P			0	3			_			0				0				0	
WESTBOUND	← Through ← Through-Right	1345	3	448	-6		0	84	1429	2	562	5	1434	2	563	0	1434	2	563
E E	Through-Right Right	635	0	635	-3		0	184	819	1	0	0	819	1	0	0	819	1	0
Æ	Left-Through-Right	033	0	033	-5		U	104	019	0	U	0	019	0	U	U	019	0	U
									0				0				0		
	North-South: 684 CRITICAL VOLUMES East-West: 999		684			0			th-South:	716			th-South:				th-South:	716 722	
	CRITICAL VOLUMES East-West: 999 SUM: 1683					0		E	ast-West: SUM:	721 1437		E	ast-West: SUM:			E	ast-West: SUM:	1438	
			1.181			0.000				1.045				1.046				1.046	
V/C				1.181			0.000				0.945				0.946				0.946
	LEVEL OF SERVICE (LOS):						Α				6.545 E				E				0.540 E
 	REMARKS: Refer to Traffix Analysis				Non ESC	Project Volu		Delta Vol	= WCSP Ba	ckground +		Fut -	+ WCSP + 1	Non ESC +		wit	h Event Ma	nagement F	
<u> </u>	REMARKS: Refer to Traffix Analysis					-,				gu			PO IECT					3	•

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.236 NO -0.235 NO $\Delta v/c$ after mitigation: -0.235 Fully mitigated? N/A







I/S #:	North-South Street:	Ventura I	BI			Year	of Count:	2016	Amk	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Ja	anuary 20	20
38			B Ramps			Projec	tion Year:	_000		Pea	ak Hour:	5 - 6 PM	Revie	wed by:			Project:	Prome	nade (10l	(Seats)
	No. of F posed Ø'ing: N/S-1, E/W-2 or B Turns: FREE-1, NRTOR-2 or C	Both-3?	NB 1	SB	0 0	NB	1 SB		NB	1	SB	2 0 0	NB	1	SB	2 0 0	NB	1	SB	2 0 0
	ATSAC-1 or ATSAC+AT		EB 0	WB	0	EB	0 WB	0	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	Override Ca				0			0				0				0				0
			203	5 NO BUILI			SC PROJECT	VOLS		W/ WCSP				RE W/ WCS				WCSP W/		W/ EMP
	MOVEMENT		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
₽	↑ Left Left-Through		0	0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0	0
l s	↑ Through		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
单	Through-Right			0							0				0				0	
NORTHBOUND	γ Right		1526	0	0	14		0	194	1720	0	0	134	1854	0	0	0	1854	0	0
ž	Left-Through-Right Left-Right			0							0				0				0	
9			0	0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Through		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
異	← Through-Right			0							0				0				0	
5			0	0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0	0
SS	↓ Left-Right			0							0				0				0	
_	1		004			40			200	4000				1000				1000		
₽	J Left→ Left-Through		931	1 0	931	12		0	69	1000	2	550	0	1000	2 0	550	0	1000	2	550
EASTBOUND	→ Through		1063	2	532	14		0	20	1083	2	542	31	1114	2	557	0	1114	2	557
TB(→ Through-Right		0	0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0	0
EAS	Right Left-Through-Right		U	0	U	U		U	0	U	0	U	U	U	0	U	U	U	0	U
	- ↓ Left-Right			0							0				0				0	
1	√ Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
2				0	3	Ĭ				3	0			3	0	3			0	3
WESTBOUND	← Through ↑ Through-Right		1438	2	507	9		0	40	1478	2	522	5	1483	2	524	0	1483	2	524
STE	Through-Right Right Left-Through-Right		83	0	83	0		0	5	88	0	88	0	88	0	88	0	88	0	88
WE	Left-Through-Right Left-Right			0							0				0				0	
	North-South:			0			0		Nor	th-South:	0		Nor	th-South:	0		Noi	th-South:	0	
	CRITICAL VOLUMES East-West: 1438 SUM: 1438		1438			0			ast-West: SUM:	1072			ast-West: SUM:	1074			ast-West: SUM:	1074 1074		
				1.009			0.000				0.715				0.716				0.716	
V/C				1.009			0.000				0.615				0.616				0.616	
	LEVEL OF SERVICE (LOS):			F			Α				В				В				В	
	REM	IARKS:	Future	2035 No B	uild	Non_ESC	Project Volu	mes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut	+ WCSP + N	Non_ESC +	ESC	wit	th Event Ma	nagement F	Plan
	Version: 1: Peter 9/4/2011																			

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.394 NO -0.393 NO $\triangle v/c$ after mitigation: -0.393 Fully mitigated? N/A







I/S #:	North-South Street:	Topanga	a Canyon Bl			Yea	r of Count	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G.	тс	Date:	Ja	nuary 20	20
39	East-West Street:	US 101 \	NB Off-Ram	р		Proje	ction Year	2035		Pea	ak Hour:	5 - 6 PM	Revie	wed by:			Project:	Promei	nade (10k	Seats)
0		f Phases			3			3				0				0				0 0
	oosed Ø'ing: N/S-1, E/W-2 o		NB 0	SB	0	NB	0 SE	0 3 1	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 o	r OLA-3?	EB 1	WB	0	EB	1 W		EB	1	WB	1	EB	1	WB	1	EB	1	WB	1
	ATSAC-1 or ATSAC+				0			0				2 1500				2 1500				2 1500
	Override	Capacity	203	5 NO BUIL		NON-F	SC PROJEC		FUTURE	W/ WCSP	W/ NON-ES		FUTUI	RE W/ WCS	P W/ FIII I		FUT W/	WCSP W/ F	III I PROJ	
	MOVEMENT			No. of	Lane	Project			Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Vols			Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
۵	Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND	← Left-Through ↑ Through		2169	0 3	723	2		0	231	2400	0 3	800	189	2589	0 3	863	0	2589	0 3	863
B0	↑ Through-Right		2109	0	123			U	231	2400	0	800	109	2569	0	003		2369	0	003
l ₹ l	→ Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
å	← Left-Through-Right			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
9	Left-Through		U	0	0	U		0	"	U	0	U	U	U	0	U	"	U	0	U
	Through		1810	3	603	24		0	-120	1690	3	563	14	1704	3	568	0	1704	3	568
Ě	← Through-Right			0							0				0				0	
SOUTHBOUND	Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
So	← Left-Through-Right ↓ Left-Right			0 0							0				0				0	
	Cent-Night																		<u> </u>	
	ر Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
2	→ Left-Through			0							0				0				0	
l ŭ	→ Through → Through-Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Right		588	0	0	0		0	-3	585	0	0	0	585	0	0	0	585	0	0
EA	Left-Through-Right			0							0				0				0	
	-			0							0				0				0	
l	√ Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
9				0	U			J		U	0	Ü		U	0			U	0	U
	← Through		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Through-Right		055	0				_		007	0	_	457	054	0	_	_	05.4	0	_
ES	Right Left-Through-Right		655	2	360	39		0	42	697	0 0	0	157	854	0	0	0	854	0	0
>	Left-Right			0							0				0				0	
•			th-South:	723			0			th-South:	800			th-South:				th-South:	863	
	CRITICAL VOLUMES			ast-West:	360			0		Ea	ast-West:	0		E	ast-West:	0		E	st-West:	0
 	VOLUME/CARACITY (V/C) DATIC:		SUM:	1083			0			SUM:	800			SUM:		-		SUM:	863
1	VOLUME/CAPACITY (V/C	•			0.760			0.000				0.533				0.575				0.575
V/C	LESS ATSAC/ATCS ADJUS			0.760			0.000				0.433				0.475				0.475	
	LEVEL OF SERVICE	С			A				Α				Α				Α			
	RE	Build	Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	l .	+ WCSP + N			wit	n Event Mar	agement P	lan			
	Version: 1i Beta; 8/4/2011											<u>PI</u>	ROJECT	IMPAC	<u>CT</u>					

Change in v/c due to project: Significant impacted? -0.327

NO

-0.285 NO

 $\Delta v/c$ after mitigation: -0.285 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Topanga	Canyon Bl			Yea	r of Count:	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
40	East-West Street:	Clarendo	n St			Proje	ction Year:	2035		Pea	ak Hour:	5 - 6 PM	Revie	wed by:			Project:	Prome	nade (10k	Seats)
	No. o posed Ø'ing: N/S-1, E/W-2 o Turns: FREE-1, NRTOR-2 o		NB 0	SB	3 2 0	NB	0 SB		NB	0	SB	4 2 0	NB	0	S <i>B</i>	4 2 0	NB	0	SB	4 2 0
	ATSAC-1 or ATSAC+		EB 2	WB	2	EB	2 WE	2 0	EB	0	WB	3 2	EB	0	WB	3 2	EB	0	WB	3 2
	Override				0			0				0				0				0
			203	5 NO BUILI	D	NON-E	SC PROJEC	T VOLS	FUTUR	W/ WCSP	W/ NON-ES	C PROJ	FUTUF	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT		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
	Left		43	1	43	0		0	5	48	1	48	0	48	1	48	0	48	1	48
NORTHBOUND	← Left-Through			0							0				0				0	
BO	↑ Through ↑ Through-Right		2260	2 1	769	33		0	214	2474	2	842	189	2663	2 1	905	0	2663	2	905
l ₹	Right		46	0	46	0		0	5	51	0	51	0	51	0	51	0	51	0	51
Š	Left-Through-Right			0							0				0				0	
	₩ Left-Right			0							0				0				0	
	└ Left		260	1	260	5		0	23	283	1	283	0	283	1	283	0	283	1	283
SOUTHBOUND	→ Left-Through		200	0				ŭ		200	0			200	0			200	0	
1 g	Through		1137	2	436	24		0	101	1238	2	475	6	1244	2	477	0	1244	2	477
	← Through-Right → Right		172	1 0	172	3		0	16	188	1 0	188	0	188	1 0	188	0	188	0	188
l g	Left-Through-Right		172	0	172			Ū		100	0	100		100	0	100		100	0	100
o l				0							0				0				0	
	ح Left		360	1	236	0		0	41	401	2	221	0	401	2	221	0	401	2	221
9	→ Left-Through		000	0	200			Ū	-	401	0			401	0			401	0	
EASTBOUND	→ Through		55	0	236	0		0	6	61	0	124	0	61	0	124	0	61	0	124
ET.	→ Through-Right → Right		57	0	0	0		0	6	63	1 0	0	0	63	1 0	0	0	63	1 0	0
EAS	Left-Through-Right		31	1	U			U		00	0	U		00	0	O		00	0	U
	- ✓ Left-Right			0							0				0				0	
	√ Left		44	0	44	0		0	5	49	0	49	0	49	0	49	0	49	0	49
9			74	1				J		73	1	73		73	1	73		73	1	73
l lo	← Through		21	0	65	0		0	3	24	0	73	0	24	0	73	0	24	0	73
WESTBOUND	Through-Right Right		277	0 1	277	0		0	31	308	0 2	0	0	308	0 2	0	0	308	0 2	0
MES	Left-Through-Right		211	0	211			U	31	306	0	U		300	0	U		306	0	U
	├ Left-Right			0							0				0				0	
	CRITICAL V	OLUMES	_	th-South: ast-West:	1029 513			0			th-South: ast-West:	1125 294			th-South: ast-West:	1188 294			th-South: ast-West:	1188 294
	CRITICAL V	OLUMES	_ E	ast-west: SUM:	1542			0		E	SUM:	294 1419		E	ast-west: SUM:	294 1482		E	ast-west: SUM:	294 1482
	VOLUME/CAPACITY (V/C) RATIO:			1.082			0.000				1.032				1.078				1.078
V/C	LESS ATSAC/ATCS ADJU	STMENT:			1.082			0.000				0.932				0.978				0.978
	LEVEL OF SERVICE	CE (LOS):			F			Α				E				E				E
	REMARKS: Refer to Traffix Analysis				alysis	Non_ES	Project Volu	mes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	WCSP + N	lon_ESC +	ESC	wit	h Event Ma	nagement P	lan

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.150 NO -0.104 NO $\triangle v/c$ after mitigation: -0.104 Fully mitigated? N/A







I/S #:	North-South Street:	Topanga	Canyon Bl			Year	of Count	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G ⁻	тс	Date:	Ja	nuary 20	20
41	East-West Street:	Ventura	BI			Projec	tion Year	2035		Pea	ak Hour:	5 - 6 PM	Revie	wed by:			Project:	Promei	nade (10k	(Seats)
		Phases			4			4				4				4				4
	oosed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	0	NB	0 SE	0	NB	3	SB	0	NB	3	SB	0	NB	3	SB	0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	NB 0 EB 0	ЗВ WВ	2	EB	0 SE		EB	0	ЗБ WB	3	NВ ЕВ	0	ЗВ WВ	3	NВ ЕВ	0	3В WВ	3
	ATSAC-1 or ATSAC+A	ATCS-2?			0			0				2				2				2
	Override (Capacity			0			0				0				0				0
			203	5 NO BUIL			SC PROJEC	T VOLS		W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT		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
	↑ Left		227	1	227	-2		0	14	241	1	241	0	241	1	241	O	241	1	241
₽	← Left-Through		221	0	221	-2		Ū	14	241	0	241		241	0	241		241	0	241
NORTHBOUND	† Through		1414	3	471	-13		0	142	1556	3	519	23	1579	3	526	0	1579	3	526
皇	Through-Right			0							0				0				0	
Ā	→ Right		379	1	315	-3		0	4	383	1	253	0	383	1	253	0	383	1	253
일	Left-Through-Right			0							0				0				0	
	Left-Right			0							0				0				0	
_ 1	↓ Left		299	1	299	10		0	14	313	2	172	0	313	2	172	0	313	2	172
SOUTHBOUND	→ Left-Through			0							0				0				0	
∥ ಜୁ	Through		1035	2	376	31		0	9	1044	2	348	1	1045	2	348	0	1045	2	348
l ≝ l	Through-Right		00	1	00			0		00	1	0	_	00	1	0		00	1	0
			93	0 0	93	3		0	0	93	0	0	5	98	0	0	0	98	0	0
S	Left-Right			0							0				0				0	
	Left		652	2	359	13		0	65	717	3	251	165	882	3	309	0	882	3	309
Į	∠→ Left-Through → Through		970	0 2	366	18		0	9	979	0 2	368	0	979	0 2	368	0	979	0	368
<u>8</u>	→ Through → Through-Right		970	1	300	10		U	9	919	1	300	0	919	1	300	U	919	1	300
EASTBOUND	Right		128	0	128	2		0	-4	124	0	124	0	124	0	124	0	124	0	124
E	Left-Through-Right			0							0				0				0	
	-			0							0				0				0	
I	√ Left		234	2	129	3		0	2	236	2	130	0	236	2	130	0	236	2	130
₽			204	0	120				_	200	0	100		200	0	100		200	0	100
WESTBOUND	← Through		691	2	346	10		0	9	700	2	350	0	700	2	350	0	700	2	350
Ä	Through-Right			0		_					0		_		0		_		0	
ES	Right Left-Through-Right		382	1 0	382	5		0	55	437	2	68	0	437	2	68	0	437	2	68
>	Left-Right			0							0				0				0	
	<u>, </u>		Nor	th-South:	770			0		Nor	th-South:	691		Nort	th-South:	698		Nor	th-South:	698
	CRITICAL VO	DLUMES	E	ast-West:	741			0		E	ast-West:	601		Eá	ast-West:	659		E	ast-West:	659
	VOLUME OADA OUT VICTOR	DATIC		SUM:	1511			0			SUM:	1292			SUM:	1357			SUM:	1357
	VOLUME/CAPACITY (V/C)				1.099			0.000				0.940				0.987				0.987
V/C	LESS ATSAC/ATCS ADJUS				1.099			0.000				0.840				0.887				0.887
	LEVEL OF SERVIC	, ,			F			Α				D				D				D
	REI	Build	Non_ESC	Project Volu	imes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	+ WCSP + N	lon_ESC +	ESC	wit	h Event Mar	nagement P	lan			
	Version: 1i Beta; 8/4/2011									<u>PI</u>	ROJECT	IMPAC	<u>T</u>							

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

-0.259 NO

-0.212 NO

 $\Delta v/c$ after mitigation: -0.212 Fully mitigated? N/A







I/S #:	North-South Street:	Canoga	Ave			Year	of Count:	2016	Amk	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
42	East-West Street:	US 101 V	VB Off-Ram	р		Projec	tion Year:	2035		Pea	ak Hour:	5 - 6 PM	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. of posed Ø'ing: N/S-1, E/W-2 or Turns: FREE-1, NRTOR-2 or		NB 0	SB	3 2 0	NB	0 SB		NB	0	SB	2 0 0	NB	0	SB	2 0 0	NB	0	SB	2 0 0
	ATSAC-1 or ATSAC+A		EB 0	WB	0	EB	0 WB	0 0	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	Override C				Ő			Ö				0				0				0
			203	5 NO BUIL			SC PROJECT	VOLS		W/ WCSP				RE W/ WCS				WCSP W/ I		W/ EMP
	MOVEMENT		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
D	Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND	← Left-Through ↑ Through		872	0 3	291	5		0	-30	842	0	281	8	850	0 3	283	0	850	0 3	283
單	Through-Right		0.2	0	20.			ŭ		0.2	0	20.		000	0	200		000	0	200
RT	→ Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
2	← Left-Through-Right ← Left-Right			0							0				0				0	
J	Y Leit-Right		<u></u>	U							<u> </u>				U				<u> </u>	
Δ	→ Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left-Through Through		1721	0 4	430	51		0	62	1783	0 4	446	6	1789	0 ∡	447	0	1789	0 4	447
單	→ Through-Right		1721	0	450	31		Ů	02	1703	0	770		1703	0	77/		1703	0	777
5	Right	Left-Through-Right 0		0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	
S	← Left-Through-Right ↓ Left-Right			0							0				0				0	
	•		I.																	
	Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
N S	→ Left-Through→ Through		0	0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0	0
98	→ Through-Right			0	ŭ	· ·		ŭ	Ĭ	Ü	0	Ŭ		Ü	0	ŭ		Ü	0	· ·
EASTBOUND	Right		0	0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0	0
ш	★ Left-Through-Right ★ Left-Right			0							0				0				0	
	*																			
۵	✓ Left ✓ Left-Through		242	1 0	242	0		0	-12	230	1 0	230	0	230	1	230	0	230	1 0	230
WESTBOUND	← Through		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
I BC	Through-Right			0							0				0				0	
ÆS.	Right Left-Through-Right		749	2	412	-3		0	-14	735	2	404	111	846	2 0	465	0	846	2	465
>				0							0				0				0	
	ODITIOA: VO	N. LIMES		th-South:	430			0			th-South:				th-South:				th-South:	447
	CRITICAL VO	DLUMES	E	ast-West: SUM:	412 842			0		E	ast-West: SUM:	404 850		E	ast-West: SUM:			E	ast-West: SUM:	465 912
	VOLUME/CAPACITY (V/C) RATIO: 0.591					0.000				0.567				0.608				0.608		
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.591					0.000				0.467				0.508				0.508		
	0.001		Α			Α				Α				Α				A		
	REN	MARKS:	Future	2035 No B		Non_ESC	Project Volu	mes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	Non_ESC +	ESC	wit	h Event Ma	nagement F	Plan
1	Version: 1i Peter 9/4/2014								•					PO IECT			•			

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.124 NO -0.083 NO $\Delta v/c$ after mitigation: -0.083 Fully mitigated? N/A







I/S #:	North-South Street:	Canoga /	Ave			Year	of Count	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
43	East-West Street:	US 101 E	B On-Ramp)		Projec	ction Year:	2035		Pea	ak Hour:	5 - 6 PM	Revie	wed by:			Project:	Prome	nade (10k	Seats)
_		Phases			3			3				2				2				2
1	oosed Ø'ing: N/S-1, E/W-2 or E		NB 0	SB	0	NB	0 SE	0 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or 0	OLA-3?	EB 0	WB	0	EB	0 WE		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+A				0			0				2	'			2				2
	Override C	apacity			0			0				0				0				0
	MOVEMENT	ŀ	203	5 NO BUIL No. of	Lane		SC PROJEC	T VOLS	Delta	W/ WCSP	W/ NON-ES	Lane	Added	RE W/ WCS	No. of	Lane	Added	WCSP W/ F	No. of	
	WOVEWEN		Volume	Lanes	Volume	Project Vols			Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Lane Volume
	Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND	← Left-Through			0							0				0				0	
l Š	Through		866	3	289	2		0	-26	840	3	280	8	848	3	283	0	848	3	283
男	Through-Right			0							0		_		0		_		0	
l K	Right		333	1	333	1		0	-23	310	1	310	0	310	1	310	0	310	1	310
¥	Left-Through-Right			0							0				0				0 0	
Į.	← Left-Right			U							U				U				U	
	└ Left		909	2	500	24		0	1	910	2	501	6	916	2	504	0	916	2	504
SOUTHBOUND	→ Left-Through			0							0				0				0	
ğ	Through		1082	2	541	29		0	39	1121	2	561	1	1122	2	561	0	1122	2	561
ᄩ	← Through-Right → Right		0	0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0 0	0
5	Left-Through-Right		U	0	U	U		U	U	U	0	U	U	U	0	U	U	U	0	U
Ö	↓ Left-Right			0							0				0				0	
_																				
	Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
Į			0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0 0	0
EASTBOUND	→ Through → Through-Right		U	0	U	U		U	U	U	0	U	0	U	0	U	U	U	0	U
STI	Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
EĄ	Left-Through-Right			0							0				0				0	
	-			0							0				0				0	
ı	√ Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
9	√ Left-Through		U	0	U	0		U		U	0	U		U	0			U	0	U
Į	← Through		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Through-Right			0							0				0				0	
ES.	Right Left-Through-Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
≥	Left-Through-Right Left-Right			0							0				0 0				0	
-	, _on night		Non	th-South:	833			0		Nor	th-South:	811		Non	th-South:	814		Nor	th-South:	814
	CRITICAL VO	LUMES	-	ast-West:	0			0			ast-West:	0			ast-West:	0			ast-West:	0
				SUM:	833			0			SUM:	811			SUM:	814			SUM:	814
	VOLUME/CAPACITY (V/C)				0.585			0.000				0.541				0.543				0.543
V/C	LESS ATSAC/ATCS ADJUST	TMENT:			0.585			0.000				0.441				0.443				0.443
	LEVEL OF SERVICE	(LOS):			Α			Α				Α				Α				Α
	REM	IARKS:	Future	2035 No B	Build	Non_ESC	Project Volu	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	+ WCSP + N	lon_ESC +	ESC	wit	h Event Maı	nagement P	lan
,	Version: 1i Beta; 8/4/2011									PI	ROJECT	IMPAC	CT							

Change in v/c due to project: Significant impacted? -0.144 NO

-0.142 NO

 $\Delta v/c$ after mitigation: -0.142 Fully mitigated? N/A







I/S #:	North-South Street: Canog	a Ave			Year	of Count	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G ⁻	тс	Date:	Ja	nuary 20	20
44	East-West Street: Ventur	a BI			Projec	tion Year	2035		Pea	ak Hour:	5 - 6 PM	Revie	wed by:			Project:	Promei	nade (10k	(Seats)
	No. of Phases			3			3				4				4				4
	oosed Ø'ing: N/S-1, E/W-2 or Both-3?		SB	0	NB	0 SE	0 3 3	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0 3
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	ЗВ WВ	3	NВ EВ	0 SE		EB	0	ЗВ WВ	3	EB	0	3В WВ	3	EB	0	3В WВ	3
	ATSAC-1 or ATSAC+ATCS-2?			0			0				2				2				2
	Override Capacity			0			0				0				0				0
		203	55 NO BUIL			SC PROJEC	T VOLS		W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT	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
	↑ Left	186	1	186	0		0	-2	184	1	184	0	184	1	184	O	184	1	184
9	↓ Left-Through	100	0	100	0		U	-2	104	0	104	U	104	0	104	U	104	0	104
NORTHBOUND	† Through	349	1	202	0		0	-22	327	1	190	8	335	1	194	0	335	1	194
Ě	Through-Right		1							1				1				1	
R	→ Right	55	0	55	0		0	-2	53	0	53	0	53	0	53	0	53	0	53
2	← Left-Through-Right		0							0				0				0	
I	Left-Right		0							0				0				0	
_ 1	↓ Left	282	1	282	8		0	2	284	1	284	0	284	1	284	0	284	1	284
SOUTHBOUND	Left-Through	202	0	202			· ·	_		0	20.	Ů		0	20.			0	20.
l g	Through	403	1	403	13		0	13	416	1	416	1	417	1	417	0	417	1	417
里	Through-Right		0							0		_		0		_		0	
5		367	1 0	52	11		0	10	377	1 0	66	0	377	1 0	66	0	377	1 0	66
SC	Left-Right		0							0				0				0	
•	24	-																	
	-∫ Left	572	2	315	0		0	-7	565	2	311	0	565	2	311	0	565	2	311
	→ Left-Through	4.400	0	504	_			40	4440	0			4440	0	570		4440	0	570
EASTBOUND	→ Through → Through-Right → Through-Right → Through-Right → Through	1122	2 0	561	1		0	18	1140	2	570	0	1140	2	570	0	1140	2	570
STE	Right	162	1	69	1		0	8	170	1	78	0	170	1	78	0	170	1	78
Ë	→ Left-Through-Right		0					_		0				0		_		0	
	- deft-Right		0							0				0				0	
ı	√ Left	00	1	92	1		0	4	93	1	93	0	93	1	93	0	93	1	93
9	√ Leπ ∵ Left-Through	92	0	92	1		U	1	93	0	93	U	93	0	93	U	93	0	93
WESTBOUND	← Through	1059	3	353	2		0	5	1064	3	355	0	1064	3	355	0	1064	3	355
ĕ	Through-Right		0							0				0				0	
ES	Right	257	1	0	1		0	-12	245	1	0	0	245	1	0	0	245	1	0
>	Left-Through-Right Left-Right		0							0				0				0	
-	ψ Len-right	No	rth-South:	589			0		Nor	th-South:	600		Nor	th-South:	601		Nor	th-South:	601
	CRITICAL VOLUMES	_	ast-West:	668			0			ast-West:	666			ast-West:	666			ast-West:	666
			SUM:	1257			0			SUM:	1266			SUM:	1267			SUM:	1267
	VOLUME/CAPACITY (V/C) RATIO			0.882			0.000				0.921				0.921				0.921
V/C	LESS ATSAC/ATCS ADJUSTMENT			0.882			0.000				0.821				0.821				0.821
	LEVEL OF SERVICE (LOS):			D			Α				D				D				D
	REMARKS:	Futur	e 2035 No B	Build	Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	lon_ESC +	ESC	wit	h Event Mar	nagement P	lan
1	Version: 1i Beta; 8/4/2011		-						-			P	ROJECT	IMPAC	CT_				

Change in v/c due to project: Significant impacted? -0.061 NO

-0.061 NO

 $\Delta v/c$ after mitigation: -0.061







I/S #:	North-South Street:	De Soto	Ave			Year	of Count:	2016	Amk	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
45	East-West Street:		NB Ramps			Projec	ction Year:	_000		Pea	ak Hour:	5 - 6 PM	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. of posed Ø'ing: N/S-1, E/W-2 or Turns: FREE-1, NRTOR-2 or		NB 0 EB 0	SB WB	3 2 0 2	NB EB	0 SB		NB EB	0	SB WB	3 0 0	NB	0	SB WB	3 0 0	NB EB	0	SB WB	3 0 0
	ATSAC-1 or ATSAC+A	ATCS-2?	EB U	WB	0	EB	0 WE	0	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	Override 0	Capacity			0			0				0				0				0
	MOVEMENT		203	5 NO BUIL			SC PROJEC	T VOLS		W/ WCSP				RE W/ WCS				WCSP W/ F		
	WIO VEIVIEN I		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
	↑ Left		250	1	250	-1		0	2	252	1	252	0	252	1	252	0	252	1	252
NORTHBOUND	Left-Through		4004	0	544			0	00	4045	0	0.40		4050	0	054		4050	0	054
BO	↑ Through ↑ Through-Right		1081	2	541	0		0	-36	1045	3 0	348	8	1053	3 0	351	0	1053	3 0	351
₹	→ Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
9	Left-Through-Right			0							0				0				0	
	Left-Right			0							0				0				0	
			0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
Į	→ Left-Through			0							0				0				0	
SOUTHBOUND	↓ Through✓ Through-Right		1471	4 0	368	40		0	192	1663	4 0	416	1	1664	4	416	0	1664	4 0	416
l Ĕ	Right		616	1	616	15		0	10	626	2	344	0	626	2	344	0	626	2	344
) SO	Left-Through-Right			0							0				0				0	
"	↓ Left-Right		<u> </u>	0							0				0				0	
1	J Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
2	→ Left-Through			0							0			_	0				0	
EASTBOUND	→ Through → Through-Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
STE	Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
EA	Left-Through-Right			0							0				0				0	
I.	-			0							0				0				0	
	√ Left		269	1	250	-2		0	22	291	1	266	0	291	1	266	0	291	1	266
WESTBOUND				0	250			0		0	0	260		0	0	260	0	0	0	266
BOI	← Through ← Through-Right		0	0	250	0		0	0	U	0	266	0	0	0	266	U	U	0	266
ST	Right		481	1	0	-2		0	26	507	1	0	0	507	1	0	0	507	1	0
×	Left-Through-Right Left-Right			1							1				1				1 0	
	¢ Ecu-ragiit		Nor	th-South:	866			0		Nor	th-South:	668		Nor	th-South:	668		Nor	th-South:	668
	CRITICAL VO	DLUMES	E	ast-West:	250			0		E	ast-West:	266		E	ast-West:			E	ast-West:	266
	VOLUME/CAPACITY /\//C\	RATIO:		SUM:				0 000			SUM:	934			SUM:				SUM:	
VIC	VOLUME/CAPACITY (V/C) RATIO: 0.783 //C LESS ATSAC/ATCS ADJUSTMENT: 0.783					0.000				0.655				0.655				0.655		
V/C	LEVEL OF SERVICE				0.783 C			0.000 A				0.555 A				0.555 A				0.555 A
			Refer to	Traffix And		Non ESC	Project Volu		Delta Vol	= WCSP Ba	ckaround +		Fut -	+ WCSP + N	Non ESC +		\arit	h Event Ma	nagement P	
<u> </u>	REMARKS: Refer to Traffix Analysis				uryoro	NOIL_FOC	, roject volt	inco Offig	Dona VUI	VV OOF DA	onground +	14011_E30		POIECT			WII	LVCIIL IVIA	nagement F	IUII

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.228 NO -0.228 NO $\Delta v/c$ after mitigation: -0.228 Fully mitigated? N/A







I/S #:	North-South Street:	De Soto	Ave			Yea	r of Count	: 2016	Amb	ient Grov	wth: (%):		Condu	cted by:	G	TC	Date:	Ja	nuary 20	20
46	East-West Street:	US 101 E	B Ramps			Proje	ction Year	2035		Pe	ak Hour:	5 - 6 PM	Revie	ewed by:			Project:	Prome	nade (10k	(Seats)
1	No. o posed Ø'ing: N/S-1, E/W-2 o Turns: FREE-1, NRTOR-2 o		NB 0	SB	3 2 0	NB	0 SI		NB	0	SB	3 0 0	NB	0	SB	3 0 0	NB	0	SB	3 0 0
	ATSAC-1 or ATSAC-	ATCS-2?	EB 0	WB	0	EB	0 W	B 0	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
		Capacity			0			0				0				0				0
			203	5 NO BUIL			SC PROJEC	T VOLS		W/ WCSP		SC PROJ		RE W/ WCS				WCSP W/ F		W/ EMP
	MOVEMENT		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
0	Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
3	← Left-Through		768	0 3	050	-27		0	-23	745	0 4	100		753	0	188		753	0 4	188
BO	↑ Through ↑ Through-Right		700	0	256	-21		U	-23	745	0	186	8	755	0	100	0	755	0	100
l ∺	Right		252	1	252	-9		0	4	256	1	256	0	256	1	256	0	256	1	256
NORTHBOUND	Left-Through-Right			0							0				0				0	
_	→ Left-Right			0							0				0				0	
	Left ∟		905	2	498	9		0	-74	831	2	457	0	831	2	457	0	831	2	457
OUTHBOUND	Left-Through		905	0	490	9		U	-74	031	0	431	U	031	0	437	"	031	0	437
O O	Through		849	2	425	9		0	-26	823	2	412	1	824	2	412	0	824	2	412
里	Through-Right		•	0	•	•				•	0	•	•	•	0	•		•	0	
5	✓ Right← Left-Through-Right		0	0 0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
SC	↓ Left-Right			0							0				0				0	
	ح Left ک Left-Through		554	1	278	0		0	-24	530	1	266	0	530	1	266	0	530	1	266
EASTBOUND	→ Leπ-Inrough		2	0	278	0		0	0	2	0	266	0	2	0	266	0	2	0	266
ВО	→ Through-Right		_	0	2,0			·	Ĭ	_	0	200		-	0	200		_	0	200
\ST	Right		247	1	247	1		0	-1	246	1	246	0	246	1	246	0	246	1	246
7	Left-Through-Right			0 0							0				0				0	
	- ✓ Left-Right			U							U				U				U	
	√ Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND				0		_			_		0		_		0			_	0	
301	← Through ← Through-Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
STE	Right Left-Through-Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
WE	,o ogg			0		-					0		-		0				0	
				0	754						0	740			0	740			0	740
	CRITICAL V	OLUMES		th-South: ast-West:	754 278			0			th-South: ast-West:	713 266			th-South: ast-West:				th-South: ast-West:	713 266
	SUM: 1032					0			SUM:	979			SUM:				SUM:	979		
			0.724			0.000				0.687				0.687				0.687		
V/C	•		0.724			0.000				0.587				0.587				0.587		
	LEVEL OF SERVICE (LOS):				С			Α				Α				Α				Α
	RI	MARKS:	Refer to	Traffix Ana	alysis	Non_ES	C Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut ·	+ WCSP + 1	Non_ESC +	ESC	wi	h Event Ma	nagement F	Plan
<u> </u>	REMARKS: Refer to Trainx Analysis					•			•				•				•			

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.137 NO -0.137 NO $\Delta v/c$ after mitigation: -0.137 Fully mitigated? N/A







I/S #:	North-South Street:	De Soto	Ave / Serrar	nia Ave		Year	of Count:	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	TC	Date:	Ja	nuary 20	20
47	East-West Street:	Ventura I	ВІ			Projec	ction Year:	2035		Pea	ak Hour:	5 - 6 PM	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. of F				3			3				4				4				4
	posed Ø'ing: N/S-1, E/W-2 or B		NB 0	SB	1 2	NB	0 SB	1 - 2	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or C	DLA-3?	EB 0	WB	2	EB	0 WB		EB	0	WB	3	EB	0	WB	3	EB	0	WB	3
	ATSAC-1 or ATSAC+AT				0			0				2				2				2
	Override Ca	apacity			0			0				0				0				0
	MOVEMENT		203	5 NO BUILI			SC PROJECT	VOLS		W/ WCSP			Added	RE W/ WCS	No. of		FUT W/	WCSP W/ F	No. of	
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Vols			Delta Volume	Volume	No. of Lanes	Lane Volume	Volume	Total Volume	Lanes	Lane Volume	Volume	Volume	Lanes	Lane Volume
	Left		61	1	61	0		0	5	66	1	66	0	66	1	66	0	66	1	66
NORTHBOUND	Left-Through			0							0				0				0	
l g	Through		206	1	151	1		0	10	216	2	108	8	224	2	112	0	224	2	112
l 뿔 l	Through-Right		0.5	1	0.5			•	4-	440	0	70		440	0	70		440	0	70
띪			95	0	95	1		0	17	112	1 0	73	0	112	1	73	0	112	1 0	73
ž	Left-Right			0							0				0				0	
	Lon riight																			
Ω	→ Left		524	2	288	-12		0	108	632	2	348	0	632	2	348	0	632	2	348
S	Left-Through		000	0 1	000			•	44	050	0 1	050	1	050	0	050	0	252	0 1	050
8			263	0	263	-4		0	-11	252	0	252	1	253	0	253	U	253	0	253
ΙĘΙ	Right		360	1	360	-8		0	25	385	1	33	0	385	1	33	0	385	1	33
SOUTHBOUND	Left-Through-Right			0							0				0				0	
" I	↓ Left-Right			0							0				0				0	
1	_∫ Left		336	1	336	8		0	16	352	1	352	0	352	1	352	0	352	1	352
₽	→ Left-Through		555	0				ŭ		002	0		Ů	002	0			002	0	
l lo	→ Through		1136	2	404	26		0	59	1195	2	424	0	1195	2	424	0	1195	2	424
ΪĐ	→ Through-Right		7.5	1 0	75	1		0	1	76	1 0	76	0	76	1 0	76	0	76	1 0	70
EASTBOUND	Right Left-Through-Right		75	0	75	1		U	1	76	0	76	U	76	0	76	U	76	0	76
	Left-Right			0							0				0				0	
	· · · ·			,		,			1.5						,				,	
₽	✓ Left ✓ Left-Through		66	1 0	66	1		0	13	79	1 0	79	0	79	1 0	79	0	79	1 0	79
WESTBOUND	← Through		1091	3	364	12		0	24	1115	3	372	0	1115	3	372	0	1115	3	372
<u> </u>	Through-Right			0							0				0				0	
ESJ	Right		442	1	442	6		0	147	589	1	241	0	589	1	241	0	589	1	241
₹	Left-Through-Right Left-Right			0							0				0				0	
	, Lon-ringin		Nor	th-South:	511			0		Nor	th-South:	456		Nor	th-South:	460		Nor	th-South:	460
	CRITICAL VOL	LUMES		ast-West:	778			0			ast-West:	724			ast-West:	724			ast-West:	724
	SUM: 1289					0			SUM:	1180			SUM:	1184			SUM:	1184		
	VOLUME/CAPACITY (V/C) RATIO: 0.905					0.000				0.858				0.861				0.861		
V/C	LESS ATSAC/ATCS ADJUST	MENT:			0.905			0.000				0.758				0.761				0.761
	LEVEL OF SERVICE	(LOS):			E			Α				С				С				С
	REM	IARKS:	Future	2035 No B	uild	Non_ESC	Project Volu	mes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	lon_ESC +	ESC	wit	h Event Mai	nagement P	Plan
	Version: 4i Peter 9/4/2014												_	PO IECT						

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.147 NO -0.144 NO Δ v/c after mitigation: -0.144 Fully mitigated? N/A







I/S #:	North-South Street:	Topanga	Canyon Bl			Year	of Count:	2016	Amk	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
48	East-West Street:	Martinez	St			Projec	tion Year:	2035		Pea	ak Hour:	5 - 6 PM	Revie	wed by:			Project:	Promei	nade (10k	Seats)
		Phases			2			2				2				2				2
	oosed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	0	NB	0 SB	0 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	EB 0	3Б WВ	0	EB	0 3B		EB	0	ЗВ WB	0	NВ ЕВ	0	ЗВ WВ	0	EB	0	3В WВ	0
	ATSAC-1 or ATSAC+A	ATCS-2?			0			0				2	'			2				2
	Override C	Capacity			0			0				0				0				0
	MOVEMENT		203	5 NO BUIL			SC PROJEC	r vols		W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT		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
	↑ Left		Volume 8	0	8	0		0	-2	6	0	6	0	6	0	6	0	6	0	6
NORTHBOUND	Left-Through			1	ŭ	Ů		•	_	· ·	1	ŭ		ŭ	1	· ·		ŭ	1	
l o	Through		1575	0	812	-24		0	161	1736	0	887	23	1759	0	898	0	1759	0	898
	Through-Right			1							1				1				1	
L RC	Right		1	0	812	0		0	0	1	0	887	0	1	0	898	0	1	0	898
ž	Left-Through-Right Left-Right			0 0							0				0				0	
	Y Leit-Right			U							U				U				U	
	→ Left		10	0	10	1		0	-1	9	0	9	0	9	0	9	0	9	0	9
Ž				1							1				1				1	
BOI			1377	0	725	13		0	-7	1370	0 1	719	1	1371	0	719	0	1371	0 1	719
Ӗ	← Through-Right → Right		13	0	725	1		0	0	13	0	719	0	13	0	719	0	13	0	719
SOUTHBOUND	Left-Through-Right			0	720	•		ŭ		10	0	7.10		10	0	7.10			0	7 10
S				0							0				0				0	
	1 1-6		40		40			•		F.4		F4		F.4				F4		
Ω			42	0 0	42	0		0	9	51	0 0	51	0	51	0	51	0	51	0 0	51
5	→ Through		7	0	61	0		0	0	7	0	66	0	7	0	66	0	7	0	66
EASTBOUND	→ Through-Right			0							0				0				0	
ASI	Right		12	0	0	0		0	-4	8	0	0	0	8	0	0	0	8	0	0
E	★ Left-Through-Right ★ Left-Right			1 0							1 0				1 0				1 0	
	- Leit-Right																			
	√ Left		17	0	17	0		0	-1	16	0	16	0	16	0	16	0	16	0	16
WESTBOUND			4.5	0	0.0				_	4.5	0			4.5	0	0.5		4.5	0	0.5
30	← Through ← Through-Right		12	0 0	32	-1		0	3	15	0	35	0	15	0	35	0	15	0 0	35
STE	Right		3	0	0	0		0	1	4	0	0	0	4	0	0	0	4	0	0
WE	Left-Through-Right			1							1				1				1	
				0							0				0				0	
	CRITICAL VO	N LIMES	_	th-South: ast-West:	822 78			0			th-South: ast-West:	896 86			th-South: ast-West:	907 86			th-South: ast-West:	907 86
	CRITICAL VO	PLUIVIES	_ E	ast-west: SUM:	900			0		E	ast-west: SUM:	982		E	st-west: SUM:			E	ast-west: SUM:	993
	VOLUME/CAPACITY (V/C)	RATIO:			0.600			0.000				0.655				0.662				0.662
V/C	LESS ATSAC/ATCS ADJUS				0.600			0.000				0.555				0.562				0.562
	LEVEL OF SERVICE				0.000 A			A				0.555 A				0.562 A				0.562 A
		MARKS:	Future	2035 No B		Non ESC	Project Volu		Delta Vol	= WCSP Ba	ckaround ±		Fu+ 4	+ WCSP + N	lon FSC ±		tinar	h Event Mar	nagement D	
		unu	NOII_ESC	Froject volu	mes Only	Della VOI	- WOOF BA	ckground +	INOII_E3C	l .				WIL	ii Evenii iviai	iagement P	ıaıı			
	Version: 1i Beta; 8/4/2011												<u> </u>	ROJECT	IMPA(<u>از</u>				

Change in v/c due to project: Significant impacted? -0.045 NO

-0.038 NO

 $\Delta v/c$ after mitigation: -0.038 Fully mitigated? N/A







I/S #:	North-South Street: To	opanga C	Canyon BI			Year	of Count:	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
49		ulholland	d Dr			Projec	tion Year:	_000		Pea	ak Hour:	5 - 6 PM	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. of Ph posed Ø'ing: N/S-1, E/W-2 or Bo Turns: FREE-1, NRTOR-2 or OL	oth-3?	VB 0	SB	3 2 0	NB	0 SB	3 2 0	NB	0	SB	4 2 0	NB	0	SB	4 2 0	NB	0	SB	4 2 0
Kigiit		E	EB 0	WB	0	EB	0 WE		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATC Override Cap				0 0			0				2 0				2				2 0
			203	5 NO BUILI	D	NON-ES	SC PROJEC	T VOLS	FUTURI	W/ WCSP	W/ NON-ES	C PROJ	FUTUI	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT		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
	Left		190	1	190	-1		0	53	243	1	243	0	243	1	243	0	243	1	243
5	← Left-Through ↑ Through		875	0 1	442	-2		0	-11	864	0 1	438	23	887	0 1	449	0	887	0 1	449
異し	† Through-Right		0.0	1		_		ŭ			1	.00	20	00.	1			00.	1	
NORTHBOUND	Right		8	0	8	0		0	3	11	0	11	0	11	0	11	0	11	0	11
2	← Left-Through-Right ← Left-Right			0							0				0				0	
	Lett-right			<u> </u>																
₽	→ Left		22	0	22	0		0	-1	21	0	21	0	21	0	21	0	21	0	21
SOUTHBOUND			593	0	673	1		0	9	602	1 1	343	1	603	1	344	0	603	1	344
異	← Through-Right			1							0				0				0	
5			664	0	673	1		0	37	701	1 0	524	0	701	1	524	0	701	1 0	524
SS	Left-Right			0							0				0				0	
	1																			
□	 J Left → Left-Through 		610	1	345	-13		0	10	620	1	355	0	620	1	355	0	620	1	355
EASTBOUND	→ Through		79	0	345	-2		0	10	89	0	355	0	89	0	355	0	89	0	355
I BC	→ Through-Right		450	0	57	0		0	00	404	0	00	0	404	0	00		404	0	00
. AS	Right Left-Through-Right		152	0	57	-3		0	29	181	1 0	60	0	181	0	60	0	181	0	60
	- Left-Right			0							0				0				0	
	√ Left		17	0	17	0		0	2	19	0	19	0	19	0	19	0	19	0	19
₽	↓ Left-Through		17	0	17	U		U		19	0	19	U	19	0	19	0	19	0	19
WESTBOUND	← Through ← Through-Right		51	0	121	-1		0	2	53	0	113	0	53	0	113	0	53	0	113
STB	Through-Right Right		53	0	0	-1		0	-12	41	0	0	0	41	0	0	0	41	0 0	0
Ň K	Left-Through-Right		00	1	ŭ			ŭ		• •	1	ŭ	· ·	• •	1	ŭ		• • •	1	· ·
	├ Left-Right		Ale	0 th-South:	863			0	<u> </u>	A/c :	0 th-South:	767		Ale:-	0 th-South:	767		Ale:	0 th-South:	767
	CRITICAL VOLU	UMES		in-Soutn: ast-West:	466			0			tn-Soutn: ast-West:	767 468			tn-Soutn: ast-West:				tn-Soutn: ast-West:	468
				SUM:	1329			0			SUM:	1235			SUM:				SUM:	
	VOLUME/CAPACITY (V/C) R				0.933			0.000				0.898				0.898				0.898
V/C	LESS ATSAC/ATCS ADJUSTM				0.933			0.000				0.798				0.798				0.798
	LEVEL OF SERVICE (I				Е			Α				С				С				С
	REMA	RKS:	Refer to	Traffix Ana	alysis	Non_ESC	Project Volu	mes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC		+ WCSP + N			wit	h Event Ma	nagement P	Plan

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.135 NO -0.135 NO $\Delta v/c$ after mitigation: -0.135 Fully mitigated? N/A

Level Of Service Computation Report

Circular 212 Planning Method (Base Volume Alternative)

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

***************************** North Bound South Bound East Bound West Bound L - T - R L - T - R Approach: ------| Control: Permitted Permitted Split Phase Split Phase

 Rights:
 Include
 Include
 Include

 Min. Green:
 0
 0
 0
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 Include 0 0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 Y+R: 1 0 2 1 0 0 1 2 0 1 1 0 1! 0 1 1 0 1 1 0 Lanes: -----| Volume Module: Base Vol: 142 1765 31 20 1159 207 251 14 382 10 Initial Bse: 142 1765 31 20 1159 207 251 14 382 10 11 - 11 PHF Volume: 142 1765 31 20 1159 207 251 14 382 10 0 0 Reduct Vol: 0 0 0 0 0 0 0 0 0 Ω 20 1159 Reduced Vol: 142 1765 31 251 14 382 207 10 11 11 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10 1.00 MLF Adj: 1.00 FinalVolume: 142 1765 31 120 1159 207 276 14 420 10 11 -----| Saturation Flow Module:

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

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

Crit Volume: 599 20 237 11

Level Of Service Computation Report Circular 212 Planning Method (Base Volume Alternative)

Loss Time (sec):

Optimal Cycle:

100

Average Delay (sec/veh):

Level Of Service:

F

 Control:
 Permitted
 Protected
 Split Phase
 Split Phase

 Rights:
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 Include

 Min. Green:
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Volume Module:

Base Vol: 66 541 158 374 162 267 159 1025 66 123 1345 635 374 162 Initial Bse: 66 541 158 267 159 1025 66 123 1345 635 PHF Volume: 66 541 158 374 162 267 159 1025 66 123 1345 0 0 0 0 0 Reduct Vol: 0 0 0 0 0 0 0 159 1025 66 Reduced Vol: 66 541 374 162 158 267 123 1345 635 FinalVolume: 66 541 158 411 162 267 159 1025 66 123 1345 635

Saturation Flow Module:

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)

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

 Control:
 Permitted
 Protected
 Split Phase
 Split Phase

 Rights:
 Include
 Include
 Include

 Min. Green:
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Volume Module:

Base Vol: 43 2260 46 260 1137 172 360 55 57 44 277 1.00 1.00 1.00 Initial Bse: 43 2260 46 260 1137 172 360 55 57 21 44 277 PHF Volume: 43 2260 46 260 1137 172 360 55 57 44 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 43 2260 46 360 55 57 172 21 260 1137 44 277 PCE Adj: 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 FinalVolume: 43 2260 46 260 1137 172 396 55 57 44 277 -----|----|-----|

Saturation Flow Module:

Capacity Analysis Module:

Vol/Sat: 0.03 0.54 0.54 0.18 0.31 0.31 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 Cycle (sec): 100

***************************** North Bound South Bound East Bound West Bound L - T - R L - T - R Approach: Control: Permitted Permitted Split Phase Split Phase Rights: Include Include Include Include Rights: Include Include Include Min. Green: 0 0 0 0 0 0 0 0 0 0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 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 0 0 0 1471 616 269 Initial Bse: 250 1081 0 0 1471 616 0 0 0 269 0 481 269 0 0 0 0 0 269 481 FinalVolume: 250 1081 0 0 1471 616 0 0 0 296 0 529 -----| Saturation Flow Module: 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): Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx Optimal Cycle: 73 Level Of Service: C

***************************** North Bound South Bound East Bound West Bound L - T - R L - T - R Approach:

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 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 Y+R: 0 0 3 0 1 2 0 2 0 0 1 1 0 0 1 0 0 0 0 -----|

Volume Module:

0 554 2 247 Base Vol: 0 768 252 905 849 Initial Bse: 0 768 252 905 849 0 554 2 247 0 0 905 849 0 554 2 247 0 0 PHF Volume: 0 768 252 0 0 0 0 Reduct Vol: 0 0 0 0 0 0 0 n 0 554 2 247 Reduced Vol: 0 768 252 905 849 0 0 0 FinalVolume: 0 768 252 996 849 0 609 2 247 0 0

Saturation Flow Module:

0.00 3.00 1.00 2.00 2.00 0.00 1.99 0.01 1.00 0.00 0.00 0.00 Lanes: Final Sat.: 0 4275 1425 2850 2850 0 2841 9 1425 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

***************************** 100 Critical Vol./Cap.(X): Cycle (sec): XXXXXX

Optimal Cycle: 100 O Average Delay (sec/veh): 100 Level Of Service:

***************************** North Bound South Bound
L - T - R L - T - R East Bound West Bound Approach: L - T - R ------| Control: Permitted Permitted Split Phase Split Phase Rights: Include Include Include Include 0 0 0 Min. Green: 0 0 0 0 0 0 0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 Y+R: 1 0 1 1 0 0 1 0 1 0 1 1 0 0 1 0 0 1! 0 0 -----| Volume Module: Base Vol: 190 875 8 22 593 664 610 79 152 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 Initial Bse: 190 875 8 22 593 664 610 79 152 17 51 53 User Adj: 1.00 PHF Adj: PHF Volume: 190 875 8 22 593 664 610 79 152 17 0 0 0 0 Reduct Vol: 0 0 0 0 0 0 Ω Ω 8 Reduced Vol: 190 875 22 593 79 152 664 610 17 51 53 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 MLF Adj: FinalVolume: 190 875 8 88 593 664 671 79 152 17 -----| Saturation Flow Module: 1425 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 -----|

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





(Circular 212 Method)

I/S #:	North-South Street:	Shoup A	ve			Yea	r of Count	: 2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	TC	Date:	Ja	nuary 20	20
1	East-West Street:	Vanowe	n St			Proje	ction Year	2035		Pea	ak Hour:	6 - 7 PM	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
1	pposed Ø'ing: N/S-1, E/W-2 o		NB 0	SB	2 0 0	NB	0 SE	2 0 3	NB	0	SB	2 0 0	NB	0	SB	2 0 0	NB	0	SB	2 0 0
Right	t Turns: FREE-1, NRTOR-2 o	r OLA-3?	EB 0	WB	0	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC- Override	ATCS-2? Capacity			0			0				2 0				2				2
			203	5 NO BUIL	D	NON-E	SC PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	C PROJ	FUTU	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/	ULL PROJ	W/ EMP
	MOVEMENT		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
۵	Left		100	1	100	2		0	-9	91	1	91	0	91	1	91	0	91	1	91
NORTHBOUND	Left-Through Through		1013	0 2	507	23		0	11	1024	0 2	512	0	1024	0 2	512	0	1024	0 2	512
上	Through-Right		71	0 1	33	1		0	-6	65	0 1	34	0	65	0	34	0	65	0 1	34
S.			/ 1	0	33	·		U	-0	05	0	34	U	03	0	34		05	0	34
Z	Left-Right			0							0				0				0	
			- -																	
9	└→ Left ├→ Left-Through		38	1 0	38	1		0	5	43	1 0	43	0	43	1 0	43	0	43	1 0	43
OUTHBOUND	Through		479	2	240	6		0	-17	462	2	231	0	462	2	231	0	462	2	231
Ĕ	← Through-Right			0							0				0				0	
5	→ Right 80 → Left-Through-Right			1	25	1		0	5	85	1	30	0	85	1	30	0	85	1	30
S	← Left-Through-Right ↓ Left-Right			0							0				0				0	
	2011-Night		I																	
	Left		110	1	110	1		0	0	110	1	110	0	110	1	110	0	110	1	110
	→ Left-Through→ Through		542	0	206	4		•	10	552	0 2	276	F0	604	0 2	302		604	0 2	202
90	→ Inrough → Through-Right		542	1	306	4		0	10	552	0	276	52	604	0	302	0	604	0	302
EASTBOUND	Right		70	0	70	0		0	-1	69	1	24	0	69	1	24	0	69	1	24
E	Left-Through-Right			0							0				0				0	
	-		I	0							0				0				0	
	√ Left		77	1	77	1		0	-14	63	1	63	0	63	1	63	0	63	1	63
WESTBOUND				0							0				0				0	
∥ gor	← Through		509	2	255	10		0	-6	503	2	252	3	506	2	253	0	506	2	253
STE	Through-Right Right Left-Through-Right		80	1	61	2		0	7	87	1	66	0	87	1	66	0	87	1	66
WE	,			0	ŭ,	_		, and the second	,	٠.	0	- 03		٠.	0	- 55		٠,	0	- 55
Ĺ	├ Left-Right			0	F 15						0				0				0	
	CRITICAL V	OLUMES		th-South: ast-West:	545 383		rth-South: East-West:	0			th-South: ast-West:	555 362			th-South: ast-West:				th-South: ast-West:	555 365
	SUM: 928				928	"	SUM:	0		E	SUM:	917			SUM:			_	SUM:	920
					0.619			0.000				0.611				0.613				0.613
V/				0.619			0.000				0.511				0.513				0.513	
	LEVEL OF SERVICE (LOS):				В			Α				Α				Α				Α
	REMARKS: Future 2035 No Build					Non_ES0	C Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut	+ WCSP + 1	Non_ESC +	ESC	wit	h Event Ma	nagement F	Plan
	REMARKS: Future 2035 No Build																•			

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.108 NO -0.106 NO $\Delta v/c$ after mitigation: -0.106 Fully mitigated? N/A







I/S #:	North-South Street: Topa	nga Canyon B	I		Yea	r of Count	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
2	East-West Street: Vanc	wen St			Proje	ction Year	2035		Pea	ak Hour:	6 - 7 PM	Revie	wed by:			Project:	Promei	nade (10k	Seats)
	No. of Phas	-		3			3				3				3				3
	posed Ø'ing: N/S-1, E/W-2 or Both-	ND 0	SB	0	NB	0 SE	0 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA-3	? KB 0	WB	0	EB	0 3E		EB	0	3В WВ	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATCS-			0			0				2	'			2				2
	Override Capac			0			0				0				0				0
		20	35 NO BUIL			SC PROJEC			W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT		No. of Lanes	Lane Volume	Project Traffic	Total	Lane	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
	↑ Left	Volume 124	1	124	3	Volume	Volume 0	volume 14	138	2	76	3	141	2	78	O	141	2	78
9	↓ Left-Through	124	0	124	3		U	14	130	0	70	3	141	0	76	U	141	0	70
NORTHBOUND	↑ Through	1176	2	588	32		0	46	1222	2	611	12	1234	2	617	0	1234	2	617
ě	↑ Through-Right		0							0				0				0	
R	→ Right	107	1	70	4		0	41	148	2	35	0	148	2	35	0	148	2	35
2	← Left-Through-Right		0							0				0				0	
	→ Left-Right		0							0				0				0	
	↓ Left	121	1	121	1		0	4	125	1	125	0	125	1	125	0	125	1	125
Ð	Left-Through	121	0	121			U	4	120	0	123		120	0	123		120	0	123
00	Through	878	2	324	9		0	-30	848	2	313	230	1078	2	390	0	1078	2	390
Ŷ	← Through-Right		1							1				1				1	
SOUTHBOUND	↓ Right	95	0	95	1		0	-4	91	0	91	0	91	0	91	0	91	0	91
So	← Left-Through-Right		0 0							0				0				0	
	25 Leit-Rigiit	_								0				0				0	
	ح Left	79	1	79	1		0	3	82	2	45	0	82	2	45	0	82	2	45
₽	→ Left-Through		0							0				0				0	
00	→ Through	483	2	242	3		0	28	511	1	281	0	511	1	307	0	511	1	307
Ξ	→ Through-Right	47	0 1	0	0		0	4	51	1 0	51	52	103	1 0	103	0	103	1 0	103
EASTBOUND	Right Left-Through-Right	47	0	U	U		U	4	31	0	51	32	103	0	103	U	103	0	103
ш Ш	✓ Left-Right		0							0				0				0	
۵	✓ Left	74	1	74	0		0	18	92	1	92	0	92	1	92	0	92	1	92
3		521	0 1	314	1		0	12	533	0 2	267	0	533	0	267	0	533	0	267
WESTBOUND	Through-Right	321	1	314	'		J	12	555	0	201		555	0	207		555	0	201
ST	Right	107	0	107	1		0	4	111	1	49	0	111	1	49	0	111	1	49
WE			0							0				0				0	
	├─ Left-Right		0	700						0	700			0	7.10			0	740
	CRITICAL VOLUM	_	rth-South: East-West:	709 393	_	rth-South: ast-West:	0 0			th-South: ast-West:	736 373			th-South: ast-West:	742 399			th-South: ast-West:	742 399
	CRITICAL VOLUME	Ĭ '	:asi-wesi: SUM:	1102	"	SUM:	0		E	SUM:	1109		E	SUM:			E	SUM:	1141
	VOLUME/CAPACITY (V/C) RATI	D:		0.773			0.000				0.778				0.801				0.801
V/0	LESS ATSAC/ATCS ADJUSTMEN			0.773			0.000				0.678				0.701				0.701
	LEVEL OF SERVICE (LOS			0.773 C			0.000 A				0.076 B				0.701 C				C.701
 	REMARK	<u> </u>	e 2035 No E		Non ESC	C Project Vol		Delta Vol	= WCSP Ba	ckaround +		Fut 4	+ WCSP + N	lon ESC +		\a/it	h Event Mar	nagement P	
<u> </u>		, i diui	- 2000 INU E	zuilu	INOII_LOC	o i Toject von	unics Offig	Dona VOI	WOOF Da	onground +	14011_LGC	I ut	. 11001 11				Lvcrit ividi	agement F	IUII
	Version: 1i Beta; 8/4/2011											PROJ	IECT IM	PACI					

Change in v/c due to project:

Significant impacted?

-0.095 NO

-0.072 NO

 $\Delta v/c$ after mitigation: -0.072 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street: Owe	ensmouth Ave			Year	of Count	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	GTC		Date: January 20		20	
3	East-West Street: Van	owen St			Projec	tion Year	2035		Pea	ak Hour:	6 - 7 PM	Revie	wed by:			Project: Promenade (1		nade (10k	(Seats)
Opp	No. of Pha posed Ø'ing: N/S-1, E/W-2 or Both			2 0			2				3 0				3				3
Right	Turns: FREE-1, NRTOR-2 or OLA	-3? NB 0	SB	0	NB	0 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
	ATSAC-1 or ATSAC+ATCS	-2?	WB	0	EB	0 W	B 0 0	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	Override Capacity 0					0				0				0				0	
2035 NO BUILD				NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				RE W/ WCS				W/ EMP				
MOVEMENT		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
	Left	95	1	95	6		0	-13	82	1	82	0	82	1	82	0	82	1	82
NORTHBOUND	← Left-Through		0							0				0				0	
BOI	↑ Through ↑ Through-Right	501	2	251	38		0	35	536	2	268	3	539	2	270	0	539	2	270
Ŧ	Right	238	1	174	16		0	-14	224	1	192	4	228	1	175	0	228	1	175
Š	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	67	1	67	6		0	23	90	1	90	0	90	1	90	0	90	1	90
SOUTHBOUND	Left-Through		0							0				0				0	
B01	↓ Through ← Through-Right	305	1	203	19		0	20	325	2	163	52	377	2	189	0	377	2	189
王	→ Right	101	0	101	6		0	6	107	1	60	0	107	1	60	0	107	1	60
ος	Left-Through-Right		0							0				0				0	
" I	↓ Left-Right		0							0				0				0	
I	ے Left	83	1	83	1		0	11	94	1	94	0	94	1	94	0	94	1	94
₽	→ Left-Through		0							0				0				0	
EASTBOUND	→ Through → Through-Right → Through-Right → Through-Right → Through-Right → Through-Right → Through-Right → Through → T	820	2	410	3		0	13	833	3 0	278	0	833	3	278	0	833	3	278
STE	Right	74	1	27	1		0	-4	70	1	29	0	70	1	29	0	70	1	29
EA	Left-Through-Right		0							0				0				0	
J	- ≺ Left-Right		0							0				0				0	
	√ Left	129	1	129	2		0	-13	116	2	64	77	193	2	106	0	193	2	106
WESTBOUND		044	0	0.40	4.4		•	40	000	0	0.45	_	000	0	0.45		000	0	0.45
BOL	← Through ← Through-Right	611	1	343	11		0	18	629	2	245	0	629	1	245	0	629	1	245
ST	Right	75	0	75	1		0	32	107	0	107	0	107	0	107	0	107	0	107
×	Left-Through-Right Left-Right		0							0				0				0	
	C Lett-Right		rth-South:	318	Nor	th-South:	0		Nor	th-South:	358		Nor	th-South:	360		Nor	th-South:	360
	CRITICAL VOLUMES		ast-West:	539	E	ast-West:	0			ast-West:	342			ast-West:	384			ast-West:	384
	VOLUME (0.10.4.0) TV (1/(0.10.4.0)		SUM:	857		SUM:	0			SUM:	700			SUM:		-		SUM:	744
1//0	VOLUME/CAPACITY (V/C) RAT C LESS ATSAC/ATCS ADJUSTME			0.571			0.000				0.491				0.522				0.522
V/C	LEVEL OF SERVICE (LC			0.571			0.000				0.391 A				0.422				0.422
-	•		a 2035 No 5	A	Non Esc	Project Vol	A umas Only	Delta Val	= WCSD Pa	ckaround ±		Eu+.	+ WCSD + v	lon ESC ±	A FSC	14.00	h Event Ma	nagement 5	A
REMARKS: Future 2035 No Build						Non_ESC Project Volumes Only Delta Vol = WCSP Background + Non_ESC Fut + WCSP + Non_ESC + ESC with Event Mana										nayement P	ıaıl		

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.180 NO -0.149 NO $\Delta v/c$ after mitigation: -0.149 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Caonga	Ave			Yea	r of Count	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	GTC Da		Date: January 2020			
4	East-West Street:	Vanowe	n St			Proje	ction Year	2035		Pea	ak Hour:	6 - 7 PM	Revie	wed by:		Projec		oject: Promenade (10k Se		Seats)	
0		f Phases			2			2				4 0				4				4	
	osed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	0	NB	0 SE		NB	2	SB	0	NB	2	SB	0	NB	2	SB	0 0	
Right	Turns: FREE-1, NRTOR-2 or	r OLA-3?	EB 0	WB	0	EB	0 WE		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0	
ATSAC-1 or ATSAC+ATCS-2?						0				2				2				2			
	Override Capacity 0 2035 NO BUILD						SC PROJEC	_	FUTURE	W/ WCSP	W/ NON-ES		FUTUE	RE W/ WCS	P W/ FULL	•	FUT W/	WCSP W/ F	III I PROJ		
	MOVEMENT No. of Lane					Project Total Lar						Lane	Added	Total	No. of Lane		Added	Total	No. of	Lane	
			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	
	Left		137	1	137	4		0	-2	135	1	135	0	135	1	135	0	135	1	135	
NORTHBOUND	Left-Through		4004	0	245	26		0	25	4050	0	252	1	4000	0	252	0	4000	0	252	
ВО	↑ Through ↑ Through-Right		1034	3 0	345	26		0	25	1059	3 0	353		1060	3 0	353	0	1060	3 0	353	
₹	→ Right		186	1	126	6		0	25	211	1	211	0	211	1	211	0	211	1	211	
Š	Left-Through-Right			0							0				0				0		
	Left-Right			0							0				0				0		
	└ Left		113	1	113	1		0	11	124	1	124	0	124	1	124	0	124	1	124	
9	Left-Through		113	0	113	!		U	- ''	124	0	124	U	124	0	124	U	124	0	124	
no	Through		661	2	331	4		0	72	733	2	367	25	758	2	379	0	758	2	379	
28	Through-Right		0.4	0	0.5			•			0	00			0	00		00	0	00	
SOUTHBOUND			91	1 0	25	1		0	-3	88	1	23	0	88	0	23	0	88	0	23	
Š	↓ Left-Right			0							0				0				0		
	1 -																				
	✓ Left→ Left-Through		133	1 0	133	3		0	-2	131	1 0	131	0	131	1 0	131	0	131	1 0	131	
3	→ Through		575	2	288	11		0	-12	563	3	188	4	567	3	189	0	567	3	189	
)BO	→ Through-Right			0				_			0				0				0		
EASTBOUND	Right		50	1	0	1		0	-2	48	1	0	0	48	1	0	0	48	1	0	
E/				0 0							0				0 0				0		
			1								U								<u> </u>		
	√ Left		121	1	121	2		0	-25	96	1	96	0	96	1	96	0	96	1	96	
WESTBOUND			600	0 2	24.6	11		0	07	E 4 1	0	100	77	610	0 3	200		610	0 3	206	
BOI	← Inrougn ← Through-Right		628	0	314	11		0	-87	541	0	180	77	618	0	206	0	618	0	206	
ST	Right		151	1	95	2		0	-45	106	1	44	0	106	1	44	0	106	1	44	
WE	Left-Through-Right			0							0				0				0		
			Nov	th-South:	468	No.	rth-South:	0		Non	0 th-South:	502		Moss	0 th-South:	514		Mo-	0 th-South:	514	
				400 447	_	ast-West:	0			ast-West:	311			n-soutn: ast-West:	337			ast-West:	337		
	SUM:			915	_	SUM:	0			SUM:	813			SUM:				SUM:	851		
	VOLUME/CAPACITY (V/C) RATIO:			0.610			0.000				0.591				0.619				0.619	
V/C	LESS ATSAC/ATCS ADJUS	STMENT:			0.610			0.000				0.491				0.519				0.519	
	LEVEL OF SERVICE	CE (LOS):			В			Α				Α				Α				Α	
	RE	uild	Non_ESC Project Volumes Only								WCSP + N	lon_ESC +	ESC	wit	h Event Mar	nagement P	lan				
	Version: 1i Beta; 8/4/2011														PROJ	IECT IM	PACT				

Change in v/c due to project:

Significant impacted?

-0.119 NO

-0.091 NO

 $\Delta v/c$ after mitigation: -0.091 Fully mitigated? N/A







I/S #:	North-South Street:	De Soto	Ave			Yea	r of Count	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Date: January 2020				
5	East-West Street:	Vanowe	n St			Proje	ction Year	2035		Pea	ak Hour:	6 - 7 PM	Revie	wed by:			Project:	ect: Promenade (10k		(Seats)		
Ор	No. o posed Ø'ing: N/S-1, E/W-2 o	of Phases r Both-3?			3			3				4 0				4 0				4 0		
Right	Turns: FREE-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 W		NB EB	0	SB WB	3	NB EB	0	SB WB	3	NB EB	0	SB WB	3		
	ATSAC-1 or ATSAC+ATCS-2?			,,,,,	0	LD-	0	0		U	,,,,	2			112	2		U	112	2		
	C VOLITAGO CADACITY				0		00 000 150	0				0				0	F117 14/			0		
	MOVEMENT			2035 NO BUILD No. of L		Project	SC PROJEC		Delta	W/ WCSP	No. of	Lane	Added	RE W/ WCS	No. of	Lane			WCSP W/ FULL PROJ			
			Volume	Lanes	Lane Volume	Traffic	Total Volume	Lane Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Lane Volume		
	↑ Left		38	1	38	1		0	8	46	1	46	0	46	1	46	0	46	1	46		
N ON	← Left-Through			0							0				0				0			
301	↑ Through		1142	2	410	23		0	20	1162	2	431	1	1163	2	431	0	1163	2	431		
l 뿐	Through-Right		89	1 0	89	2		0	42	131	1 0	131	0	131	1 0	131	0	131	1 0	131		
NORTHBOUND			09	0	09	_		U	42	131	0	131		131	0	131	"	131	0	131		
z	Left-Right			0							0				0				0			
_	Left		77	1 0	77	1		0	3	80	1	80	0	80	1 0	80	0	80	1 0	80		
OUTHBOUND			626	3	209	8		0	166	792	0 3	264	25	817	3	272	0	817	3	272		
- BC	→ Through-Right		020	0	200			•	100	102	0	204	20	017	0	LIL		017	0	LIL		
15	Right		143	1	65	1		0	22	165	1	32	0	165	1	32	0	165	1	32		
SO	Left-Through-Right			0							0 0				0				0			
	↓ Left-Right		l	0							U				U				U			
	ے Left		156	1	156	2		0	-23	133	1	133	0	133	1	133	0	133	1	133		
Ð	→ Left-Through			0							0				0				0			
nog	→ Through → Through-Right		1116	2	558	15		0	-2	1114	3 0	371	4	1118	3	373	0	1118	3 0	373		
EASTBOUND	→ Through-Right → Right		75	1	56	1		0	17	92	1	46	0	92	1	46	0	92	1	46		
EA8	Left-Through-Right		10	0	00			Ŭ	.,	02	0	10		02	0	10		02	0	10		
	- deft-Right - deft-Right			0							0				0				0			
	V Left		72	1	72	1		0	48	120	1	120	0	120	1	120	0	120	1	120		
9	τ Leπ Left-Through		12	0	12	'		U	46	120	0	120	U	120	0	120	"	120	0	120		
WESTBOUND	← Through		615	1	362	11		0	78	693	2	267	77	770	2	293	0	770	2	293		
TB(Through-Right			1					_		1		_		1				1			
ÆS	Right Left-Through-Right		109	0 0	109	1		0	0	109	0	109	0	109	0	109	0	109	0	109		
\$	Left-Right			0							0				0				0			
			Nor	th-South:	487	No	rth-South:	0		Nor	th-South:	511		Nor	th-South:			Nor	th-South:	511		
	CRITICAL VOLUMES		E	ast-West:	630	E	ast-West:	0		E	ast-West:	491		E	ast-West:			E	ast-West:	493		
	VOLUME/CAPACITY (V/C	C) RATIO:		SUM:	1117		SUM:	0 000			SUM:	1002			SUM:				SUM:	1004		
1/4	C LESS ATSAC/ATCS ADJU	•			0.784			0.000				0.729				0.730				0.730		
"					0.784			0.000				0.629				0.630				0.630 B		
	LEVEL OF SERVIO		F./	0005 N 5	C	Non EQ	2 Designative 1	A	Delta Vol = WCSP Background + Non_ESC				SC Fut + WCSP + Non_ESC + ESC			with Event Management Dies						
REMARKS: Future 2035 No Build							C Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	Non_ESC +	ESC	with Event Management Plan					

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.155 NO -0.154 NO $\Delta v/c$ after mitigation: -0.154 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street: Shoup	Ave			Year	of Count	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	GTC		Date: January 20		20	
6	East-West Street: Victory	BI			Project	tion Year	2035		Pea	ak Hour:	6 - 7 PM	Revie	wed by:			Project: Promenade (1		nade (10k	(Seats)
	No. of Phases			2			2				2				2				2
	posed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	0	NB	0 SE	0 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	WB	0	EB	0 3L		EB	0	WB	0	EB	0	<i>WB</i>	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?						0				2				2				2
Override Capacity 0						0	0							0				0	
2035 NO BUILD MOVEMENT No. of Lane			NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ			Added	RE W/ WCS	No. of	Lane	Added	W/ EMP					
MOAEMENI		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Delta Volume	Total Volume	No. of Lanes	Lane Volume	Volume	Volume	Lanes	Volume	Volume	Total Volume	No. of Lanes	Lane Volume
	Left	140	1	140	4		0	8	148	1	148	0	148	1	148	0	148	1	148
NORTHBOUND	← Left-Through		0							0				0				0	
l g	↑ Through	972	1	530	31		0	19	991	1	542	0	991	1	542	0	991	1	542
ᆘᄬᅵ	Through-Right	0.7	1	07	3		0	5	00	1	00	0	00	1	00	0	00	1	92
R.		87	0	87	3		0	5	92	0	92	0	92	0	92	U	92	0	92
Ž	Left-Right		0							0				0				0	
Q	→ Left	84	1	84	1		0	-4	80	1	80	0	80	1	80	0	80	1	80
Ş		515	0 1	291	9		0	-14	501	0 1	283	0	501	0	283	0	501	0 1	283
<u>B</u>	→ Through ← Through-Right	313	1	291	9		U	-14	301	1	203		301	1	203	U	301	1	203
🗧	بار Right	66	0	66	1		0	-2	64	0	64	0	64	0	64	0	64	0	64
SOUTHBOUND	← Left-Through-Right		0							0				0				0	
, I	↓ Left-Right		0							0				0				0	
	ے Left	72	1	72	1		0	-5	67	1	67	0	67	1	67	0	67	1	67
₽	→ Left-Through		0							0				0				0	
l lo	→ Through	592	1	342	19		0	54	646	2	246	77	723	2	272	0	723	2	272
Ē	→ Through-Right	92	1 0	92	3		0	0	92	1 0	92	0	00	1 0	92	0	92	1 0	92
EASTBOUND	Right Left-Through-Right	92	0	92	3		U	U	92	0	92	0	92	0	92	U	92	0	92
"	≺ Left-Right		0							0				0				0	
			,		,									,				,	
۾ ا	✓ Left ✓ Left-Through	65	1 0	65	1		0	9	74	1 0	74	0	74	1 0	74	0	74	1 0	74
WESTBOUND	← Through	649	1	380	12		0	78	727	2	282	4	731	2	284	0	731	2	284
] BC	Through-Right		1							1				1				1	
ES	Right Left-Through-Right	111	0	111	1		0	9	120	0	120	0	120	0	120	0	120	0	120
⋝	Left-Through-Right Left-Right		0							0				0				0	
	C Leit-Right		th-South:	614	Nort	th-South:	0		Nor	th-South:	622	 	Nor	th-South:	622		Nor	th-South:	622
	CRITICAL VOLUMES		ast-West:	452		ast-West:	0			ast-West:	349			ast-West:	351			ast-West:	351
			SUM:	1066		SUM:	0			SUM:	971			SUM:	973			SUM:	973
	VOLUME/CAPACITY (V/C) RATIO:			0.711			0.000				0.647				0.649				0.649
V/C	C LESS ATSAC/ATCS ADJUSTMENT:			0.711			0.000				0.547				0.549				0.549
	LEVEL OF SERVICE (LOS):			С			Α				Α				Α				Α
	REMARKS:	Future	e 2035 No B	Build	Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	SC Fut + WCSP + Non_ESC + ESC with Event Managemen							Plan
	Version: 1i Pete: 9/4/2011											IECT IM							

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.164 NO -0.162 NO $\Delta v/c$ after mitigation: -0.162 Fully mitigated? N/A







I/S #:	North-South Street:	Topanga	Canyon BI			Year	r of Count	2016	Amb	ient Grow	vth: (%):		Condu	cted by:	G ⁻	тс	Date: January 2		nuary 20	20	
7	East-West Street:	Victory B	Bl			Projec	ction Year	2035		Pea	ak Hour:	6 - 7 PM	Revie	wed by:			Project: Promenade (1		nade (10k	Seats)	
		Phases			4			4				4				4				4	
Ор	posed Ø'ing: N/S-1, E/W-2 or	Both-3?	NB 0	SB	0	NB	0 SE	0 3 0	NB	3	SB	0	NB	3	SB	0	NB	3	SB	0	
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	NB 0 EB 0	3B WB	3	NB EB	0 SE	_	NВ EВ	0	3B WB	3	NВ ЕВ	0	3В WВ	3	EB	0	3B WB	3	
	ATSAC-1 or ATSAC+ATCS-2?					0 112	0	2.5			2			2	2				2		
	Override Capacity 0							0				0				0				0	
	2035 NO BUILD						NON-ESC PROJECT VOLS			FUTURE W/ WCSP W/ NON-ESC PROJ				RE W/ WCS	P W/ FULL	PROJ	FUT W/ WCSP W/ FULL PROJ W/				
	MOVEMENT			No. of	Lane	Project	Total	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	
	5 1 6		Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	
₽	↑ Left Left-Through		127	1 0	127	2		0	8	135	2 0	74	4	139	2 0	76	0	139	2	76	
NORTHBOUND	↑ Through		1085	2	447	26		0	141	1226	3	409	17	1243	3	414	0	1243	3	414	
BC	↑ Through-Right		1000	1	771	20		o	141	1220	0	403	.,	1240	0	717		1240	0	717	
Ĕ	Right		256	0	256	6		0	32	288	1	161	0	288	1	161	0	288	1	161	
Š	Left-Through-Right			0							0				0				0		
	← Left-Right			0							0				0				0		
₽	Left		173	1	173	4		0	-9	164	2	90	0	164	2 0	90	0	164	2	90	
5	Left-Through Through		797	0 2	293	18		0	-69	728	0 3	243	333	1061	3	354	0	1061	0 3	354	
<u>8</u>	→ Through → Through-Right		131	1	293	10		U	-09	720	0	243	333	1001	0	334	0	1001	0	334	
ΙĒΙ	Right		82	0	82	1		0	7	89	1	53	0	89	1	53	0	89	1	53	
SOUTHBOUND	Left-Through-Right			0							0				0				0		
S				0							0				0				0		
	1 1-6		407		50			0	00	400		70		400		70		400		70	
Δ			107	2	59	3		0	26	133	2	73	0	133	2	73	0	133	2	73	
S	→ Through		594	2	235	17		0	167	761	3	226	0	761	3	245	0	761	3	245	
EASTBOUND	→ Through-Right		001	1	200				101	701	1			701	1			701	1	2.0	
ST	Right		110	0	110	3		0	31	141	0	141	77	218	0	218	0	218	0	218	
EA	Left-Through-Right			0							0				0				0		
	-			0							0				0				0		
	√ Left		229	2	126	-8		0	1	230	2	127	0	230	2	127	0	230	2	127	
₽	√ Left-Through		223	0	120	-0		U	'	230	0	121	U	230	0	121		230	0	121	
WESTBOUND	← Through		624	2	266	-21		0	20	644	3	215	0	644	3	215	0	644	3	215	
B	Through-Right			1							0				0				0		
ES	Right		173	0	173	-6		0	2	175	1	85	0	175	1	85	0	175	1	85	
⋝	Left-Through-Right Left-Right			0							0				0				0		
	↓ Leit-Nigiit		Nor	th-South:	620	No	rth-South:	0		Non	th-South:	499		Non	th-South:	504		Non	th-South:	504	
	CRITICAL VOLUMES East-West:			361	_	ast-West:	0			ast-West:	353			ast-West:	372			ast-West:	372		
			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/0	LESS ATSAC/ATCS ADJUS	TMENT:			0.713			0.000				0.520				0.537				0.537	
	LEVEL OF SERVICE	E (LOS):			C			A				A				A				A	
REMARKS: Future 2035 No Build						Non ESC Project Volumes Only Delta Vol = WCSP Background + Non ESC								+ WCSP + N	lon ESC +		with Event Management Plan				
		MARKS.	i uture	, 2000 INO E	runu	NOII_E3C	o i rojeci voli	anies Only	Della VIII	- WOOF Da	ckground +	NOII_LGC	1 01.7	. WOOF TI				II EVELIL IVIAI	iagement F	iaii	
	Version: 1i Beta; 8/4/2011														PROJ	ECT IM	PACI				

Change in v/c due to project: Significant impacted? -0.193 NO

-0.176 NO

 $\Delta v/c$ after mitigation: -0.176 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Westfield	d Wy			Yea	r of Count	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
8	East-West Street:	Victory E	31			Proje	ction Year	2035		Pea	ak Hour:	6 - 7 PM	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
1	oposed Ø'ing: N/S-1, E/W-2 o		NB 0	SB	3 0 2	NB	0 SE	3 0 3 2	NB	3	SB	4 1 3	NB	3	SB	4 1 3	NB	3	SB	4 1 3
Righ	t Turns: FREE-1, NRTOR-2 o	r OLA-3?	EB 0	WB	0	EB	0 W		EB	3	WB	3	EB	3	WB	3	EB	3	WB	3
	ATSAC-1 or ATSAC- Override	ATCS-2? Capacity			0 0			0			•	2 0				2				2
			203	5 NO BUIL	D	NON-E	SC PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	C PROJ	FUTU	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT		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
Q	Left		55	0	55	6		0	-3	52	1	29	0	52	1	29	0	52	1	29
NORTHBOUND	← Left-Through ↑ Through		4	1 0	59	1		0	1	5	1 0	29	0	5	1 0	29	0	5	1 0	29
<u> </u>	↑ Through-Right		-	0	55	'		O		3	0	23		3	0	23	ľ	3	0	23
Ē	Right		58	1	44	8		0	8	66	1	32	0	66	1	32	0	66	1	32
<u>S</u>	← Left-Through-Right			0							0				0				0	
	Left-Right 0										0				0				0	
	_ Left		92	0	92	2		0	24	116	1	116	0	116	1	116	0	116	1	116
OUTHBOUND	Left-Through		52	1	32	_		Ü	2-4	110	0			110	0	110		110	0	110
l g					96	1		0	0	4	1	4	0	4	1	4	0	4	1	4
≝	بار Right 123 1				400					404	0	00		404	0	00		404	0	00
5		← Left-Through-Right 0			123	2		0	1	124	1 0	38	0	124	1	38	0	124	1 0	38
SS		↓ Left-Right 0									0				0				0	
	 J Left → Left-Through 		136	1	136	1		0	21	157	2	86	0	157	2	86	0	157	2 0	86
EASTBOUND	→ Left-Inrough		897	0 3	238	3		0	497	1394	0 4	349	0	1394	4	349	0	1394	4	349
8	→ Through-Right		007	1	200				407	1004	0	040		1004	0	043		1004	0	545
ST.	Right		55	0	55	1		0	9	64	1	35	0	64	1	35	0	64	1	35
1	Left-Through-Right			0 0							0				0				0 0	
	- ≺ Left-Right		L	U							U				U				U	
	√ Left		28	1	28	1		0	6	34	1	34	0	34	1	34	0	34	1	34
WESTBOUND				0							0				0				0	
žõ	← Through ← Through-Right		998	3	276	45		0	115	1113	4 0	278	0	1113	4	278	0	1113	4 0	278
STE	Right Left-Through-Right		104	0	104	6		0	26	130	1	14	0	130	1	14	0	130	1	14
ΜĒ	,			0				, i		.00	0				0				0	
				0	.=.						0				0				0	1.15
	North-South: 178 CRITICAL VOLUMES East-West: 412				178 412		rth-South: ast-West:	0			th-South: ast-West:	148 383			th-South: ast-West:				th-South: ast-West:	148 383
					590	<i>'</i>	:ast-west: SUM:	0		E	SUM:	503 531			ast-west: SUM:			_	ast-west: SUM:	531
					0.414			0.000				0.386				0.386				0.386
V/					0.414			0.000				0.286				0.286				0.286
	LEVEL OF SERVICE (LOS):							A				Α				Α				Α
	REMARKS: Future 2035 No Build					Non ESC	C Project Vol		Delta Vol	= WCSP Ba	ckground +		Fut ·	+ WCSP + 1	Non ESC+		wit	h Event Ma	nagement P	
<u> </u>	712				,	1		g a								3				

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.128 NO -0.128 NO $\Delta v/c$ after mitigation: -0.128 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Owensm	outh Ave			Year	r of Count	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Já	anuary 20	20
9	East-West Street:	Victory E	31			Projec	ction Year	2035		Pea	ak Hour:	6 - 7 PM	Revie	ewed by:			Project:	Prome	nade (10k	(Seats)
	No. o posed Ø'ing: N/S-1, E/W-2 or Turns: FREE-1, NRTOR-2 or		NB 0	SB	4 0 0	NB	0 SE		NB	3	SB	4 0 3	NB	3	SB	4 0 3	NB	3	SB	4 0 3
	ATSAC-1 or ATSAC+	ATCS-22	EB 0	WB	0	EB	0 WE	3 0 0	EB	3	WB	3 2	EB	3	WB	3 2	EB	3	WB	3 2
	Override				0			0				0				0				0
			203	5 NO BUIL	D	NON-E	SC PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	C PROJ	FUTU	RE W/ WCS	P W/ FULL	. PROJ	FUT W/	WCSP W/	FULL PROJ	W/ EMP
	MOVEMENT		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
	Left		151	1	151	1		0	5	156	1	156	0	156	1	156	0	156	1	156
3	← Left-Through		710	0	250	10		0	1.17	965	0	200		072	0	204	0	072	0	204
B0	↑ Through ↑ Through-Right		718	2	359	10		0	147	865	3	288	8	873	3 0	291	0	873	3	291
E	→ Right		143	1	122	1		0	9	152	1	112	8	160	1	36	0	160	1	36
NORTHBOUND	Left-Through-Right			0		,		·	_		0				0				0	
				0							0				0				0	
			450	1	450	10		0		404		00		101		00		404		00
₽	↓ Left↓ Left-Through		158	0	158	16		0	3	161	2	89	0	161	2 0	89	0	161	2	89
SOUTHBOUND	Through		394	2	197	40		0	17	411	3	137	154	565	3	188	0	565	3	188
単	← Through-Right			0							0				0				0	
5	Right		143	1	123	13		0	-2	141	1	70	0	141	1	70	0	141	1	70
S	★ Left-Through-Right ↓ Left-Right			0 0							0				0				0	
	⇒ con night										· ·									
_	ے Left		75	2	41	1		0	54	129	2	71	0	129	2	71	0	129	2	71
EASTBOUND	→ Left-Through		000	0 3	000				40.4	4057	0			4057	0			4057	0	
ğ	→ Through → Through-Right		833	3 1	222	6		0	424	1257	3 1	335	0	1257	3 1	335	0	1257	3 1	335
STE	Right		54	0	54	1		0	29	83	0	83	0	83	0	83	0	83	0	83
EÀ	Left-Through-Right			0							0				0				0	
	-			0							0				0				0	
	√ Left		77	2	42	10		0	-5	72	2	40	154	226	2	124	0	226	2	124
₽	₩ Left-Through		, ,	0	72	10		J	-3	12	0	70	104	220	0	124		220	0	124
ĺ	← Through		885	3	251	123		0	-2	883	3	255	0	883	3	255	0	883	3	255
ΞŘ	Through-Right			1		4.0			0.0	407	1	40=		40-	1	40=		40-	1	40=
WESTBOUND	Right Left-Through-Right		117	0	117	18		0	20	137	0	137	0	137	0	137	0	137	0	137
>	Left-Right			0							0				0				0	
					517	_	rth-South:	0			th-South:	377			th-South:	380			rth-South:	380
	CRITICAL V	OLUMES	E	ast-West:	292	E	ast-West:	0		E	ast-West:	375		E	ast-West:	459		E	ast-West:	459
-					809		SUM:	0			SUM:	752			SUM:				SUM:	839
	0.00				0.588			0.000				0.547				0.610				0.610
V/0				0.588			0.000				0.447				0.510				0.510	
	LEVEL OF SERVICE (LOS):							Α				A				Α				Α
	REMARKS: Future 2035 No Build					Non_ESC	Project Volu	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut	+ WCSP + N	Non_ESC +	ESC	wit	th Event Ma	nagement P	lan

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

-0.141 NO $\triangle v/c$ after mitigation: -0.078 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street: C	Canoga A	lve			Yea	r of Count	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Já	anuary 20	20
10	East-West Street: V	Victory B	I			Proje	ction Year	2035		Pea	ak Hour:	6 - 7 PM	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
1	No. of P posed Ø'ing: N/S-1, E/W-2 or Bo Turns: FREE-1, NRTOR-2 or O	Both-3?	NB 0	SB	3 0 0	NB	0 SE		NB	0	SB	4 0 0	NB	0	SB	4 0 0	NB	0	SB	4 0 0
	ATSAC-1 or ATSAC+AT		EB 0	WB	0	EB	0 WE	3 0 0	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	Override Ca	I			0			0				0				0				0
			203	5 NO BUIL	D	NON-E	SC PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	C PROJ	FUTU	RE W/ WCS	P W/ FULL	. PROJ	FUT W/	WCSP W/	ULL PROJ	W/ EMP
	MOVEMENT		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
0	Left		121	1	121	7		0	22	143	1	143	0	143	1	143	0	143	1	143
NORTHBOUND	← Left-Through Through		1020	0 2	425	41		0	-61	959	0 3	320	1	960	0 3	320	0	960	0 3	320
崔	Through-Right		256	1 0	256	15		0	97	353	0 1	309	0	353	0	309	0	353	0 1	309
OR			200	0	200	13		U	31	333	0	309		333	0	309		333	0	309
Z	Left-Right			0							0				0				0	
					,					,- :							_			
9			104	1 0	104	-1		0	20	124	2 0	68	0	124	2 0	68	0	124	2	68
SOUTHBOUND	Through		624	2	244	-6		0	16	640	2	251	25	665	2	260	0	665	2	260
単	→ Through-Right → Right 108			1							1				1				1	
5	← Left-Through-Right			0	108	-1		0	6	114	0	114	0	114	0	114	0	114	0	114
So	← Left-Through-Right ↓ Left-Right			0 0							0				0				0	
	2 Len-right										J									
	Left		101	1	101	4		0	-2	99	1	99	0	99	1	99	0	99	1	99
	→ Left-Through→ Through		040	0 3	000			•	540	4.404	0 4	272	8	1100	0	275		1400	0 4	275
30	→ Through Through-Right		949	3 1	268	59		0	542	1491	0	373	8	1499	0	375	0	1499	0	375
EASTBOUND	Right		121	0	121	6		0	23	144	1	73	0	144	1	73	0	144	1	73
E	Left-Through-Right			0							0				0				0	
	- ≺ Left-Right			0							0				0				0	
	√ Left	I	143	1	143	9		0	17	160	2	88	0	160	2	88	0	160	2	88
Ω				0							0				0				0	
WESTBOUND	← Through ← Through-Right		838	3	252	55		0	219	1057	3 1	302	154	1211	3	340	0	1211	3	340
STE			169	0	169	8		0	-20	149	0	149	0	149	0	149	0	149	0	149
ΛĘ	Right Left-Through-Right		100	0	100				-20	170	0	140		140	0	140		170	0	170
	├ Left-Right			0							0				0				0	
	CRITICAL VOL	IIMES		th-South: ast-West:	529 411	_	rth-South: East-West:	0			th-South: ast-West:	394			th-South:	403 463			th-South: ast-West:	403 463
	CRITICAL VOL	LUIVIES	E	SUM:	940	'	:ast-west: SUM:	0		E	SUM:	461 855		E	ast-West: SUM:				ast-west: SUM:	463 866
					0.660		30	0.000			20	0.622			30	0.630			30	0.630
V/	0.00				0.660			0.000				0.522				0.530				0.530
	0.00				B			Α				Α				Α				Α
			Non ES	C Project Volu		Delta Vol	= WCSP Ba	ckground +		Fut -	+ WCSP + N	Non ESC +		wi	h Event Ma	nagement F				
<u> </u>	REMARKS: Future 2035 No Build										3							2. 2 1110	3	

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

-0.138 NO -0.130 NO $\triangle v/c$ after mitigation: -0.130 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Variel Av	/e			Yea	r of Count	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
11	East-West Street:	Victory E	31			Proje	ction Year	2035		Pe	ak Hour:	6 - 7 PM	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
1	posed Ø'ing: N/S-1, E/W-2 o		NB 0	SB	3 1 0	NB	0 SE	3 1 3 0	NB	0	SB	4 0 0	NB	0	SB	4 0 0	NB	0	SB	4 0 0
Right	Turns: FREE-1, NRTOR-2 o	r OLA-3?	EB 0	WB	0	EB	0 3L		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC- Override	-ATCS-2? Capacity			0			0				2 0				2 0				2
			203	5 NO BUIL	D	NON-E	SC PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	SC PROJ	FUTU	RE W/ WCS	SP W/ FULL	PROJ	FUT W/	WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT		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
۵	Left		216	1	216	4		0	-92	124	1	124	0	124	1	124	0	124	1	124
NORTHBOUND	Left-Through Through		0	0	349	15		0	494	494	0 2 0	247	0	494	0 2	247	0	494	0 2 0	247
핕	Through-Right 349			0	0	1		0	-292	57	1	23	0	57	1	23	0	57	1	23
ſor	← Left-Through-Right		0.10	0	J				202	0,	0	23		0,	0			07	0	23
				0							0				0				0	
	Left 0 0				0	3		0	33	33	1	33	0	33	1	33	0	33	1	33
9	Left-Through		U	0	U	3		U	33	33	0	33	U	33	0	33		33	0	33
OUTHBOUND	Through		0	0	0	16		0	150	150	2	75	0	150	2	75	0	150	2	75
Ⅱ 毘	← Through-Right		0	0 0	0	8		0	74	71	0 1	0	0	71	0	0	0	71	0 1	0
9	✓ Right✓ Left-Through-Right		U	0	0	8		0	71	71	0	0	U	71	0	U	"	71	0	0
Ö	↓ Left-Right			0							0				0				0	
	Left			1	0	9		0	253	253	1	253	0	050	1	253	0	252	1	253
9	→ Left-Through		0	0	U	9		U	253	253	0	253	0	253	0	253	"	253	0	253
EASTBOUND	→ Through		1378	3	387	70		0	506	1884	4	471	8	1892	4	473	0	1892	4	473
I B	→ Through-Right		400	1	400	0		0	0.4	404	0	70		404	0	70		404	0	70
AS	Right Left-Through-Right		168	0 0	168	6		0	-34	134	1 0	72	0	134	0	72	0	134	0	72
	- Left-Right			0							0				0				0	
	I () at				00				4.4	400		00		400		20		400		00
9			82	1 0	82	3		0	44	126	2	69	0	126	2	69	0	126	2	69
l S	← Through		936	3	234	34		0	325	1261	3	335	154	1415	3	373	0	1415	3	373
WESTBOUND	Through-Right			1	•			_	70	70	1	70		70	1	70		70	1	70
VES	Right Left-Through-Right		0	0 0	0	2		0	78	78	0	78	0	78	0	78	0	78	0	78
5	↓ Left-Right 0								0				Ŏ				0			
					349		rth-South:	0			th-South:	280			th-South:	280			th-South:	280
	CRITICAL V	OLUMES	E.	ast-West: SUM:	469 818	"	ast-West: SUM:	0		E	ast-West: SUM:	588 868		E	ast-West: SUM:	626 906		E	ast-West: SUM:	626 906
					0.574		GOW.	0.000				0.631			GOW.	0.659			GOM.	0.659
V/					0.574			0.000				0.531				0.559				0.559
	LEVEL OF SERVICE (LOS):							A				Α				Α				Α
	REMARKS: Future 2035 No Build					Non_ES0	C Project Vol		Delta Vol	= WCSP Ba	ckground +		Fut	+ WCSP + N	Non_ESC +		wit	h Event Ma	nagement F	
<u> </u>						1				1										

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.043 NO -0.015 Δ*ν*

 $\Delta v/c$ after mitigation: -0.015 Fully mitigated? N/A







I/S #:	North-South Street: De S	oto Ave			Year	of Count	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	TC	Date:	Ja	nuary 20	20
12	East-West Street: Victor	ry Bl			Project	tion Year	2035		Pea	ak Hour:	6 - 7 PM	Revie	wed by:			Project:	Prome	nade (10l	(Seats)
	No. of Phas			4			4				4				4				4
	oosed Ø'ing: N/S-1, E/W-2 or Both-	ND 3	SB	0	NB	3 SE	0 3 0	NB	3	SB	0	NB	3	SB	0	NB	3	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA-	? EB 0	WB	3	EB	0 W		EB	0	WB	2	EB	0	WB	2	EB	0	WB	2
	ATSAC-1 or ATSAC+ATCS-			0			0				2				2				2
	Override Capac			0	NON 50	0.000.00	0				0				0	=1.1= 14//			0
	MOVEMENT	20	No. of	Lane	Project	C PROJEC		Delta	W/ WCSP	No. of	Lane	Added	RE W/ WCS	No. of	Lane	Added	WCSP W/ F	No. of	Lane
	IIIO V EIIIEIVI	Volume	Lanes	Volume		Total Volume	Lane Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left	48	1	48	1		0	62	110	2	61	0	110	2	61	0	110	2	61
NORTHBOUND	← Left-Through		0							0				0				0	
) S	↑ Through	818	2	380	8		0	-11	807	3	269	1	808	3	269	0	808	3	269
	Through-Right	321	1 0	321	3		0	4	325	0 1	223	0	325	0	223	0	325	0	223
S S	← Left-Through-Right	321	0	321	3		U	_	020	0	220		323	0	220		323	0	220
2	Left-Right		0							0				0				0	
				-				_	0=				0-		4.5		0=		4.5
9		92	1 0	92	1		0	-5	87	2	48	0	87	2 0	48	0	87	2	48
SOUTHBOUND	Through	591	2	246	11		0	85	676	4	169	25	701	4	175	0	701	4	175
単	← Through-Right		1							0				0				0	
5	ال Right	148	0	148	3		0	47	195	1	101	0	195	1	101	0	195	1 0	101
S	← Left-Through-Right ↓ Left-Right		0 0							0				0				0	
	20 Lott riight																		
	_ر Left	310	2	171	11		0	31	341	2	188	0	341	2	188	0	341	2	188
ᄫ	→ Left-Through→ Through	1403	0 3	374	53		0	179	1582	0 4	396	8	1590	0	398	0	1590	0 4	398
801	→ Through Through-Right	1403	1	3/4	53		U	179	1502	0	390	•	1590	0	390	U	1590	0	390
EASTBOUND	Right	92	0	92	4		0	51	143	1	113	0	143	1	113	0	143	1	113
A H									0				0				0		
J	- ≺ Left-Right		0							0				0				0	
	√ Left	168	2	92	7		0	18	186	2	102	0	186	2	102	0	186	2	102
WESTBOUND			0							0			:	0		_		0	
ŭ	← Through ← Through-Right	757	3 0	252	38		0	290	1047	3	285	154	1201	3	323	0	1201	3	323
STE	Right	80	1	0	4		0	12	92	0	92	0	92	0	92	0	92	0	92
NE NE	Left-Through-Right		0							0				0				0	
					A1	th Carret	^		A.F.	0 4h Carreta	047		.,	0	047			0	047
	CRITICAL VOLUM		rth-South: East-West:	472 466		th-South: ast-West:	0			th-South: ast-West:	317 498			th-South: ast-West:				th-South: ast-West:	317 511
	SUM: 93					SUM:	0		E	SUM:	815			asi-Wesi. SUM:				SUM:	
	VOLUME/CAPACITY (V/C) RATIO: 0.68						0.000				0.593				0.602				0.602
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.68						0.000				0.493				0.502				0.502
	LEVEL OF SERVICE (LOS):						Α				Α				Α				Α
	REMARK	S: Futur	e 2035 No E	Build	Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + 1	Non_ESC +	ESC	wit	h Event Ma	nagement F	Plan
ь	Varcion: 1i Pota: 9/4/2011									•			IECT IM						

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.189 NO -0.180 NO $\Delta v/c$ after mitigation: -0.180 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Shoup A	ve			Yea	r of Count	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Já	anuary 20	020
13	East-West Street:	Erwin St				Proje	ction Year:	2035		Pea	ak Hour:	6 - 7 PM	Revie	wed by:			Project:	Prome	nade (10l	k Seats)
—		of Phases			3			3				4				4				4
Орр	posed Ø'ing: N/S-1, E/W-2 o	r Both-3?	NB 0	CD	2	ND.	0 SE	2 3 0	N/D	0	SB	2	ND.	0	CD.	2	A/D	0	CD	2
Right	Turns: FREE-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	2	NB EB	0 SE 0 WE		NB EB	0	3В WВ	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC-	ATCS-2?		2	0		0 112	0			2	2			2	2			2	2
	Override	Capacity			0			0				0				0				0
			203	5 NO BUILI			SC PROJEC	T VOLS		W/ WCSP				RE W/ WCS				WCSP W/		,
	MOVEMENT		Valuma	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane	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
—	↑ Left		Volume 13	1	13	0	volume	Volume 0	voiume 3	16	1	16	O	16	1	16	Outille	16	1	16
9	← Left-Through		10	0	10			Ū		10	0	10		10	0	10	"	10	0	10
l lo	Through		989	1	528	-1		0	29	1018	2	509	0	1018	2	509	0	1018	2	509
里	Through-Right			1							0				0				0	
NORTHBOUND	Right		67	0	67	0		0	40	107	1	65	0	107	1	65	205	312	1	270
2	← Left-Through-Right ← Left-Right			0							0				0				0 0	
	← Ceft-Right			J							J				J				U	
	C Left → Left-Through			1	89	8		0	7	96	1	96	0	96	1	96	0	96	1	96
I S I	Left-Through			0	000				0.4	550	0	004			0	004			0	004
B			584	1	296	41		0	-31	553	1	281	0	553	1	281	0	553	1	281
E	→ Right		8	0	8	0		0	1	9	0	9	0	9	0	9	0	9	0	9
SOUTHBOUND	Left-Through-Right			0							0				0				0	
"	↓ Left-Right			0							0				0				0	
ı	Left		4	0	4	0		0	1	5	0	5	0	5	0	5	0	5	0	5
9	→ Left-Through		_	0				Ü	•	J	0	Ū		J	0	Ü		J	0	Ü
	→ Through		4	0	14	0		0	1	5	0	17	0	5	0	17	0	5	0	17
I B	→ Through-Right → Right		0	0	0	0		0		7	0	0		7	0	0		7	0	0
EASTBOUND	Right Left-Through-Right		6	1	0	U		0	1	/	1	U	0	7	1	U	0	/	1	0
"	∠ Left-Right			0							0				0				0	
										,				40.						
₽			114	1	60	10		0	47	161	1	85	0	161	1	85	0	161	1	85
	← Through		6	0	60	1		0	2	8	0	85	0	8	0	85	0	8	0	85
WESTBOUND	Through-Right			0							0				0				0	
ES.	Right		256	1	256	16		0	10	266	1	218	0	266	1	218	0	266	1	218
>	Left-Through-Right Left-Right			0							0				0 0				0	
	North-South: 617		617	No	rth-South:	0		Nor	th-South:	605		Nor	th-South:	605		Noi	th-South:	605		
	CRITICAL V	OLUMES	E	ast-West:	270	E	ast-West:	0		E	ast-West:	235		E	ast-West:			E	ast-West:	
				887		SUM:	0			SUM:	840			SUM:				SUM:		
				0.622			0.000				0.611				0.611				0.611	
V/C				0.622			0.000				0.511				0.511				0.511	
					В			Α				Α				Α				Α
	REMARKS: Future 2035 No Build					Non_ES0	Project Volu	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	WCSP + N	Non_ESC +	ESC	w/ EMP	does not in	clude 3% T	CO credit)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

-0.111

NO

-0.111 NO $\triangle v/c$ after mitigation: -0.111 Fully mitigated? N/A







I/S #:	North-South Street:	Randi Av	/e / Nevada	Ave		Year	of Count	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
14	East-West Street:	Erwin St				Projec	tion Year	2035		Pea	ak Hour:	6 - 7 PM	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
Opr	No. of posed Ø'ing: N/S-1, E/W-2 or	Phases Both-3?			2 0			2				2				2				2
	Turns: FREE-1, NRTOR-2 or		NB 0	SB	0	NB	0 SE	3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
19	ATSAC-1 or ATSAC+		EB 0	WB	0	EB	0 W	B 0 0	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	Override (0			0				0				0				0
			203	5 NO BUILI	D	NON-E	SC PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	SC PROJ		RE W/ WCS		PROJ		WCSP W/ F		W/ EMP
	MOVEMENT		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
	↑ Left		16	0	16	0		0	-3	13	0	13	0	13	0	13	0	13	0	13
NORTHBOUND	← Left-Through			0							0				0				0	
90	Through		16	0	55	0		0	1	17	0	64	0	17	0	64	0	17	0	64
Ӗ	Through-Right Right		23	0	0	-1		0	11	34	0	0	0	34	0	0	0	34	0	0
S S	← Left-Through-Right		20	1	0			Ū		04	1	Ů	Ů	04	1	O		0-1	1	· ·
	← Left-Right			0							0				0				0	
	└ Left		10		40					10	0	40		40	0	40		40	0	40
₽	Left Left-Through		12	0 1	12	0		0	4	16	0 1	16	0	16	1	16	0	16	1	16
SOUTHBOUND	Through		17	0	29	0		0	0	17	0	33	0	17	0	33	0	17	0	33
至	← Through-Right			0							0				0				0	
þ	→ Right → Left-Through-Right		13	1 0	5	0		0	4	17	1 0	10	0	17	1	10	0	17	1 0	10
SC	↓ Left-Right			0							0				0				0	
	Left		16	1	16	2		0	-2	14	1	14	0	14	1	14	0	14	1	14
EASTBOUND	→ Left-Through→ Through		132	0 1	77	30		0	30	162	0 1	89	25	187	0 1	102	205	392	0	204
BO	→ Through-Right		102	1	''	30		Ů	30	102	1	03	25	107	1	102	200	332	1	204
\ST	Right		21	0	21	2		0	-5	16	0	16	0	16	0	16	0	16	0	16
Ę			•							0				0				0		
I	- ≺ Left-Right			U							U				U				U	
	√ Left		31	1	31	3		0	9	40	1	40	0	40	1	40	0	40	1	40
WESTBOUND			004	0	647	00		•		405	0 1	050		400	0	050		400	0	050
BOL	← Through ← Through-Right		381	1	217	33		0	54	435	1	258	1	436	1	259	0	436	1	259
STI	Right Left-Through-Right		53	0	53	6		0	28	81	0	81	0	81	0	81	0	81	0	81
WE	,			0							0				0				0	
	↓ Len-right				67	Nor	th-South:	0		Nor	th-South:	80	 	Nor	th-South:	80		Nor	0 th-South:	80
	CRITICAL VO	DLUMES		ast-West:	233		ast-West:	0			ast-West:	272			ast-West:				ast-West:	273
					300		SUM:	0			SUM:	352			SUM:	353			SUM:	353
				0.200			0.000				0.235				0.235				0.235	
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.20				0.200			0.000				0.135				0.135				0.135
	LEVEL OF SERVICE (LOS):			Α			Α				Α				Α				Α	
	REI	MARKS:	Future	2035 No B	uild	Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	Non_ESC +	ESC	wit	h Event Ma	nagement F	Plan
	Varaiani 1i Patai 9/4/2011															IECT IM				

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.065 NO -0.065 NO $\Delta v/c$ after mitigation: -0.065 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Topanga	a Canyon Bl			Yea	r of Count	2016	Amb	ient Grow	vth: (%):		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
15	East-West Street:	Erwin St	t			Proje	ction Year	2035		Pea	ak Hour:	6 - 7 PM	Revie	wed by:			Project:	Promei	nade (10k	Seats)
0		f Phases			2			2				4				4				4
	oosed Ø'ing: N/S-1, E/W-2 o		NB 0	SB	0	NB	0 SE	0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0 0
Right	Turns: FREE-1, NRTOR-2 o	r OLA-3?	EB 0	WB	0	EB	0 WE		EB	0	WB	3	EB	0	WB	3	EB	0	WB	3
	ATSAC-1 or ATSAC+				0			0				2				2				2
	Override	Сараспу	203	5 NO BUILI		NON-F	SC PROJEC	_	FUTURE	W/ WCSP	W/ NON-ES		FUTUE	RE W/ WCS	P W/ FULL	•	FUT W/	WCSP W/ F	III I PROJ	•
	MOVEMENT		200	No. of	Lane	Project	Total	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	Left		131	1	131	18		0	70	201	1	201	0	201	1	201	0	201	1	201
NORTHBOUND	Left-Through		1070	0	457	31		0	14	1293	0	242	0	1202	0	245	0	1302	0	245
BO	↑ Through ↑ Through-Right		1279	2	457	31		0	14	1293	3 1	343	9	1302	3 1	345	0	1302	3 1	345
₹	→ Right		91	0	91	7		0	-12	79	0	79	0	79	0	79	0	79	0	79
Š	Left-Through-Right			0							0				0				0	
	Left-Right										0				0				0	
	↓ Left		86	1	86	64		0	-63	23	1	23	128	151	1	151	0	151	1	151
2	Left-Through		00	0	00	04		U	-03	20	0	20	120	101	0	131	0	101	0	101
l og l	Through		978	2	337	-13		0	-8	970	2	336	282	1252	2	430	0	1252	2	430
≝	→ Through-Right → Right 33				22	4		0	4	37	1	07	0	07	1 0	37	0	27	1 0	37
SOUTHBOUND	Right 33 Left-Through-Right				33	-1		0	4	37	0	37	U	37	0	37	U	37	0	37
Š	↓ Left-Right										0				Ö				0	
	1		-			40			07	445	4	445		445				445		445
₽	→ Left → Left-Through		88	1 0	88	13		0	27	115	1 0	115	0	115	1 0	115	0	115	1 0	115
	→ Through		119	1	85	18		0	37	156	1	130	0	156	1	142	205	361	1	245
1 20	→ Through-Right			1							1				1				1	
EASTBOUND	Right		51	0	51	11		0	52	103	0	103	25	128	0	128	0	128	0	128
ш	→ Left-Through-Right 0 → Left-Right 0										0				0				0	
) Lon riigin																			
	√ Left ← L f = -		140	1	140	-1		0	-2	138	2	76	0	138	2	76	0	138	2	76
WESTBOUND			304	0 1	210	-1		0	26	330	0 2	165	1	331	0 2	166	0	331	0 2	166
98	↑ Through-Right		304	1	210	-1		U	20	550	0	103	'	551	0	100		JJ 1	0	100
TSE	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	
	North-South: 5				543	No	rth-South:	0		Non	th-South:	537		Non	th-South:	631		Nor	th-South:	631
	CRITICAL V	OLUMES		ast-West:	298		ast-West:	0			ast-West:	280			st-West:	281			ast-West:	321
				SUM:	841		SUM:	0			SUM:	817			SUM:	912			SUM:	952
	VOLUME/CAPACITY (V/C	•			0.561			0.000				0.594				0.663				0.692
V/C	LESS ATSAC/ATCS ADJU	0.561			0.000				0.494				0.563				0.592			
	LEVEL OF SERVICE	E (LOS):			Α			Α				Α				Α				Α
	RE	MARKS:	Future	2035 No B	uild	Non_ES0	C Project Volu	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	WCSP + N			l '	does not inc	lude 3% TO	CO credit)
	Version: 1i Beta; 8/4/2011														PROJ	ECT IM	PACT			

Change in v/c due to project: Significant impacted? -0.067 NO

0.002 NO

 $\Delta v/c$ after mitigation: 0.031 Fully mitigated? N/A







I/S #:	North-South Street:	Warner [Orive North			Yea	r of Count	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G ⁻	ГС	Date:	Ja	nuary 20	20
16	East-West Street:	Erwin St				Proje	ction Year	2035		Pea	ak Hour:	6 - 7 PM	Revie	wed by:			Project:	Promei	nade (10k	Seats)
		f Phases			0			0				3				3				3
Opp	osed Ø'ing: N/S-1, E/W-2 or	Both-3?	NB 0	SB	0	NB	0 SE	0 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or	r OLA-3?	NB 0 EB 0	3В WВ	0	NВ EВ	0 SE	-	EB	0	ЗБ WB	0	EB	0	ЗВ WВ	0	NВ ЕВ	0	ЗВ WВ	0
	ATSAC-1 or ATSAC+	ATCS-2?		2	0		0 112	0				2			2	2			2	2
	Override	Capacity			1200			1200				0				0				0
			203	5 NO BUIL	D	NON-E	SC PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	C PROJ	FUTUE	RE W/ WCS	P W/ FULL	PROJ		WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT			No. of	Lane	Project	Total	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
ļ	5 1 "	1	Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
₽	↑ Left✓ Left-Through		0	1 0	0	86		0	86	86	2 0	47	13	99	2 0	54	0	99	2 0	54
Ž	↑ Through		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
ĕ	↑ Through-Right			0	ŭ			ŭ		Ū	0	Ŭ		Ü	0	Ŭ		Ū	0	ŭ
I È I	Right		0	1	0	339		0	339	339	1	285	16	355	1	249	0	355	1	172
NORTHBOUND	Left-Through-Right			0							0				0				0	
				0							0				0				0	
	L																			
9			0	0 0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0	0
Į	Through		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
單	Through-Right 0 Right 0				·			ŭ		Ü	Ö	Ŭ		Ü	0	Ŭ		Ü	0	ŭ
<u>5</u>	← Left-Through-Right 0				0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND											0				0				0	
	↓ Left-Right			0							0				0				0	
	ے Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
⊋	→ Left-Through		•	0	· ·			O	· ·	Ū	0	·	· ·	Ū	0	Ū	·	Ū	0	O
Įξ	→ Through		0	1	0	52		0	264	264	2	132	0	264	2	132	0	264	2	132
EASTBOUND	→ Through-Right			1							0				0				0	
AS.	Right		0	0	0	131		0	131	131	1 0	108	128	259	1	232	205	464	1 0	437
ш				0 0							0				0				0	
L) Leit-Right																			
	√ Left		0	1	0	109		0	109	109	1	109	103	212	1	212	154	366	1	366
WESTBOUND				0							0				0				0	_
١٥	← Through ← Through-Right		0	2	0	0		0	484	484	2	242	0	484	2	242	0	484	2	242
TE	← Through-Right ↑ Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
Ě	Left-Through-Right		U	0	U			O	U	U	0	U	U	U	0	U	U	U	0	U
>	├ Left-Right			0							0				0				0	
				th-South:	0		rth-South:	0			th-South:	285			th-South:	249			th-South:	172
	CRITICAL V	OLUMES	E	ast-West:	0	E	ast-West:	0		E	ast-West:	242		Ea	ast-West:	444		E	ast-West:	803
	VOLUME/CADACITY (1//0	N DATIO		SUM:			SUM:	0			SUM:	527			SUM:	693			SUM:	975
	VOLUME/CAPACITY (V/C	•			0.000			0.000				0.370				0.486				0.684
V/C	LESS ATSAC/ATCS ADJUS				0.000			0.000				0.270				0.386				0.584
	LEVEL OF SERVICE	E (LOS):			Α			Α				Α				Α				Α
	RE	MARKS:	Not analy	zed under	WCSP	Non_ESC	Project Volu	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	+ WCSP + N	lon_ESC +	ESC	w/ EMP (does not inc	lude 3% TO	CO credit)
,	Version: 1i Beta; 8/4/2011					· · · · · ·		·				PROJ	ECT IM	PACT	· · · · · ·	·				

Change in v/c due to project: Significant impacted? 0.270 NO

0.386 NO

 $\Delta v/c$ after mitigation: 0.584 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Owensm	outh Ave			Year	of Count:	2016	Amb	ient Grov			Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
17	East-West Street:	Erwin St				Projec	ction Year:	_000		Pea	ak Hour:	6 - 7 PM	Revie	wed by:			Project:	Prome	nade (10l	k Seats)
		of Phases			2			2				4				4				4
	oosed Ø'ing: N/S-1, E/W-2 o		NB 0	SB	0	NB	0 SB	0	NB	3	SB	0	NB	3	SB	0	NB	3	SB	0
Right	Turns: FREE-1, NRTOR-2 o	r OLA-3?	EB 0	ЗВ WВ	0	EB	0 3B		EB	3	ЗВ WВ	3	EB	3	WB	3	EB	3	WB	3
	ATSAC-1 or ATSAC+	ATCS-2?			0			0				2				2				2
	Override	Capacity			0			0				0				0				0
			203	5 NO BUILI			SC PROJEC	T VOLS		W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT			No. of Lanes	Lane Volume	Project Traffic	Total	Lane	Delta Volume	Total Volume	No. of	Lane Volume	Added Volume	Total Volume	No. of	Lane Volume	Added Volume	Total Volume	No. of	Lane Volume
	↑ Left		Volume 76	Lanes 1	76	-6	Volume	Volume 0	43	119	Lanes 2	65	O	119	Lanes 2	65	O	119	Lanes 2	65
9	← Left-Through		70	0	70	-0		U	45	119	0	03	0	119	0	03		119	0	03
l ā	† Through		528	1	285	-28		0	-11	517	2	259	4	521	2	261	0	521	2	261
Ě	→ Through-Right			1							0				0				0	
NORTHBOUND	→ Right		42	0	42	-3		0	13	55	1	0	3	58	1	0	0	58	1	0
일	← Left-Through-Right			0							0				0				0	
ı.	→ Left-Right			0							0				0				0	
_ 1			112	1	112	19		0	14	126	1	126	0	126	1	126	0	126	1	126
SOUTHBOUND	Left-Through			0							0				0				0	
闏	Through		342	1	269	60		0	61	403	2	202	230	633	2	317	0	633	2	317
l 뿔 l	Through-Right		405	1 0	405	40		0	70	074	0 2	400	77	240	0 2	440		240	0	440
5			195	0	195	40		0	76	271	0	103	77	348	0	142	0	348	0	142
ο̈	↓ Left-Right			0							0				0				0	
	Left		120	1	120	112		0	48	168	2	92	12	180	2	99	0	180	2	99
Į	→ Left-Through → Through		261	0 1	161	199		0	37	298	0 2	149	4	302	0 2	151	0	302	0 2	151
8 8	→ Through-Right		201	1	101	199		U	31	290	0	149	4	302	0	131	"	302	0	131
ST	Right		61	0	61	48		0	11	72	1	7	0	72	1	7	0	72	1	7
EA	Left-Through-Right			0							0				0				0	
	-			0							0				0				0	
1	√ Left		49	1	49	3		0	11	60	1	60	103	163	1	163	179	342	1	342
9				0							0	- 00		.00	0			312	0	J
WESTBOUND	← Through		270	1	175	20		0	79	349	2	175	25	374	2	187	155	529	2	265
Ē	Through-Right		00	1 0				•	4.0		0 1			00	0	•			0	•
ES	Right Left-Through-Right		80	0	80	6		0	18	98	0	0	0	98	0	0	0	98	0	0
>	Left-Right			0							0				0				0	
					397		rth-South:	0			th-South:	385			th-South:				th-South:	
				295	E	ast-West:	0		E	ast-West:	267		Ea	ast-West:			E	ast-West:		
				692		SUM:	0			SUM:	652			SUM:				SUM:		
				0.461			0.000				0.474				0.510				0.640	
V/C				0.461			0.000				0.374				0.410				0.540	
	LEVEL OF SERVICE (LOS):						Α				Α				Α				Α	
	RE	MARKS:	Future	2035 No B	uild	Non_ESC	Project Volu	ımes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	WCSP + N	Non_ESC +	ESC	w/ EMP (does not inc	clude 3% To	CO credit)
	Version: 1i Peter 9/4/2011															IECT IM				

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.087 NO -0.051 NO $\Delta v/c$ after mitigation: 0.079 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Canoga	Ave			Yea	r of Count	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Já	anuary 20	20
18	East-West Street:	Erwin St				Projec	ction Year:	2035		Pea	ak Hour:	6 - 7 PM	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
_	No. of posed Ø'ing: N/S-1, E/W-2 or Turns: FREE-1, NRTOR-2 or		NB 0 EB 0	SB WB	3 0 0 0	NB EB	0 SE		NB EB	0 2	SB WB	4 0 0 2	NB EB	0 2	SB WB	4 0 0 2	NB EB	0 2	SB WB	4 0 0 2
	ATSAC-1 or ATSAC+A	ATCS-2?	ED 0	WD	0	ED	U VVE	0	ED	2	WD	2	ED	2	WD	2	ED	2	WD	2
	Override 0				0			0				0				0				0
			203	5 NO BUIL	D	NON-E	SC PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	C PROJ		RE W/ WCS	P W/ FULL	PROJ		WCSP W/	FULL PROJ	W/ EMP
	MOVEMENT		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
	Left		135	1	135	6		0	8	143	2	79	0	143	2	79	0	143	2	79
S	← Left-Through		1208	0	440	E4		0	F-7	4005	0	4.45		4005	0	445		1005	0	445
ВО	Through 1208			2 1	442	51		0	57	1265	2 1	445	0	1265	2	445	"	1265	2 1	445
ΙĘ	Right		118	0	118	3		0	-47	71	0	71	0	71	0	71	0	71	0	71
NORTHBOUND	← Left-Through-Right			0							0				0				0	
				0							0				0				0	
	∟ Left		33	1	33	3		0	32	65	1	65	0	65	1	65	0	65	1	65
SOUTHBOUND	Left-Through		00	0	33			Ū	02	00	0	00		00	0	00		00	0	00
DO.	→ Through → Through-Right 1			319	38		0	-23	841	2	329	0	841	2	337	0	841	2	337	
≝	Right 92			1 0	00	7		0		445	1 0	4.45	25	470	1 0	170	0	470	1 0	470
5	← Left-Through-Right ↓ Left-Right			0	92	/		0	53	145	0	145	25	170	0	170	0	170	0	170
Š	↓ Left-Right			0							0				0				0	
Ω	 J Left → Left-Through 		117	1 0	117	16		0	49	166	2	91	1	167	2	92	0	167	2 0	92
EASTBOUND	→ Through		219	1	166	26		0	44	263	2	132	5	268	2	134	0	268	2	134
.BO	→ Through-Right			1							0				0				0	
AST	Right		113	0	113	11		0	2	115	1	115	0	115	1	115	0	115	1	115
Ę				0							0				0				0	
	1) Lon-right			J							J				<u> </u>					
	√ Left		107	1	107	1		0	-35	72	2	40	0	72	2	40	0	72	2	40
WESTBOUND			217	0	157	6		0	20	237	0 2	119	103	340	0 2	170	333	673	0 2	337
BO	Through-Right		217	1	157	O		U	20	231	0	119	103	340	0	170	333	0/3	0	337
ST	Right Left-Through-Right		97	0	97	4		0	75	172	1	172	0	172	1	172	0	172	1	172
WE	<u> </u>			0							0				0				0	
			Nor	0 th-South:	475	No	rth-South:	0		Non	0 th-South:	510		Nor	0 th-South:	510		No	0 rth-South:	510
	CRITICAL VO	DLUMES		ast-West:	274	-	ast-West:	0			ast-West:	263			ast-West:				ast-West:	429
				SUM:	749		SUM:	0			SUM:	773			SUM:				SUM:	939
					0.526			0.000				0.562				0.563				0.683
V/C	C LESS ATSAC/ATCS ADJUSTMENT: 0.52				0.526			0.000				0.462				0.463				0.583
	LEVEL OF SERVICE (LOS):							Α				Α				Α				Α
	REMARKS: Future 2035 No Build					Non_ESC	Project Volu	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	lon_ESC +	ESC	w/ EMP (does not in	clude 3% TC	CO credit)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.064 NO -0.063 NO

 $\Delta v/c$ after mitigation: 0.057 Fully mitigated? N/A







I/S #:	North-South Street: De Soto	Ave			Year	of Count	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Já	anuary 20	20
19	East-West Street: Erwin St				Projec	ction Year	2035		Pea	ak Hour:	6 - 7 PM	Revie	wed by:			Project:	Prome	nade (10l	(Seats)
Opi	No. of Phases posed Ø'ing: N/S-1, E/W-2 or Both-3?			3 2			3 2				3 2				3 2				3 2
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB	0 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
	ATSAC-1 or ATSAC+ATCS-2?	EB 0	WB	0	EB	0 WI	3 0 0	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0
	Override Capacity			Ö			Ō				0				0				0
		203	5 NO BUIL	D	NON-E	SC PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	SC PROJ		RE W/ WCS		PROJ		WCSP W/ I		W/ EMP
	MOVEMENT	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
0	<u> Left</u>	101	1	101	-1		0	10	111	1	111	0	111	1	111	333	444	1	444
NORTHBOUND	Left-Through	1253	0	425	-21		0	88	1341	0 2	455	0	1341	0 2	455	0	1341	0 2	455
<u>B</u> 0	↑ Through ↑ Through-Right	1255	1	425	-21		U	00	1341	1	455	U	1341	1	455	U	1341	1	400
Ŧ	⊘ Right	22	0	22	0		0	1	23	0	23	0	23	0	23	0	23	0	23
Š	← Left-Through-Right		0							0				0				0	
	→ Left-Right	L	0							0				0				0	
	└- Left	14	1	14	0		0	2	16	1	16	0	16	1	16	0	16	1	16
SOUTHBOUND	→ Left-Through		0		_					0				0				0	
30	Through	823	2	323	17		0	34	857	4	214	0	857	4	214	0	857	4	214
胃胃	← Through-Right → Right	147	0	147	4		0	48	195	0 1	118	25	220	1	143	0	220	0 1	143
00	Left-Through-Right	147	0	1-77	-		Ü	40	100	0	110	20	220	0	140		220	0	140
တ	人, Left-Right		0							0				0				0	
		178	1	153	4		0	30	208	1	154	1	209	1	155	0	209	1	155
₽	→ Left-Through	170	0	133	-		U	30	200	0	134	'	203	Ö	133		203	0	133
EASTBOUND	→ Through	10	0	153	0		0	1	11	0	154	4	15	0	155	0	15	0	155
ΪB	→ Through-Right → Right	271	0	0	6		0	-29	242	0 1	0	0	242	0	0	0	242	0	0
SAS	Left-Through-Right	2/1	1	U	0		U	-29	242	1	U	U	242	1	U	U	242	1	U
	- ≺ Left-Right		0							0				0				0	
	√ Left		1	7	0		0	4	0	1	C	0		1		0		1	
9	∜ Leπτ	7	0	7	0		0	1	8	1 0	8	0	8	0	8	0	8	0	8
WESTBOUND	← Through	8	1	8	0		0	2	10	1	9	77	87	1	48	0	87	1	48
ŢB	Through-Right		1		•			_	•	1	_	_	_	1		_	•	1	
ÆS	Right Left-Through-Right	8	0 0	1	0		0	0	8	0	8	0	8	0	8	0	8	0	8
>	Left-Right		0							0				0				0	
	North-South: 439					rth-South:	0			th-South:	471			th-South:				th-South:	658
	CRITICAL VOLUMES East-West: 161 SUM: 600			161 600	E	ast-West: SUM:	0		Ea	ast-West: SUM:	163 634		E	ast-West: SUM:			E	ast-West: SUM:	203 861
	VOLUME/CAPACITY (V/C) RATIO: 0.421					JUIVI:	0.000			GUW!:	0.445			JUNI.	0.473			SUM:	0.604
V/C	//C LESS ATSAC/ATCS ADJUSTMENT: 0.42						0.000				0.445				0.473				0.504
	0.121			0.421 A			A				Δ				0.373 A				Δ
	REMARKS: Refer to Traffix Analysis				Non ESC	Project Vol		Delta Vol	= WCSP Ba	ckground +		Fut -	+ WCSP + N	Non ESC +		w/ EMP (does not in	clude 3% To	CO credit)
<u> </u>	REMARKS: Refer to Traffix Analysis Version: 1i Reta: 8/4/2011					,0. 1011	,			.g u., u					IECT IM			070 1	

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.076 NO -0.048 NO Δv/c after mitigation: 0.083
Fully mitigated? N/A







I/S #:	North-South Street:	Topanga	a Canyon Bl			Yea	r of Count	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G [*]	тс	Date:	Ja	nuary 20	20
20	East-West Street:		St/Promenac	de Blvd		Proje	ction Year			Pea	ak Hour:	6 - 7 PM	Revie	wed by:			Project:	Promer	ade (10k	Seats)
		Phases			3			3				4				4				4
1	posed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	0	NB	0 SE	0 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	EB 0	WB	2	EB	0 3E		EB	0	WB	3	EB	0	WB	3	EB	0	WB	3
	ATSAC-1 or ATSAC+	ATCS-2?			0			0				2	'			2				2
	Override (Capacity			0			0				0				0				0
			203	5 NO BUIL			SC PROJEC			W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT		V-1	No. of Lanes	Lane Volume	Project Traffic	Total	Lane	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
<u> </u>	↑ Left		Volume 126	1	126	-4	Volume	Volume 0	volume 7	133	1	133	O	133	Lanes 1	133	O	133	1	133
9	Left-Through		120	0	120	-4		U	,	133	0	133	0	133	0	133	0	133	0	133
NORTHBOUND	↑ Through		1434	2	503	-56		0	112	1546	3	417	0	1546	3	481	0	1546	3	449
ĕ	Through-Right			1							1				1				1	
R	Right		75	0	75	121		0	46	121	0	121	257	378	0	378	-129	249	0	249
2	← Left-Through-Right			0							0				0				0	
	→ Left-Right		L	0							0				0				0	
	↓ Left		38	1	38	31		0	-7	31	1	31	180	211	1	211	0	211	1	211
SOUTHBOUND	Left-Through		30	0	30	31		U	-1	31	0	31	100	211	0	211		211	0	211
9	Through		1165	2	405	56		0	-142	1023	2	366	128	1151	2	409	0	1151	2	409
至	→ Through-Right 1 → Right 49 0										1				1				1	
5	← Left-Through-Right 0					4		0	27	76	0	76	0	76	0	76	0	76	0	76
SO	Left-Through-Right 0 Left-Right 0										0				0				0	
	Len-Right		<u>l</u>	U							U				U				U	
	ے Left		0	0	0	0		0	0	0	1	0	0	0	1	0	0	0	1	0
₽	→ Left-Through										0				0				0	
00	. •		0		0	0		0	0	0	0	45	0	0	0	45	0	0	0	45
E.	→ Through-Right → Right		53	0 1	0	16		0	-8	45	0	0	0	45	0	0	0	45	1 0	0
EASTBOUND	Left-Through-Right		55	0	U	10		U	-0	40	0	U	0	45	0	U	U	45	0	U
ш п	- Left-Right							0				0				0				
			_																	
۵	✓ Left ✓ Left-Through		0	0 0	0	230		0	230	230	2	127	38	268	2	147	0	268	2	147
3	√ Leπ-Inrougn ← Through		0	0	0	0		0	0	0	0	119	0	0	0	124	0	0	0	124
WESTBOUND	Through-Right			0	3			3	3	3	1	113		J	1	12-7		J	1	12-7
ST	Right		119	2	65	238		0	119	238	1	0	9	247	1	0	0	247	1	0
WE				0							0				0				0	
			A1	0 th Couth	541	A/-	wh Court	0		A1.c	0 th South	400		A1	U Court	600		A1	0 th Courth	660
	CRITICAL VOLUMES Fast-West: 6						rth-South: East-West:	0 0			th-South: ast-West:	499 172			th-South: ast-West:	692 192			h-South: st-West:	660 192
	OMITIOAL V		l '	SUM:	606		SUM:	0			SUM:	671			SUM:				SUM:	852
	VOLUME/CAPACITY (V/C)) RATIO:			0.425			0.000				0.488				0.643				0.620
V/C	LESS ATSAC/ATCS ADJUS	0.425			0.000				0.388				0.543				0.520			
	LEVEL OF SERVIC				A			A				Α				Α				Α
		MARKS:	Future	2035 No E		Non ESC	C Project Vol		Delta Vol	= WCSP Ba	ckaround +		Fut -	+ WCSP + N	lon ESC +		w/ EMP (does not inc	lude 3% TC	
<u> </u>			I ratare			1	2		20.00 101		g. suriu '		I Tat				,			. 5 5.5411)
	Version: 1i Beta; 8/4/2011														PROJ	IECT IM	FACI			

Change in v/c due to project:

Significant impacted?

-0.037 NO

0.118 NO

 $\Delta v/c$ after mitigation: 0.095

Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Owensm	outh Ave			Yea	r of Count	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
21	East-West Street:	Promena	ade Blvd			Proje	ction Year	2035		Pea	ak Hour:	6 - 7 PM	Revie	wed by:			Project:	Promei	nade (10k	(Seats)
	No. o posed Ø'ing: N/S-1, E/W-2 or Turns: FREE-1, NRTOR-2 ol		NB 0 EB 2	SB WB	2 0 0 0	NB EB	0 SE		NB EB	0	SB WB	2 0 0 0	NB EB	0	SB WB	2 0 0 0	NB EB	0	SB WB	2 0 0 0
	ATSAC-1 or ATSAC+		LD Z	WD	0	LD	2 771	0	LD	U	WD	2	LD	U	WD	2		U	W.D	2
	Override	Capacity	000	5 NO BUIL	0	NONE	SC PROJEC	0	FUTUR	W/ WCSP	W/NON F	0	FUTUE	RE W/ WCS	D W// ELII 1	0	FUT M	WCSP W/ F		0
	MOVEMENT		203	No. of	Lane	Project	Total	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left		40	1	40	32		0	-8	32	1	32	0	32	1	32	103	135	1	135
l š l	← Left-Through			0							0				0				0	
BO	↑ Through ↑ Through-Right		552	1	280	-66		0	-2	550	1 1	283	0	550	1	283	0	550	1	283
NORTHBOUND	→ Right		8	0	8	-2		0	8	16	0	16	0	16	0	16	0	16	0	16
Š	← Left-Through-Right			0							0				0				0	
	Left-Right			0							0				0				0	
_ I	↓ Left		5	1	5	9		0	7	12	1	12	0	12	1	12	0	12	1	12
SOUTHBOUND	Left-Through		Ĭ	0	ŭ			ŭ	,		0				0				0	
30.	Through		407	1	231	-52		0	13	420	1	235	103	523	1	402	0	523	1	492
	← Through-Right → Right		54	1 0	54	50		0	-4	50	1 0	50	230	280	1 0	280	180	460	1 0	460
l o	Left-Through-Right		34	0	34	30		U	-4	30	0	30	230	200	0	200	100	400	0	400
S	↓ Left-Right			0							0				0				0	
	ے Left		34	0	34	7		0	-27	7	0	7	7	14	0	14	0	14	0	14
9	→ Left-Through		34	1	34	,		U	-21	,	1	,	,	14	1	14	U	14	1	14
l no	→ Through		8	0	42	3		0	-5	3	0	8	0	3	0	9	0	3	0	9
TB	↑ Through-Right		47	1	47	6		0	-41	6	1 0	8	0	6	1	0	0	6	1 0	0
EASTBOUND	Right 47 0 Left-Through-Right 0		47	0		U	-41	O	0	0	U	0	0	U	U	O	0	U		
	- deft-Right			0							0				0				0	
I	√ Left		40	0	40	0		0	-2	38	0	38	0	38	0	38	0	38	0	38
9	₩ Left-Through		40	1	40			U	-2	30	1	36	U	30	1	30	0	30	1	36
WESTBOUND	← Through		5	0	22	0		0	-5	0	0	18	0	0	0	18	0	0	0	18
TB.	← Through-Right ← Right		17	1 0	0	0		0	1	18	1 0	0	0	18	1 0	0	0	18	1 0	0
VES	Right Left-Through-Right		17	0	U	U		U		10	0	U	U	10	0	U	U	10	0	U
_									0				0				0			
	North-South: 285 CRITICAL VOLUMES East-West: 87		285		rth-South: ast-West:	0 0			th-South: ast-West:	295 46			th-South: ast-West:				th-South: ast-West:	627 47		
	SUM: 372					SUM:	0		E	SUM:	341		E	SUM:			E	SUM:	674	
			0.248			0.000				0.227				0.321				0.449		
V/C				0.248			0.000				0.127				0.221				0.349	
	LEVEL OF SERVICE (LOS):			Α			Α				Α				Α				Α	
	RE	MARKS:	Future	2035 No B	uild	Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	WCSP + N	lon_ESC +	ESC	w/ EMP (does not inc	clude 3% TO	CO credit)
	Version: 1i Peter 9/4/2011														222	IECT IM				

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.121 NO -0.027 ∆ NO

 $\triangle v/c$ after mitigation: 0.101 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Shoup A	ve			Yea	r of Count	2016	Amk	ient Grov	vth: (%):		Condu	cted by:	G	TC	Date:	Ja	anuary 20)20
22	East-West Street:	Oxnard S	St			Proje	ction Year	2035		Pea	ak Hour:	6 - 7 PM	Revie	wed by:			Project:	Prome	nade (10k	k Seats)
0		f Phases			2			2				4				4				4
	posed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	0	NB	0 SE	0 3 0	NB	0	SB	0 0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	EB 0	WB	0	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+A				0			0				2				2				2
	Override (Capacity	202	5 NO BUIL	0	NONE	SC PROJEC	0	FUTUR	W/ WCSP	W/NON F	0	FUTU	RE W/ WCS	D W// EUL I	0	FUT W	WCCD W/	FULL PROJ	0 LW/ FMD
	MOVEMENT		203	No. of	Lane	Project	Total	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left		79	1	79	1		0	1	80	1	80	0	80	1	80	0	80	1	80
Ĭ	← Left-Through			0							0				0				0	
BOI	Through		811	1	456	8		0	29	840	2	420	0	840	2	420	154	994	2	497
I톰	Through-Right Right		100	0	100	1		0	17	117	1	90	0	117	1	90	0	117	1	90
NORTHBOUND	← Left-Through-Right		100	0	100	· '			.,,		0	- 50			0	- 50			0	
2				0							0				0				0	
										,							_			
9	└→ Left ├→ Left-Through		95	1 0	95	1		0	16	111	1 0	111	0	111	1	111	0	111	1 0	111
SOUTHBOUND	Through		495	1	268	6		0	73	568	1	302	0	568	1	302	0	568	1	302
l ĕ	Through-Right			1							1				1				1	
5	Right		41	0	41	1		0	-5	36	0	36	0	36	0	36	0	36	0	36
SO	← Left-Through-Right ↓ Left-Right			0 0							0				0				0	
	Leit-Right			U							U									
_	ر Left		80	1	80	0		0	-8	72	1	72	0	72	1	72	52	124	1	124
	→ Left-Through		007	0	404					004	0	400	0.5	0.50	0	470	400	4050	0	500
EASTBOUND	→ Through → Through-Right		927	2	464	-1		0	4	931	2	466	25	956	0	478	103	1059	2	530
STE	Right		55	1	16	0		0	0	55	1	15	0	55	1	15	0	55	1	15
EA	Left-Through-Right 0								0				0				0			
	-			0							0				0				0	
	√ Left		40	1	40	6		0	14	54	1	54	0	54	1	54	0	54	1	54
Ω				0	.5					O F	0			07	0	04		01	0	- 04
l lo	← Through		533	1	533	48		0	-25	508	1	508	1	509	1	509	0	509	1	509
Ë	← Through-Right ← Right		440	0	00	40		0	07	440	0 1	00	0	4.40	0	00	0	440	0	00
VES	Q		116	0	69	13		U	27	143	0	88	U	143	0	88	U	143	0	88
>	├ Left-Right 0								0				0				0			
	OD IT COMME			th-South:	551		rth-South:	0			th-South:	531			th-South:				rth-South:	
	CRITICAL VO	OLUMES	E	ast-West: SUM:	613 1164	_ F	East-West: SUM:	0		E	ast-West: SUM:	580 1111		E	ast-West: SUM:			E	ast-West: SUM:	
	VOLUME/CAPACITY (V/C) RATIO: 0.776						GO.W.	0.000			30W.	0.808			GOW.	0.809				0.903
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.776							0.000				0.708				0.709				0.803
"				0.776 C			A				0.708 C				0.709 C				0.803 D	
	` '					Non Esc	C Project Vol		Delta Vol	= WCSP Ba	ckaround ±		Fut.	+ WCSP + N	lon FSC ±	_	w/ FMP /	does not in	clude 3% T0	
<u> </u>	REMARKS: Future 2035 No Build					NOII_ESC	J FTOJECT VOI	unies Only	Della VOI	- WOOF Ba	cryiouiid +	NOII_ESC	Ful	* **COF + I		IFOT IN		uoes not m	Jude 370 II	oo dieuit)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.068 NO -0.067 ∆v

 $\Delta v/c$ after mitigation: 0.027 Fully mitigated? N/A







I/S #:	North-South Street:	Farralon	e Ave			Year	r of Count	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Já	nuary 20	20
23	East-West Street:	Oxnard S	St			Projec	ction Year	2035		Pea	ak Hour:	6 - 7 PM	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
		Phases			2			2				2				2				2
	posed Ø'ing: N/S-1, E/W-2 or I		NB 0	SB	0	NB	0 SE	0 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or 0	OLA-3?	EB 0	WB	0	EB	0 3L		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+A				0			0				2				2				2
	Override C	Capacity			0			0				0				0				0
	MOVEMENT		203	5 NO BUIL			SC PROJEC			W/ WCSP				RE W/ WCS	No. of			WCSP W/ F		
	WOVEWENT		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
	Left		0	0	0	0		0	1	1	0	1	0	1	0	1	0	1	0	1
NORTHBOUND	← Left-Through			0							0				0				0	
ಠ್ಣ	Through		0	0	0	0		0	1	1	0	18	0	1	0	18	0	1	0	18
≝	Through-Right			0							0				0				0	
띪	γ Right		0	0	0	0		0	16	16	0	0	0	16	0	0	0	16	0	0
ž	Left-Through-Right Left-Right			0							0				0				0	
	Lett-right																			
	→ Left		0	0	0	0		0	31	31	0	31	0	31	0	31	0	31	0	31
3	├ Left-Through			0							0 0				0				0	
80			0	0	0	0		0	1	1	0	52	0	1	0	52	0	1	0	52
핕	→ Right		0	0	0	0		0	20	20	0	0	0	20	0	0	0	20	0	0
SOUTHBOUND	Left-Through-Right		_	1		_					1				1				1	
0,	↓ Left-Right			0							0				0				0	
	ے Left		0	1	0	0		0	24	24	1	24	0	24	1	24	0	24	1	24
9	→ Left-Through		U	0	U	U		U	24	24	0	24		24	0	24		24	Ö	24
Į į	→ Through		0	1	0	9		0	267	267	1	137	25	292	1	149	103	395	1	201
I BC	→ Through-Right			1							1				1				1	
EASTBOUND	Right 0 0 Left-Through-Right 0		0	0		0	6	6	0 0	6	0	6	0	6	0	6	0	6		
ш	→ Left-Tillough-Right			0							0				0				0	
	*																			
	√ Left		0	1	0	0		0	26	26	1	26	0	26	1	26	0	26	1	26
WESTBOUND			0	0	0	16		0	402	402	0 1	204	4	404	0	204	_	494	0	204
BO	↑ Through ↑ Through-Right		U	1	0	16		U	493	493	1	281	'	494	1	281	U	494	1	281
STI	Right Left-Through-Right		0	0	0	0		0	68	68	0	68	0	68	0	68	0	68	0	68
WE	,			0							0				0				0	
<u> </u>	├ Left-Right		A1	0 th South:	0	A1	with County	0		M	0 th Couth	F2	<u> </u>	Me	0	F2	<u> </u>	A/	0	F2
	CRITICAL VO	LUMES		th-South: ast-West:	0 0		rth-South: ast-West:	0			th-South: ast-West:	53 305			th-South: ast-West:				th-South: ast-West:	53 305
	SUM: 0				0	_	SUM:	0			SUM:	358			SUM:			_	SUM:	358
					0.000			0.000				0.239				0.239				0.239
V/C					0.000			0.000				0.139				0.139				0.139
	LEVEL OF SERVICE (LOS):							A				A				A				A
	REMARKS: Not analyzed under WCSP					Non ESC	Project Vol		Delta Vol	= WCSP Ba	ckground +		Fut -	+ WCSP + N	lon_ESC +	ESC	wit	h Event Ma	nagement F	
<u> </u>	Vorcion: 1: Poto: 9/4/2014						,	- ,			J -					IECT IM			J	

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? 0.139 NO 0.139 NO $\Delta v/c$ after mitigation: 0.139 Fully mitigated? N/A







I/S #:	North-South Street: To	panga Canyon	ВІ		Year	of Count	2016	Amb	ient Grov			Condu	cted by:	G	TC	Date:	Ja	nuary 20	20
24		nard St			Project	tion Year			Pea	ak Hour:	6 - 7 PM	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. of Ph			3			3				4				4				4
	posed Ø'ing: N/S-1, E/W-2 or Bot	ND (SB	0	NB	0 SE	0 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or OL	A-3? NB		3	EB	0 SE		EB	3	WB	3	EB	3	<i>WB</i>	3	EB	3	WB	3
	ATSAC-1 or ATSAC+ATC			0			0				2				2				2
	Override Cap			0			0				0				0				0
	MOVEMENT	2	035 NO BUIL			C PROJEC			W/ WCSP			Added	RE W/ WCS	No. of			WCSP W/ F	No. of	
	WOVEWENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Delta Volume	Total Volume	No. of Lanes	Lane Volume	Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	↑ Left	133	1	133	10	Volumo	0	15	148	1	148	0	148	1	148	0	148	1	148
NORTHBOUND	Left-Through		0							0				0				0	
l og	Through	1289	2	477	86		0	-80	1209	3	403	692	1901	3	634	-462	1439	3	480
岩	Through-Right		1							0				0				0	
l R	→ Right	142	0 0	142	16		0	79	221	1 0	140	462	683	1	595	-359	324	1 0	236
ž	← Left-Through-Right ← Left-Right		0							0				0				0	
		_																	
٥	Left	70		70	-4		0	-2	68	2	37	128	196	2	108	0	196	2	108
N S	Left-Through	000	0 2	0.47	470		•	400	770	0 2	202	20	040	0 2	204	0	040	0 2	20.4
<u>B</u>		966	1	347	173		0	-190	776	1	282	36	812	1	294	0	812	1	294
1 🗧 1	Right	74	0	74	-4		0	-4	70	0	70	1	71	0	71	0	71	0	71
SOUTHBOUND	← Left-Through-Right		0							0				0				0	
	↓ Left-Right		0							0				0				0	
	ے Left	103	1	103	3		0	6	109	1	109	25	134	1	134	27	161	1	161
₽	→ Left-Through		0	.00			ŭ			0				0				0	
	→ Through	347	2	174	11		0	29	376	2	188	25	401	2	201	78	479	2	240
TB	→ Through-Right	407	0	20	4		0	04	405	0 1	0		405	0	0	0	405	0	0
EASTBOUND	Right 104 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		38	4		U	21	125	0	0	0	125	0	U	0	125	0	0	
"			0							0				0				0	
		The state of the s																	
۵	✓ Left ✓ Left-Through	181	1 0	181	-36		0	115	296	2 0	163	24	320	2 0	176	0	320	2	176
WESTBOUND	√ Leπ-Inrough ← Through	479		240	0		0	68	547	2	274	1	548	2	274	0	548	2	274
.BO	Through-Right		0	2.0			ŭ		•	0			0.0	0			0.0	0	
EST	Right	102		32	16		0	-9	93	1	56	230	323	1	215	0	323	1	215
×	Left-Through-Right Left-Right		0							0				0				0	
	North-South: 547				Nort	th-South:	0		Nor	th-South:	440		Nor	th-South:	742		Nor	th-South:	588
	CRITICAL VOLUMES East-West: 355					ast-West:	0			ast-West:	383			ast-West:				ast-West:	435
	SUM: 902					SUM:	0			SUM:	823			SUM:	1150			SUM:	1023
	VOLUME/CAPACITY (V/C) RATIO: 0.633						0.000				0.599				0.836				0.744
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.63						0.000				0.499				0.736				0.644
	LEVEL OF SERVICE (LOS):						Α				Α				С				В
	REMAR	PKS: Fut	ıre 2035 No I	Build	Non_ESC	Project Volu	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut	+ WCSP + N	Non_ESC +	ESC	w/ EMP (does not in	clude 3% To	CO credit)
	Version: 1i Peta: 9/4/2011												IECT IM						

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.134 NO 0.103 Δ*v/c* aft

Δv/c after mitigation: 0.011
Fully mitigated? YES







I/S #:	North-South Street:	Warner D	rive South			Year	of Count	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
25	East-West Street: (Oxnard S	St			Projec	tion Year	2035		Pea	ak Hour:	6 - 7 PM	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. of F				3			3				4				4				4
	posed Ø'ing: N/S-1, E/W-2 or B		NB 0	SB	1 2	NB	0 SE	1 3 2	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or C	DLA-3?	EB 0	WB	0	EB	0 SL		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+AT				0			0				2				2				2
	Override Ca	apacity			0			0				0				0				0
	MOVEMENT		203	5 NO BUIL No. of	Lane	Project	SC PROJEC		Delta	W/ WCSP	No. of	Lane	Added	RE W/ WCS	No. of	Lane	Added	WCSP W/ F	No. of	W/ EMP
	MOVEMENT		Volume	Lanes	Volume	Traffic	Total Volume	Lane Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	Left		71	0	71	1		0	-14	57	1	57	0	57	1	57	0	57	1	57
NORTHBOUND	← Left-Through			0							0				0				0	
ğ	↑ Through		4	0	130	0		0	-4	0	0	29	0	0	0	29	0	0	0	29
ᄬ	Through-Right			0	0	1		0	•	50	1	0	0	50	1	0	•	50	1	0
S.			55	0	U	1		0	3	58	0	U	U	58	1	U	0	58	0	0
ž	Left-Right			0							0				0				0	
											-									
Ω	→ Left		58	0	58	115		0	57	115	1	115	25	140	1	140	0	140	1	140
2			1	1 0	59	7		0	6	7	0	96	0	7	0	99	0	7	0	99
<u>8</u>	→ Through Through-Right			0	59	/		U	0	,	1	86	0	,	1	99	U	1	1	99
ΙĘΙ	Right		71	1	71	165		0	94	165	1	0	25	190	1	0	0	190	1	0
SOUTHBOUND	Left-Through-Right			0							0				0				0	
"				0							0				0				0	
1	ے Left		169	1	169	95		0	-74	95	2	52	615	710	2	391	-282	428	2	235
₽	→ Left-Through		100	0	103	30		U	-74	30	0	32	010	710	0	331	202	720	0	200
EASTBOUND	→ Through		383	2	192	110		0	182	565	1	298	0	565	1	298	0	565	1	298
l ğ	↑ Through-Right			0	40			•	40	0.4	1	0.4		0.4	1	0.4		0.4	1	0.4
AS	Right 47 1 Left-Through-Right 0		12	6		0	-16	31	0 0	31	0	31	0	31	0	31	0	31		
₩	→ Left-Right			0							0				0				0	
ا م	✓ Left		33	1	33	3		0	-1	32	1	32	0	32	1	32	0	32	1 0	32
WESTBOUND			595	0	298	73		0	282	877	0 2	439	230	1107	2	554	0	1107	2	554
BO	← Through-Right		333	0	230	7.5		U	202	077	0	433	250	1107	0	334		1107	0	334
ST	Right Left-Through-Right		93	1	64	64		0	-29	64	1	7	359	423	1	353	77	500	1	430
×	,			0							0				0				0	
					201	Nor	th-South:	0		Nor	th-South:	144	-	Nor	th-South:	169		Nor	th-South:	169
	CRITICAL VOL	LUMES		ast-West:	467	-	ast-West:	0			ast-West:	491			ast-West:				ast-West:	789
					668		SUM:	0			SUM:	635			SUM:				SUM:	958
					0.469			0.000				0.462				0.810				0.697
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.469							0.000				0.362				0.710				0.597
	LEVEL OF SERVICE (LOS):				Α			Α				Α				С				Α
	REM	ARKS:	Future	2035 No B	uild	Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut ·	+ WCSP + N	Non_ESC +	ESC	w/ EMP (does not inc	clude 3% TO	CO credit)
<u> </u>	Varion: 4i Peta: 9/4/2044												•			IECT IN				

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.107 NO 0.241 YES

 $\triangle v/c$ after mitigation: 0.128 Fully mitigated? YES







I/S #:	North-South Street: Owe	nsmouth Ave			Year	of Count	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Já	anuary 20)20
26		ard St			Projec	tion Year	2035		Pea	ak Hour:	6 - 7 PM	Revie	wed by:			Project:	Prome	nade (10l	k Seats)
0	No. of Phas			2			2				2				2				2
	posed Ø'ing: N/S-1, E/W-2 or Both	ND 0	SB	0	NB	0 SE	0 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA-	s (EB 0	WB	0	EB	0 WE		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATCS Override Capac			0			0				2				2				2
	Override Supur		35 NO BUIL		NON-ES	C PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	SC PROJ	FUTU	RE W/ WCS	SP W/ FULI	PROJ	FUT W/	WCSP W/	ULL PROJ	W/ EMP
	MOVEMENT		No. of	Lane	Project	Total	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
	5	Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
9	☐ Left☐ Left-Through	117	0	117	-28		0	34	151	0	151	25	176	0	176	0	176	1 0	176
NORTHBOUND	† Through	327	1	203	-60		0	-12	315	1	209	0	315	1	209	0	315	1	209
문	Through-Right		1							1				1				1	
L NC		79	0	79	-19		0	23	102	0	102	0	102	0	102	0	102	0	102
ž	Left-Right		0							0				0				0	
_			-											-				-	
Ω.	→ Left → Left-Through	70	1 0	70	1		0	12	82	1 0	82	0	82	1	82	0	82	1 0	82
l á	Through	270	1	173	2		0	1	271	1	174	0	271	1	225	0	271	1	225
SOUTHBOUND	← Through-Right		1		_					1				1				1	
5		76	0 0	76	1		0	0	76	0 0	76	103	179	0	179	0	179	0	179
SC	← Left-Through-Right ∴ Left-Right		0							0				0				0	
	<u> </u>																		
	Left Through	53	1 0	53	30		0	14	67	1 0	67	0	67	1	67	0	67	1 0	67
N S	→ Left-Through→ Through	356	2	178	154		0	-12	344	2	172	24	368	2	184	0	368	2	184
<u>B</u>	→ Through-Right		0							0				0				0	
EASTBOUND	Right	38	1 0	0	30		0	26	64	1 0	0	1	65	1	0	0	65	1 0	0
ш	Left-Through-Right ∠ Left-Right		0							0				0				0	
	*																		
Ω	✓ Left ✓ Left-Through	44	1 0	44	1		0	6	50	1 0	50	0	50	1 0	50	0	50	1 0	50
WESTBOUND	← Through	362	2	181	11		0	56	418	2	209	462	880	2	440	76	956	2	478
∏ ZBC	Through-Right		0							0				0				0	
ÆS.	Right Left-Through-Right	97	1 0	62	3		0	13	110	1 0	69	0	110	1 0	69	103	213	1 0	172
>	Left-Right		0							0				0				0	
	North-South: 290 CRITICAL VOLUMES East-West: 234					th-South:	0			th-South:	325			th-South:				th-South:	401
	CRITICAL VOLUMES East-West: 234 SUM: 524		Ea	ast-West: SUM:	0		E	ast-West: SUM:	276 601		E	ast-West: SUM:			E	ast-West: SUM:	545 946		
	VOLUME/CAPACITY (V/C) RATIO: 0.349						0.000			JOIN.	0.401			GOW.	0.605			GOW.	0.631
V/C	0.043			0.349			0.000				0.301				0.505				0.531
	0.010			A			A				A				A				A
	REMARKS: Future 2035 No Build				Non_ESC	Project Volu		Delta Vol	= WCSP Ba	ckground +		Fut ·	+ WCSP + N	Non_ESC +		w/ EMP (does not in	clude 3% To	
<u> </u>	Version: 1i Reta: 8/4/2011			•		·				1			IECT IN						

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

-0.048 NO 0.156 Δ*v*/σ

 $\triangle v/c$ after mitigation: 0.182 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Canoga	Ave			Yea	r of Count	: 2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	TC	Date:	Ja	anuary 20	20
27	East-West Street:	Oxnard S	St			Proje	ction Year	2035		Pea	ak Hour:	6 - 7 PM	Revie	wed by:			Project:	Prome	nade (10l	(Seats)
Орг	No. o posed Ø'ing: N/S-1, E/W-2 o	of Phases r Both-3?			2 0		0 0	2 0				3 0				3				3
Right	Turns: FREE-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 W		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+	ATCS-2?			0			0				2				2				2
		Cupacity	203	5 NO BUIL	D -	NON-E	SC PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	SC PROJ	FUTU	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT			No. of	Lane	Project	Total	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
D	Left		126	1	126	4		0	19	145	2	80	385	530	2	292	77	607	2	334
5	← Left-Through		1269	0	455	34		0	-107	1162	0	207	0	1162	0 3	387	0	1162	0 3	387
ВО	↑ Through ↑ Through-Right		1209	1	455	34		U	-107	1102	3 0	387	U	1102	0	301	"	1102	0	307
표	→ Right		96	0	96	4		0	11	107	1	60	0	107	1	60	0	107	1	60
NORTHBOUND	← Left-Through-Right			0						-	0			-	0			- '	0	
				0							0				0				0	
	└ Left		70	1	70					70		70		70	1	70		70		70
9	→ Leπ Left-Through		70	0	70	-1		0	3	73	1 0	73	0	73	0	73	0	73	1 0	73
OUTHBOUND	Through 888 2		320	-19		0	11	899	3	300	0	899	3	300	0	899	3	300		
Æ	Through-Right 1								0				0				0			
F	ب Right	Right 71 0		71	-1		0	-2	69	1	12	0	69	1	12	0	69	1	12	
SO		← Left-Through-Right 0 Left-Right 0								0				0				0		
I									U				U				U			
I			127	21		0	-12	115	1	115	0	115	1	115	0	115	1	115		
₽	→ Through 397 2 1								0				0				0			
lo o			199	83		0	39	436	2	218	4	440	2	220	0	440	2	220		
TB.	→ Through-Right → Right		99	1	36	20		0	6	105	0 1	65	20	125	1	0	0	125	0	0
EASTBOUND	Left-Through-Right		33	0	30	20		U	0	100	0	00	20	125	0	O	"	125	0	U
_	- deft-Right deft			0							0				0				0	
	C 1-4				00	_			4.5	0.5		0.5		0.5	1	0.5		0.5	4	0.5
₽	✓ Left ✓ Left-Through		80	1 0	80	7		0	15	95	1 0	95	0	95	1 0	95	0	95	1 0	95
	← Through		251	1	154	23		0	63	314	2	157	77	391	2	196	103	494	2	247
BC	Through-Right			1							0				0				0	
WESTBOUND	Right Left-Through-Right		57	0	57	4		0	-1	56	1	20	0	56	1	20	0	56	1	20
≶	Left-Through-Right Left-Right			0							0				0				0	
-	North-South: 525			525	No	rth-South:	0		Nor	th-South:	460		Nor	th-South:	592		Nor	th-South:	634	
	CRITICAL V	OLUMES		ast-West:	281		ast-West:	0			ast-West:	313			ast-West:	315			ast-West:	362
				SUM:	806		SUM:	0			SUM:	773			SUM:	907			SUM:	996
					0.537			0.000				0.542				0.636				0.699
V/C	//C LESS ATSAC/ATCS ADJUSTMENT: 0.53				0.537			0.000				0.442				0.536				0.599
	LEVEL OF SERVICE (LOS):				Α			Α				Α				Α				Α
	REMARKS: Future 2035 No Build						C Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut	+ WCSP + 1	Non_ESC +	ESC	w/ EMP (does not in	clude 3% To	CO credit)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.095 NO -0.001 NO Δ *v/c* after mitigation: 0.062 Fully mitigated? N/A







I/S #:	North-South Street:	De Soto /	Ave			Year	r of Count	2016	Amb	ient Grow	vth: (%):		Condu	cted by:	G ⁻	тс	Date:	Ja	nuary 20	20
28	East-West Street: 0	Oxnard S	it			Projec	ction Year	2035		Pea	ak Hour:	6 - 7 PM	Revie	wed by:			Project:	Promei	nade (10k	Seats)
	No. of F				2			2				2				2				2
Орр	posed Ø'ing: N/S-1, E/W-2 or B	3oth-3?	NB 0	SB	0	NB	0 SE	0 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or O	DLA-3?	EB 0	ЗВ WВ	0	EB	0 SE	_	NВ EВ	0	ЗВ WB	0	NВ ЕВ	0	ЗВ WВ	0	NВ ЕВ	0	ЗВ WB	0
	ATSAC-1 or ATSAC+AT				0			0				2				2				2
	Override Ca	apacity			0			0				0				0				0
			203	5 NO BUIL	D	NON-E	SC PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	C PROJ	FUTUE	RE W/ WCS		PROJ		WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT			No. of	Lane	Project	Total	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
	5 1 6	ı	Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
₽	↑ Left Left-Through		94	1 0	94	-1		0	-7	87	1 0	87	25	112	1 0	112	103	215	1 0	215
NORTHBOUND	↑ Through		1245	2	455	-11		0	65	1310	3	437	0	1310	3	437	333	1643	3	548
<u>ĕ</u>	↑ Through-Right		12.10	1	400			ŭ	00	1010	0	401		1010	0	401		1010	0	545
I	Right		121	0	121	-1		0	22	143	1	128	0	143	1	128	0	143	1	128
ğ	Left-Through-Right			0							0				0				0	
_				0							0				0				0	
	1									0.4				0.4				0.4		
9	↓ Left↓ Left-Through		33	1 0	33	-1		0	1	34	1 0	34	0	34	1 0	34	0	34	1 0	34
ΙĘ	Through		890	2	339	-9		0	73	963	4	241	0	963	4	241	0	963	4	241
單	← Through-Right		555	1				×		000	0			000	0			000	0	
<u> </u>	Right		127	0	127	-1		0	11	138	1	62	0	138	1	62	0	138	1	62
SOUTHBOUND	Left-Through-Right			0							0				0				0	
	↓ Left-Right			0							0				0				0	
		I	167	1	167	16		0	-14	153	1	153	0	153	1	153	0	153	1	153
₽	→ Left-Through			0				ŭ			0			.00	0	.00			0	
EASTBOUND	→ Through		312	1	312	28		0	-39	273	1	273	0	273	1	273	0	273	1	273
I B(↑ Through-Right			0							0				0				0	
AS	Right Left-Through-Right		195	1 0	148	22		0	19	214	1 0	171	1	215	1	159	0	215	1	108
ш				0							0				0				0	
	1																			
	√ Left		21	1	21	1		0	10	31	1	31	0	31	1	31	0	31	1	31
WESTBOUND			440	0	0.4	_			•	440	0	70	_	440	0	70	_	440	0	
301	← Through ← Through-Right		148	1	81	7		0	-8	140	1	78	0	140	1	78	0	140	1	78
STE	Right		14	0	14	1		0	2	16	0	16	0	16	0	16	0	16	0	16
Ķ	Left-Through-Right			0				ŭ	_		0				0				0	
				0							0				0				0	
	ODITIO 11 VOI			th-South:	488		rth-South:	0			th-South:	471			th-South:	471			th-South:	582
	CRITICAL VOL	LUMES	E	ast-West: SUM:	333 821	E	ast-West: SUM:	0 0		E	ast-West: SUM:	304 775		Ea	ast-West: SUM:	304 775		E	ast-West: SUM:	304 886
	VOLUME/CAPACITY (V/C) F	RATIO:		JUIVI:			SUIVI:				SUM:				JUIVI.				JUIVI.	
1//	C LESS ATSAC/ATCS ADJUST				0.547			0.000				0.517				0.517				0.591
V/C		0.547			0.000				0.417				0.417				0.491			
	LEVEL OF SERVICE	` '			Α			Α				Α				Α				Α
	REM	ARKS:	Future	2035 No B	uild	Non_ESC	Project Volu	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	+ WCSP + N				h Event Mar	nagement P	lan
	Version: 1i Beta; 8/4/2011														<u>PROJ</u>	IECT IM	PACT			

Change in v/c due to project:

Significant impacted?

-0.130 NO

-0.130 NO

 $\Delta v/c$ after mitigation: -0.056 Fully mitigated? N/A







I/S #:	North-South Street: Canog	a Ave			Year	of Count	2016	Amb	ient Grov			Condu	cted by:	G	TC	Date:	Ja	nuary 20	20
29	East-West Street: Califa	St			Projec	ction Year	2035		Pea	ak Hour:	6 - 7 PM	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. of Phases			2			2				2				2				2
	posed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	0	NB	0 SE	0 3	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	EB 2	WB	0	EB	2 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0				2				2				2
	Override Capacity			0			0				0				0				0
	MOVEMENT	203	35 NO BUIL			SC PROJEC			W/ WCSP			Added	RE W/ WCS	No. of			WCSP W/ F	No. of	
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Delta Volume	Total Volume	No. of Lanes	Lane Volume	Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	Left	109	1	109	1	Volumo	0	18	127	1	127	0	127	1	127	0	127	1	127
NORTHBOUND	Left-Through		0							0				0				0	
l g	Through	1281	2	455	15		0	-17	1264	2	460	385	1649	2	588	77	1726	2	614
l 뿔 l	Through-Right	00	1	00	_			00	445	1	445		445	1	445		445	1	445
띪		83	0	83	1		0	32	115	0	115	0	115	0	115	0	115	0	115
ž	← Left-Through-Right ← Left-Right		0							0				0				0	
	Lon riigin	-																	
Ω	→ Left	42	1	42	2		0	15	57	1	57	0	57	1	57	0	57	1	57
S	→ Left-Through	4440	0 2	202	24		•	40	4400	0 2	200	20	4440	0 2	205	0	4440	0 2	205
8		1140	1	393	31		0	-18	1122	1	389	20	1142	1	395	U	1142	1	395
ΙĘΙ	↓ Right	39	0	39	1		0	5	44	0	44	0	44	0	44	0	44	0	44
SOUTHBOUND	← Left-Through-Right		0							0				0				0	
" I	↓ Left-Right		0							0				0				0	
1	ے Left	170	1	170	21		0	-42	128	1	128	0	128	1	128	0	128	1	128
₽	→ Left-Through		0						.20	0			.20	0			0	0	
l lo	→ Through	83	1	83	19		0	30	113	1	113	0	113	1	113	0	113	1	113
ΪĐ	→ Through-Right	205	0	205	28		0	-38	167	0 1	104	0	407	0	104	0	407	0	104
EASTBOUND	Right 205 1 209 Left-Through-Right 0		205	28		U	-38	107	0	104	U	167	0	104	U	167	0	104	
	∠ Left-Right		0							0				0				0	
	<u> </u>						_												
₽	✓ Left ✓ Left-Through	87	1 0	87	1		0	-1	86	1 0	86	0	86	1 0	86	0	86	1 0	86
WESTBOUND	← Through	82	1	79	1		0	33	115	1	115	0	115	1	115	0	115	1	115
<u> </u>	Through-Right		1							0				0				0	
ES	Right	75	0	75	1		0	-5	70	1	42	0	70	1	42	0	70	1	42
>	Left-Through-Right Left-Right		0							0				0				0	
	North-South: 502				Noi	rth-South:	0		Nor	th-South:	517		Nor	th-South:	645		Nor	th-South:	671
	CRITICAL VOLUMES	E	ast-West:	292	E	ast-West:	0		E	ast-West:	243		E	ast-West:			E	ast-West:	243
-	VOLUME/CAPACITY (V/CL PATIO:					SUM:	0			SUM:	760			SUM:				SUM:	914
	VOLUME/CAPACITY (V/C) RATIO: 0.529						0.000				0.507				0.592				0.609
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.52						0.000				0.407				0.492				0.509
	LEVEL OF SERVICE (LOS):						Α				Α				Α				Α
	REMARKS:	Futur	e 2035 No E	Build	Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	Non_ESC +	ESC	wit	h Event Ma	nagement F	lan
	Version: 1i Peta: 9/4/2011												IECT IM						

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.122 NO -0.037 NO $\triangle v/c$ after mitigation: -0.020 Fully mitigated? N/A







I/S #:	North-South Street:	De Soto	Ave			Yea	r of Count	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Ja	nuary 20)20
30	East-West Street:	Califa St				Proje	ction Year	2035		Pea	ak Hour:	6 - 7 PM	Revie	wed by:			Project:	Prome	nade (10l	k Seats)
		f Phases			3			3				2				2				2
1	posed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	2	NB	0 SE	2 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	EB 2	WB	0	EB	2 WI		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+	ATCS-2?			0			0				2				2				2
	Override	Capacity			0			0				0				0				0
	MOVEMENT		203	5 NO BUIL			SC PROJEC			W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT		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
	↑ Left		53	1	53	-1	Volunic	0	5	58	1	58	0	58	1	58	0	58	1	58
NORTHBOUND	← Left-Through			0		-		·	_		0			-	0				0	
l o	Through		1555	3	518	-4		0	38	1593	3	531	25	1618	3	539	437	2055	3	685
	Through-Right			0							0				0				0	
l R	Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
ž	Left-Through-Right			0							0				0				0	
	Y Leit-Right		<u> </u>	U							U				U				U	
	→ Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND				0							0				0				0	
301	Through		1165	2	400	13		0	-40	1125	3 0	375	1	1126	3	375	0	1126	3	375
III	← Through-Right → Right		34	0	34	1		0	69	103	1	103	0	103	1	103	0	103	0 1	103
00	Left-Through-Right		04	0	04			Ū	00	100	0	100		100	0	100	ľ	100	0	100
S	↓ Left-Right			0							0				0				0	
	1 1 6									•		•								
Ω			0	0 0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
Ş	→ 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	
\ST	Right 170 1 17		170	12		0	73	243	2	105	0	243	2	105	0	243	2	105		
E/				0							0				0				0	
	→ Leit-Right		<u>I</u>	U							U				U				U	
	√ Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND			_	0		_			_	_	0		_	_	0		_	_	0	
l g	← Through ← Through-Right		0	0 0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0	0
STE	Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
۷E	Left-Through-Right		· ·	0	Ŭ			Ů		ŭ	0	Ŭ		ŭ	Ö	Ŭ		Ü	0	Ü
	├ Left-Right 0								0				0				0			
	CRITICAL VOLUMES Fast-West: 170		518 170		rth-South:	0			th-South:	531			th-South:				th-South:			
	SUM: 688				·	ast-West: SUM:	0		E	ast-West: SUM:	105 636		E	ast-West: SUM:				ast-West: SUM:		
	VOLUME/CAPACITY (V/C) RATIO: 0.483					0.000				0.424				0.429				0.527		
V/0	0.100			0.483			0.000				0.324				0.329				0.427	
	0.10		A			A				A				A				A		
		MARKS:	Future	2035 No E		Non ESO	C Project Vol		Delta Vol	= WCSP Ba	ckaround +		Fut -	+ WCSP + N	Non ESC +		wit	h Event Ma	nagement F	
<u> </u>	REMARKS: Future 2035 No Build					1		y	30.10 701		g. ouu ·			.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		IFOT IN		210 ///		

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

-0.159 NO -0.154 NO Δ v/c after mitigation: -0.056 Fully mitigated? N/A







I/S #:	North-South Street: Show	p Ave			Year	of Count	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
31	East-West Street: Burk	ank Bl			Projec	tion Year	2035		Pea	ak Hour:	6 - 7 PM	Revie	ewed by:			Project:	Prome	nade (10k	(Seats)
	No. of Phas			2			2				4				4				4
	posed Ø'ing: N/S-1, E/W-2 or Both-	ND 0	SB	0	NB	0 SE	0 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA-	? EB 0	WB	0	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATCS-			0			0				2				2				2
	Override Capac		35 NO BUIL	_	NON-ES	SC PROJEC	•	FUTURE	W/ WCSP	W/ NON-ES	•	FIITII	RE W/ WCS	P W/ FIII I	•	FUT W/	WCSP W/ F	III I PRO I	_
	MOVEMENT	20	No. of	Lane	Project	Total	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
		Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	Left	55	1	55	1		0	11	66	1	66	0	66	1	66	0	66	1	66
NORTHBOUND	Left-Through	0.50	0	440			0	F4	040	0	470		040	0	470		040	0	470
BO	↑ Through ↑ Through-Right	859	1	449	2		0	51	910	1	479	0	910	1	479	0	910	1	479
E	Right	39	0	39	0		0	9	48	0	48	0	48	0	48	0	48	0	48
å	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	└ Left	69	1	69	4		0	-2	67	1	67	0	67	1	67	0	67	1	67
9	Left-Through	09	0	09	4		U	-2	07	0	01	"	07	0	07	U	07	0	07
SOUTHBOUND	Through	455	1	257	34		0	54	509	1	284	0	509	1	284	0	509	1	284
	Through-Right		1							1				1		_		1	
5		59	0 0	59	4		0	-1	58	0 0	58	0	58	0	58	0	58	0	58
SS	↓ Left-Right		0							0				0				0	
	Left	82	1 0	82	1		0	7	89	1 0	89	0	89	1 0	89	154	243	1 0	243
EASTBOUND	→ Left-Through→ Through	147	1	147	0		0	13	160	1	160	25	185	1	185	0	185	1	185
B0	→ Through-Right		0				·	10	100	0	100		100	0	100		100	0	100
\ST	Right	27	1	0	0		0	6	33	1	0	0	33	1	0	0	33	1	0
) E	→ Left-Through-Right 0 ✓ Left-Right 0								0 0				0				0		
I			0							0								<u> </u>	
	√ Left	23	1	23	2		0	1	24	1	24	0	24	1	24	0	24	1	24
WESTBOUND		477	0	007	45		0	40	107	0 0	000	_	100	0	200	•	400	0	000
80	← Through ← Through-Right	177	1	237	15		0	-10	167	1	228	'	168	1	229	U	168	1	229
ST	Right Left-Through-Right	60	0	0	6		0	1	61	0	0	0	61	0	0	0	61	0	0
NE NE	,		0							0				0				0	
	├ Left-Right	No	0 rth-South:	518	Nor	th-South:	0		Nor	0 th-South:	546		Nor	0 th-South:	546		No	0 th-South:	546
	CRITICAL VOLUM		East-West:	319		ast-West:	0			ast-West:	317			ast-West:				ast-West:	472
	SUM: 837					SUM:	0			SUM:	863			SUM:	864			SUM:	1018
	VOLUME/CAPACITY (V/C) RATIO: 0.558						0.000				0.628				0.628				0.740
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.558						0.000				0.528				0.528				0.640
	LEVEL OF SERVICE (LOS):						Α				Α				Α				В
	REMARK	S: Futur	e 2035 No E	Build	Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut	+ WCSP + N	Non_ESC +	ESC	wit	th Event Ma	nagement F	Plan
	Version: 1i Peter 9/4/2011												IECT IN						

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.030 NO -0.030 NO $\Delta v/c$ after mitigation: 0.082 Fully mitigated? N/A







I/S #:	North-South Street:	US 101 V	VB On-Ram	р		Year	of Count	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
32	East-West Street:	Burbank	BI			Projec	tion Year	2035		Pea	ak Hour:	6 - 7 PM	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
		Phases			3			3				3				3				3
	oosed Ø'ing: N/S-1, E/W-2 or I		NB 0	SB	1 0	NB	0 SE	1 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	EB 0	WB	0	EB	0 3L		EB	2	WB	0	EB	2	WB	0	EB	2	WB	0
	ATSAC-1 or ATSAC+A				0			0				2				2				2
	Override C	Capacity			0			0				0				0				0
	MOVEMENT		203	5 NO BUIL			SC PROJEC			W/ WCSP				RE W/ WCS	No. of			WCSP W/ F	No. of	
	MOVEMENT		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
	↑ Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND	← Left-Through			0							0				0				0	
ğ	Through		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
ᄬ	Through-Right			0				•		•	0	0		•	0	•			0	
- K			0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
ž	Left-Right			0							0				0				0	
Ω	→ Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
5	Left-Through		0	0	0	0		0	0	0	0	0	0	0	0	•	0	0	0 0	•
8			U	0	U	U		U	0	U	0	U	U	U	0	0	U	U	0	0
Ę	↓ Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	← Left-Through-Right			1							1				1				1	
, , , , , , , , , , , , , , , , , , ,	↓ Left-Right			0							0				0				0	
	ر Left		0	1	0	0		0	0	0	1	0	0	0	1	0	0	0	1	0
₽	→ Left-Through		0	0	· ·			Ü		Ü	0	Ü		Ü	0	U		Ū	0	U
EASTBOUND	→ Through		244	1	137	8		0	15	259	1	150	25	284	1	162	0	284	1	162
I B	→ Through-Right		00	1	00			0	40	40	1	40		40	1	40		40	1 0	40
AS	Right 30 Left-Through-Right		0	30	1		0	10	40	0	40	0	40	0	40	0	40	0	40	
ш				0							0				0				0	
	*																			
۵	✓ Left ✓ Left-Through		822	2 0	452	18		0	5	827	2 0	455	13	840	2	462	0	840	2 0	462
WESTBOUND	← Through		368	0	368	9		0	64	432	1	216	1	433	1	217	0	433	1	217
BC	Through-Right			1							1				1				1	
LSE	Right Left-Through-Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
⋝	Left-Through-Right Left-Right			0							0				0				0	
	North-South: 0				0	Nor	th-South:	0		Nor	th-South:	0		Nor	th-South:	0		Nor	th-South:	0
	CRITICAL VO	LUMES		ast-West:	589		ast-West:	0			ast-West:	605			ast-West:	624			ast-West:	624
				589		SUM:	0			SUM:	605			SUM:				SUM:	624	
				0.413			0.000				0.425				0.438				0.438	
V/C	//C LESS ATSAC/ATCS ADJUSTMENT: 0.413			0.413			0.000				0.325				0.338				0.338	
	LEVEL OF SERVICE (LOS):			Α			Α				Α				Α				Α	
	REMARKS: Future 2035 No Build				uild	Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	Non_ESC +	ESC	wit	h Event Mai	nagement P	Plan
	Varcion, 1i Pota, 9/4/2011															IECT IM				

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.088 NO -0.075 NO $\Delta v/c$ after mitigation: -0.075 Fully mitigated? N/A







I/S #:	North-South Street: Topan	ga Canyon B	I		Year	r of Count	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	TC	Date:	Ja	anuary 20)20
33	East-West Street: Burba				Projec	ction Year	2035		Pea	ak Hour:	6 - 7 PM	Revie	ewed by:			Project:	Prome	nade (10	k Seats)
Ont	No. of Phase cosed Ø'ing: N/S-1, E/W-2 or Both-3			3			3				3				3				3
	Turns: FREE-1, NRTOR-2 or OLA-33	NB 0	SB	0	NB	0 SE	3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
19	ATSAC-1 or ATSAC+ATCS-2	EB 0	WB	0	EB	0 W	B 0	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	Override Capacit			0			0				0				0				0
		203	35 NO BUIL	D	NON-E	SC PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	SC PROJ		RE W/ WCS		PROJ		WCSP W/ I		J W/ EMP
	MOVEMENT	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
	↑ Left	238	1	238	6		0	79	317	2	174	0	317	2	174	0	317	2	174
NORTHBOUND	< ↑ Left-Through		0							0				0				0	
BOL	Through	1536	3	512	23		0	-80	1456	3 1	426	1128	2584	3	708	-820	1764	3	503
ᄩ	Through-Right Right	217	0 1	97	4		0	30	247	0	247	0	247	0	247	0	247	0	247
S S	← Left-Through-Right	2	0	0.			Ŭ		2	0	2.,		2.7	0	2.,		2	0	2.,
	← Left-Right		0							0				0				0	
	↓ Left	43	1	43	1		0	-8	35	1	35	0	35	1	35	0	35	1	35
SOUTHBOUND	Left-Through	40	0	45	'		U	-0	33	0	33	U	33	0	33	0	33	Ó	33
l log	Through	853	3	284	20		0	-5	848	3	283	46	894	3	298	0	894	3	298
l 뿐 l	← Through-Right → Right	273	0 1	252	6		0	-7	266	0 1	246	15	281	0	249	0	281	0	249
OO.	Left-Through-Right	2/3	0	252	0		U	-7	200	0	240	15	201	0	249		201	0	249
Š	↓ Left-Right		0							0				0				0	
		1 40	1	40	1		0	0	40	1	40	0.5	0.5	1	C.F.		05	4	C.F.
9	→ Left-Through	42	0	42	1		0	-2	40	0	40	25	65	0	65	0	65	0	65
l Š	→ Through	124	1	117	4		0	-5	119	1	119	0	119	1	119	0	119	1	119
TB(→ Through-Right	400	1 0	400	4		0	40	407	1	40	•	407	1	40		407	1 0	40
EASTBOUND	Right Left-Through-Right	109	0	109	4		0	18	127	0	40	0	127	0	40	0	127	0	40
	- ∠ Left-Right		0							0				0				0	
	v √ Left	240	1	240	1			20	270	2	150	0	270	2	150		270	2	150
ş	↓ Left ✓ Left-Through	240	0	240	1		0	38	278	2	153	0	278	0	153	0	278	0	153
WESTBOUND	← Through	709	1	387	4		0	-25	684	2	244	0	684	2	244	0	684	2	244
ŢB	Through-Right	0.4	1	0.4	1		0	40	40	1 0	40	•	40	1	40		40	1	40
ÆS	Right Left-Through-Right	64	0 0	64	1		0	-16	48	0	48	0	48	0	48	0	48	0	48
>	Left-Right		0							0				0				0	
	North-South: 555 CRITICAL VOLUMES East-West: 429		555		rth-South:	0			th-South:	461			th-South:				rth-South:		
	CRITICAL VOLUMES East-West: 429 SUM: 984			ast-West: SUM:	0		E	ast-West: SUM:	284 745		E	ast-West: SUM:			E	ast-West: SUM:			
	VOLUME/CAPACITY (V/C) RATIO: 0.691					0.000				0.523				0.738				0.594	
V/C	//C LESS ATSAC/ATCS ADJUSTMENT: 0.691					0.000				0.423				0.638				0.494	
	LEVEL OF SERVICE (LOS):					A				A				В				Α	
	REMARKS: Future 2035 No Build				Non_ESC	Project Vol		Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut ·	+ WCSP + 1	Non_ESC +	ESC	w/ EMP (does not in	clude 3% T	CO credit)
ь	Version: 1i Reta: 8/4/2011									-	_			-	IECT IN				

Version: 1i Beta; 8/4/2011

Change in v/c due to project:

Significant impacted?

-0.268 NO PROJECT IMPACT
-0.053 Δ

NO

 $\Delta v/c$ after mitigation: -0.197 Fully mitigated? N/A







I/S #:	North-South Street:	Owensm	outh Ave			Year	of Count	2016	Amb	ient Grow	vth: (%):		Condu	cted by:	G ⁻	тс	Date:	Ja	nuary 20	20
34	East-West Street:	Burbank	BI			Projec	tion Year	2035		Pea	ak Hour:	6 - 7 PM	Revie	wed by:			Project:	Promei	nade (10k	Seats)
		f Phases			2			2				2				2				2
Opp	osed Ø'ing: N/S-1, E/W-2 or	Both-3?	NB 0	SB	0 2	NB	0 SE	0 3 2	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or	r OLA-3?	EB 0	3В WВ	0	EB	0 SE		NВ ЕВ	0	ЗВ WВ	0	EB	0	ЗВ WВ	0	NВ ЕВ	0	ЗВ WB	0
	ATSAC-1 or ATSAC+	ATCS-2?			0			0				2				2				2
	Override	Capacity			0			0				0				0				0
			203	5 NO BUIL	D	NON-E	SC PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	C PROJ	FUTUE	RE W/ WCS	P W/ FULL	PROJ		WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT			No. of	Lane	Project	Total	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
	5 1-4	1	Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
₽	↑ Left Left-Through		74	1 0	74	0		0	13	87	0	87	0	87	0	87	0	87	1 0	87
NORTHBOUND	↑ Through		77	0	185	0		0	-7	70	0	167	0	70	0	167	0	70	0	167
單	† Through-Right			1				_	-		1				1				1	
Ė	Right		108	0	0	0		0	-11	97	0	0	0	97	0	0	0	97	0	0
ğ	Left-Through-Right			0							0				0				0	
	Left-Right			0							0				0				0	
	1.00		400		400			0	40	444		444		444	1	444		444		444
₽			162	1 0	162	3		0	-48	114	1 0	114	0	114	0	114	0	114	1 0	114
Ž	Through		26	1	26	1		0	0	26	1	26	0	26	1	26	0	26	1	26
¥	← Through-Right			0	_,						0				0				0	
SOUTHBOUND	ب Right		349	1	349	11		0	-3	346	1	272	0	346	1	272	0	346	1	272
SO	Left-Through-Right			0							0				0				0	
I				0							0				0				0	
1	Left		153	1	153	-15		0	-5	148	1	148	0	148	1	148	0	148	1	148
₽	→ Left-Through			0				ŭ			0				0				0	
Ž	→ Through		335	2	168	-30		0	-26	309	2	155	0	309	2	155	0	309	2	155
EASTBOUND	→ Through-Right			0							0		_		0		_		0	
AS.	Right		50	1 0	13	-6		0	4	54	1 0	11	0	54	1	11	0	54	1 0	11
ш				0							0				0				0	
L) Loit Hight																			
	✓ Left		46	1	46	0		0	-7	39	1	39	0	39	1	39	0	39	1	39
WESTBOUND				0		_					0				0				0	
∥ જૂ	← Through ← Through-Right		537	1	342	7		0	-40	497	1	308	0	497	1	308	0	497	1	308
STE	Right		147	0	147	1		0	-29	118	0	118	0	118	0	118	0	118	0	118
Ě	Left-Through-Right			0		•		ŭ	20	110	0	110	v	110	0	110		110	0	110
	⊱ Left-Right			0							0				0				0	
			-	th-South:	423		th-South:	0			th-South:	359			h-South:	359			th-South:	359
	CRITICAL V	OLUMES	E	ast-West: SUM:	495 918	E	ast-West: SUM:	0		Ea	ast-West: SUM:	456 815		Ea	ast-West:	456 815		E	ast-West: SUM:	456 815
	VOLUME/CAPACITY (V/C) RATIO:		SUIVI:			SUIVI:				SUIVI:				SUM:				SUIVI:	
1//0	•	•			0.612			0.000				0.543				0.543				0.543
V/C	LESS ATSAC/ATCS ADJUS				0.612			0.000				0.443				0.443				0.443
	LEVEL OF SERVICE	В			Α				Α				Α				Α			
	RE	MARKS:	Future	2035 No B	Build	Non_ESC	Project Volu	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	+ WCSP + N				h Event Mar	nagement P	lan
,	/ersion: 1i Beta; 8/4/2011														PROJ	IECT IM	PACT			

Change in v/c due to project: Significant impacted? -0.169 NO

-0.169 NO

 $\Delta v/c$ after mitigation: -0.169 Fully mitigated? N/A







I/S #:	North-South Street:	Canoga	Ave			Yea	r of Count	2016	Amb	ient Grow	/th: (%):		Condu	cted by:	G ⁻	тс	Date:	Ja	nuary 20	20
35	East-West Street:	Burbank	BI			Proje	ction Year	2035		Pea	k Hour:	6 - 7 PM	Revie	wed by:			Project:	Promei	nade (10k	Seats)
		of Phases			3			3				3				3				3
	posed Ø'ing: N/S-1, E/W-2 o		NB 0	SB	0	NB	0 SE	0 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 o	r OLA-3?	EB 0	WB	0	EB	0 W		EB	0	WB	3	EB	0	WB	3	EB	0	WB	3
	ATSAC-1 or ATSAC-				0			0				2				2				2
	Override	Capacity	203	5 NO BUIL	_	NON-F	SC PROJEC		FUTURE	W/ WCSP	W/ NON-ES	•	FUTUE	RE W/ WCS	P W/ FULL	•	FUT W/	WCSP W/ F	III I PROJ	•
	MOVEMENT		200	No. of	Lane	Project	Total	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
0	Left		123	1	123	0		0	47	170	2	94	0	170	2	94	0	170	2	94
NORTHBOUND	← Left-Through		1071	0	276	4		0	100	1170	0	202	205	1564	0	504	77	1641	0	F 47
ВО	↑ Through ↑ Through-Right		1071	2	376	4		0	108	1179	3	393	385	1564	3 0	521	77	1641	3 0	547
Ŧ	→ Right		57	0	57	0		0	1	58	2	0	0	58	2	0	0	58	2	0
Š	← Left-Through-Right			0							0				0				0	
				0							0				0				0	
	↓ Left		60	1	62	2		0	3	65	1	65	0	65	1	65	0	65	1	GE.
9	Left-Through		62	0	02	2		U	3	65	0	65	U	00	0	65	U	65	0	65
O	Through		930	2	351	36		0	62	992	2	379	20	1012	2	386	0	1012	2	386
Ř	← Through-Right			1							1				1				1	
SOUTHBOUND	Right		123	0 0	123	6		0	23	146	0	146	0	146	0	146	0	146	0	146
SC	← Left-Through-Right ↓ Left-Right			0							0				0				0	
			I																	
	J Left 89 1 Left-Through 0					1		0	3	92	1	92	0	92	1	92	0	92	1	92
볼			204	0 2	102	6		0	-10	194	0 2	97	0	194	0 2	97	0	194	0 2	97
EASTBOUND	→ Through → Through-Right		204	1	102	0		U	-10	194	1	91	U	194	1	97	U	194	1	97
STI	Right		182	0	121	6		0	30	212	0	165	0	212	0	165	0	212	0	165
EA	Left-Through-Right			0							0				0				0	
	- ≺ Left-Right		l	0							0				0				0	
	√ Left		128	1	128	1		0	-16	112	1	112	0	112	1	112	0	112	1	112
Ð				0							0		-	•	0			-	0	
WESTBOUND	← Through ← Through-Right		471	2	236	4		0	-14	457	2	229	0	457	2	229	0	457	2	229
E E	Through-Right Right		104	0 1	73	1		0	10	114	0 1	49	0	114	0 1	49	0	114	0	49
VES	Left-Through-Right		104	0	73			U	10	114	0	43	U	114	0	43	0	114	0	43
>	Ç Left-Right			0							0				0				0	
	North-South: 47 CRITICAL VOLUMES East-West: 32				474	_	rth-South:	0			th-South:	473			h-South:	586			th-South:	612
	CRITICAL VOLUMES East-West: 32 SUM: 75						ast-West: SUM:	0		Ea	ast-West: SUM:	321 794		Ea	st-West: SUM:	321 907		E	ast-West: SUM:	321 933
	VOLUME/CAPACITY (V/C	C) RATIO:		JOIN.	0.561		JOIN.	0.000			JUNI.	0.557			30W.	0.636			30111.	0.655
V/C	C LESS ATSAC/ATCS ADJU	0.561			0.000				0.557 0.457				0.536				0.555 0.555			
	LEVEL OF SERVICE	0.561 A			0.000 A				0.457 A				0.536 A				0.555 A			
	RE	Build	Non Esc	C Project Vol		Delta Vol	= WCSP Ba	ckaround +		Fut 4	· WCSP + N	on ESC +		\s/it	h Event Mar	agement P				
		-unu	Non_Eoc	5 i Tojoot Voli	unios Only	Dona voi	11001 Da	onground 1	11011_E00	ı ut '	***************************************				T EVOIT IVIAI	agoment F	iuii			
	Version: 1i Beta; 8/4/2011								PKUJ	ECT IM	FAU I									

Change in v/c due to project: Significant impacted? -0.104 NO

-0.025 NO

 $\Delta v/c$ after mitigation: -0.006 Fully mitigated? N/A







I/S #:	North-South Street:	De Soto	Ave			Yea	r of Count	2016	Amb	ient Grow	/th: (%):		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
36	East-West Street:	Burbank	BI			Projec	ction Year	2035		Pea	ık Hour:	6 - 7 PM	Revie	wed by:			Project:	Promei	nade (10k	Seats)
0		f Phases			3			3 0				2				2				2
	oosed Ø'ing: N/S-1, E/W-2 o		NB 0	SB	2	NB	0 SE	2 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 o	r OLA-3?	EB 0	WB	0	EB	0 WE		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC-				0			0				2				2				2
	Override	Capacity	203	5 NO BUIL		NON-E	SC PROJEC	_	CUTUDE	W/ WCSP	W/ NON-ES		CUTUE	RE W/ WCS	D W/ EIII I	•	FIIT W/	WCSP W/ F	III I BBO I	•
	MOVEMENT		203	No. of	Lane	Project	Total	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	Left		51	1	51	0		0	26	77	1	77	0	77	1	77	0	77	1	77
NORTHBOUND	Left-Through		040	0	040			0	40	000	0	000	0.5	1011	0	007	407	4440	0	400
BO	↑ Through ↑ Through-Right		940	3 0	313	-2		0	46	986	3 0	329	25	1011	3 0	337	437	1448	3 0	483
핕	→ Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
o S	Left-Through-Right		Ĭ	0	, and the second			ŭ		ŭ	0	ŭ	Ů	· ·	0	ŭ		ŭ	0	ŭ
				0							0				0				0	
	1 -44			0	0			0		0		_		0	0	0			0	0
9			0	0	0	0		0	0	Ü	0	0	0	0	0	0	0	0	0	0
l ā	Through		1218	2	449	36		0	-2	1216	2	450	1	1217	2	450	0	1217	2	450
Ř	← Through-Right			1							1				1				1	
SOUTHBOUND	Right		130	0	130	4		0	3	133	0	133	0	133	0	133	0	133	0	133
So	← Left-Through-Right ↓ Left-Right			0 0							0				0				0	
	Leit-Night		l								U									
	J Left 486 2 J Left-Through 0					-4		0	-24	462	2	254	0	462	2	254	0	462	2	254
₽			_			_				_	0				0				0	
ಠ್ಣ	→ Through → Through-Right		0	0	0	0		0	0	0	0	0	0	0	0 0	0	0	0	0	0
EASTBOUND	Right		352	2	169	-3		0	39	391	2	177	0	391	2	177	0	391	2	177
EĂ	Left-Through-Right			0				_		-	0				0				0	
	- deft-Right			0							0				0				0	
	√ Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
9	√ Left-Through			0	U	J		J	U	U	0	U	U	U	0	0		U	0	U
l fo	← Through		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Through-Right		_	0					_		0				0			_	0	
ES	Right 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	
•					500	-	rth-South:	0			th-South:	527			th-South:	527			th-South:	527
	CRITICAL VOLUMES East-West: 26 SUM: 76					E	ast-West:	0		Ea	ast-West:	254		Eá	st-West:	254		E	ast-West:	254
	VOLUME/CAPACITY (V/C) PATIO:		SUM:	767		SUM:	0			SUM:	781			SUM:	781			SUM:	781
1110	•	0.538			0.000				0.521				0.521				0.521			
V/C	LESS ATSAC/ATCS ADJU	0.538			0.000				0.421				0.421				0.421			
	LEVEL OF SERVI	Α			A				Α				Α				Α			
		MARKS:	uild	Non_ESC	Project Volu	umes Only	Delta Vol	= WCSP Bad	ckground +	Non_ESC	Fut +	WCSP + N				h Event Mar	nagement P	lan		
	Version: 1i Beta; 8/4/2011														PROJ	ECT IM	PACT			

Change in v/c due to project: Significant impacted? -0.117 NO

-0.117 NO

 $\Delta v/c$ after mitigation: -0.117 Fully mitigated? N/A







I/S #:	North-South Street:	Shoup A	ve			Yea	r of Count	: 2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
37	East-West Street:	Ventura	BI			Proje	ction Year	2035		Pe	ak Hour:	6 - 7 PM	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	posed Ø'ing: N/S-1, E/W-2 o		NB 2	SB	3 2 0	NB	2 SE	3 2 3 0	NB	0	SB	4 1 0	NB	0	SB	4 1 0	NB	0	SB	4 1 0
Right	Turns: FREE-1, NRTOR-2 o	or OLA-3?	EB 0	WB	2	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC- Override	+ATCS-2? Capacity			0			0				2				2 0				2
			203	5 NO BUIL	D	NON-E	SC PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	SC PROJ	FUTU	RE W/ WCS	SP W/ FULL	. PROJ	FUT W/	WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT		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
۵	Left		47	0	47	0		0	1	48	0	48	0	48	0	48	0	48	0	48
NORTHBOUND	← Left-Through ↑ Through ↑ Through-Right		384	1 0 1	295	3		0	-35	349	1 0 1	286	0	349	1 0 1	286	0	349	1 0 1	286
I ₹	Right		112	0	295	1		0	14	126	0	286	0	126	0	286	0	126	0	286
Š	Left-Through-Right			0							0				0				0	
_	→ Left-Right			0							0				0				0	
_	└- Left		266	1	191	18		0	71	337	1	224	0	337	1	224	0	337	1	224
OUTHBOUND	→ Left-Through		200	1				· ·			1			00.	1				1	
301	← Through-Right 0		191	6		0	-5	110	0	224	0	110	0	224	0	110	0	224		
土	<i>J</i> Right 190 1		134	10		0	4	194	0 1	138	0	194	0 1	138	0	194	0 1	138		
DO:	← Left-Through-Right		0	104	10		Ů	_	104	0	100		104	0	100		104	0	100	
Š	↓ Left-Right		<u> </u>	0							0				0				0	
	Left		113	1	113	2		0	0	113	1	113	0	113	1	113	0	113	1	113
₽	$ \begin{array}{ccc} $		•	110	_		Ü		110	0	110		110	0	110		110	0	110	
EASTBOUND	· ·		728	2	258	10		0	5	733	2	258	103	836	2	293	0	836	2	293
TB	→ Through-Right → Right		47	1 0	47	0		0	-5	42	1 0	42	0	42	1	42	0	42	1 0	42
EAS	Left-Through-Right		41	0	41	U		U	-5	42	0	42	U	42	0	42		42	0	42
	- deft-Right - deft-Right			0							0				0				0	
	√ Left		87	1	87	0		0	17	104	1	104	0	104	4	104	0	104	1	104
9	⊮ Leπ		07	0	0/	U		U	17	104	0	104	U	104	0	104	"	104	0	104
WESTBOUND	← Through		955	3	318	-4		0	60	1015	2	399	15	1030	2	403	0	1030	2	403
TB	Through-Right Right		451	0	454	-2		0	130	581	1 1	0	0	E01	1	0	0	581	1	0
VES	Right Left-Through-Right		451	0	451	-2		U	130	186	0	U	"	581	0	U	"	1,00	0	U
>	├ Left-Right			0							0				0				0	
	North-South: 486 CRITICAL VOLUMES East-West: 709		486		rth-South:	0			th-South:	510			th-South:	510 516			th-South:	510 516		
	CRITICAL VOLUMES East-West: 709 SUM: 1195				*	ast-West: SUM:	0		E	ast-West: SUM:	512 1022		E	ast-West: SUM:	516 1026		E	ast-West: SUM:	516 1026	
	VOLUME/CAPACITY (V/C) RATIO: 0.839					0.000				0.743				0.746				0.746		
V/				0.839			0.000				0.643				0.646				0.646	
	LEVEL OF SERVICE (LOS):				D			A				В				В				В
	REMARKS: Refer to Traffix Analysis					Non_ES0	C Project Vol		Delta Vol	= WCSP Ba	ckground +		Fut -	+ WCSP + N	Non_ESC +		wit	h Event Ma	nagement F	
<u> </u>	Reier to Trailix Arialysis												1				<u> </u>		•	

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.196 NO -0.193 NO $\Delta v/c$ after mitigation: -0.193 Fully mitigated? N/A







I/S #:	North-South Street:	Ventura	BI			Yea	r of Count	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Ja	anuary 20	20
38	East-West Street:	US 101 E	B Ramps			Proje	ction Year	2035		Pea	ak Hour:	6 - 7 PM	Revie	wed by:			Project:	Prome	nade (10k	k Seats)
		Phases			3			3				2				2				2
	oosed Ø'ing: N/S-1, E/W-2 or I		NB 1	SB	0	NB	1 SE	0 3 0	NB	1	SB	0	NB	1	SB	0	NB	1	SB	0
Right	Turns: FREE-1, NRTOR-2 or 0	OLA-3?	EB 0	WB	0	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+A	TCS-2?			0	'		0				2				2				2
	Override C	apacity			0			0				0				0				0
	MOVEMENT		203	5 NO BUIL			SC PROJEC			W/ WCSP				RE W/ WCS					ULL PROJ	
	MOVEMENT		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
	Left		0	0	0	0	Volunic	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND	← Left-Through		_	0				·	_		0	-		-	0				0	
l o	Through		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
異	Through-Right			0							0				0				0	
l RT	Right		1083	0	0	10		0	138	1221	0	0	436	1657	0	0	-308	1349	0	0
۱	Left-Through-Right Left-Right			0							0				0				0	
I	Υ΄ Leπ-Right			U							U				U				U	
	_ Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	→ Left-Through			0							0				0				0	
l Š	Through		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
崔	← Through-Right → Right		0	0 0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0	0
OG.	Left-Through-Right		U	0	U	U		U	U	U	0	U	U	U	0	U	"	U	0	U
Ö	↓ Left-Right			0							0				0				0	
_																				
	Left		661	1	661	9		0	49	710	2	391	0	710	2 0	391	0	710	2	391
			755	0 2	378	10		0	14	769	2	385	103	872	2	436	0	872	2	436
BO		Through-Right 0 0		370	10		Ū	14	703	0	303	103	012	0	430	"	012	0	430	
EASTBOUND	Right 0 0		0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
EA	Left-Through-Right			0							0				0				0	
	- ← Left-Right			0							0				0				0	
I	√ Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
Ð			Ĭ	0				Ţ.		ŭ	0	Ĭ		ŭ	0	ŭ		ŭ	0	
WESTBOUND	← Through		1021	2	360	6		0	28	1049	2	370	15	1064	2	375	0	1064	2	375
TB	Through-Right Right			1	50	•		•			1	00			1	00			1	00
ÆS	Right Left-Through-Right		59	0	59	0		0	3	62	0	62	0	62	0	62	0	62	0	62
<	Left-Right			0							0				0				0	
	North-South: 0					rth-South:	0			th-South:	0			th-South:	0			th-South:	0	
	CRITICAL VOLUMES East-West: 1021 SUM: 1021			1021	E	ast-West:	0		E	ast-West:	761 761		E	ast-West:			E	ast-West:	766	
						SUM:	0 000			SUM:	761			SUM:				SUM:	766	
1//0	0.110						0.000				0.507				0.511				0.511	
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.716						0.000				0.407				0.411				0.411	
<u> </u>	LEVEL OF SERVICE (LOS):						A				Α				Α				Α	
	REMARKS: Future 2035 No Build				Build	Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N		ESC IN	l e	h Event Ma	nagement P	Plan

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

-0.309 NO -0.305 NO $\Delta v/c$ after mitigation: -0.305 Fully mitigated? N/A







I/S #:	North-South Street: Topang	a Canyon Bl			Year	of Count	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Já	nuary 20	20
39	East-West Street: US 101	WB Off-Ram	р		Projec	ction Year	2035		Pea	ak Hour:	6 - 7 PM	Revie	ewed by:			Project:	Prome	nade (10l	(Seats)
Орј	No. of Phases posed Ø'ing: N/S-1, E/W-2 or Both-3?			3 0			3				0 0				0				0 0
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 1	SB WB	1 0	NB EB	0 SE		NB EB	0 1	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?		112-	0	LD	, ,,,	0	LD		,,,,,	2			112	2			112	2
	Override Capacity	000	5 NO BUIL	0	NONE	SC PROJEC	0	FUTURE	W/ WCSP	W/NON F	1500	FUTU	DE W/ W/O	D W// ELII 1	1500	FUT M	WOOD W/		1500
	MOVEMENT	203	No. of	Lane	Project	Total		Delta	Total	No. of	Lane	Added	RE W/ WCS	No. of	Lane	Added	WCSP W/ F	No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Traffic	Volume	Lane Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND	← Left-Through	1540	0	513	1		0	164	1704	0 3	568	615	2319	0 3	773	-307	2012	0 3	674
ВО	↑ Through ↑ Through-Right	1540	0	513	1		U	104	1704	0	368	615	2319	0	113	-307	2012	0	671
H		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
Š	↓ Left-Through-Right		0							0				0				0	
			0							0				0				0	
							•												
9		0	0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	↓ Through		3	428	17		0	-86	1199	3	400	46	1245	3	415	0	1245	3	415
l ğ	→ Through-Right		0							0				0				0	
E	✓ Right→ Left-Through-Right		0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
so			0							0				0				0	
	→ Left-Right		0							0				U				U	
	Ĵ Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
9			0							0				0				0	
EASTBOUND	→ Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
Ţ	→ Through-Right → Right	417	0	0	0		0	-2	415	0 0	0	0	415	0	0	0	415	0	0
AS	Left-Through-Right	417	0	U	0		U	-2	415	0	U	U	415	0	U	"	415	0	U
	✓ Left-Right		Ö							0				0				Ö	
	<u>'</u> _																		
۵	✓ Left ✓ Left-Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND		0	0	0	0		0	0	0	0	0	0	0	0 0	0	0	0	0	0
99	† Through-Right		0	- 0				3	J	0	3		3	0	- 0		0	0	- 3
TS:	Right	465	2	256	28		0	30	495	0	0	513	1008	0	0	-513	495	0	0
×	Left-Through-Right Left-Right		0							0				0				0	
	North-South: 513		513	Noi	rth-South:	0		Non	th-South:	568		Nor	th-South:	773		Noi	th-South:	671	
	CRITICAL VOLUMES East-West: 256			ast-West:	0			ast-West:	0			ast-West:	0			ast-West:	0		
	SUM: 769		769		SUM:	0			SUM:	568			SUM:	773			SUM:	671	
	VOLUME/CAPACITY (V/C) RATIO: 0.540		0.540			0.000				0.379				0.515				0.447	
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.540		0.540			0.000				0.279				0.415				0.347	
	LEVEL OF SERVICE (LOS):		Α			Α				Α				Α				Α	
	REMARKS: Future 2035 No Build				Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut	+ WCSP + 1	Non_ESC +	ESC	wit	h Event Ma	nagement F	Plan
	Version: 1i Beta: 8/4/2011													DDO	IECT IN	DAAT			

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.261 NO -0.125 NO

 $\Delta v/c$ after mitigation: -0.193 Fully mitigated? N/A







I/S #:	North-South Street:	Topanga	Canyon Bl			Yea	r of Count	2016	Amb	ient Grow	vth: (%):		Condu	cted by:	G ⁻	тс	Date:	Ja	nuary 20	20
40	East-West Street:	Clarendo	on St			Proje	ction Year	2035		Pea	ak Hour:	6 - 7 PM	Revie	wed by:			Project:	Promei	nade (10k	Seats)
		f Phases			3			3				4				4				4
Орр	posed Ø'ing: N/S-1, E/W-2 or	Both-3?	NB 0	SB	2	NB	0 SE	2 3 0	NB	0	SB	2	NB	0	SB	2	NB	0	SB	2
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	NB 0 EB 2	3В WВ	2	NВ ЕВ	2 WI	-	NВ EВ	0	ЗВ WB	3	EB	0	ЗВ WВ	3	NВ ЕВ	0	ЗВ WВ	3
	ATSAC-1 or ATSAC+A	ATCS-2?			0			0				2				2				2
	Override (Capacity			0			0				0				0				0
			203	5 NO BUIL	D	NON-E	SC PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	C PROJ	FUTU	RE W/ WCS	P W/ FULL	PROJ		WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT			No. of	Lane	Project	Total	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
	5	1	Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
₽	↑ Left Left-Through		31	1 0	31	0		0	3	34	0	34	0	34	0	34	0	34	1 0	34
≶	↑ Through		1605	2	546	23		0	151	1756	2	597	615	2371	2	802	-307	2064	2	700
<u>ĕ</u>	↑ Through-Right		1000	1	040			ŭ	101	1700	1	551	010	2011	1	002	001	2001	1	700
I	Right		33	0	33	0		0	3	36	0	36	0	36	0	36	0	36	0	36
NORTHBOUND	Left-Through-Right			0							0				0				0	
_				0							0				0				0	
	l 1-6		405	4	405	4		0	40	004	4	004		004		004		004	4	004
9			185	1 0	185	4		0	16	201	1 0	201	0	201	1 0	201	0	201	1 0	201
l ž l	Through		807	2	310	17		0	72	879	2	337	19	898	2	344	0	898	2	344
Ψ̈́	← Through-Right			1							1				1				1	
SOUTHBOUND	Right		122	0	122	2		0	11	133	0	133	0	133	0	133	0	133	0	133
SO	Left-Through-Right			0							0				0				0	
	↓ Left-Right			0							0				0				0	
ı			256	1	168	0		0	29	285	2	157	0	285	2	157	0	285	2	157
₽	→ Left-Through			0				_			0				0				0	
<u> </u>	→ Through		39	0	168	0		0	4	43	0	88	0	43	0	88	0	43	0	88
ΤB	↑ Through-Right		40	0	0			0	_	45	1	0	0	45	1	0		45	1	0
EASTBOUND	Right Left-Through-Right		40	0 1	0	0		0	5	45	0 0	0	0	45	0	0	0	45	0 0	0
ш	→ Left-Right			0							0				0				0	
	√ Left		31	0	31	0		0	4	35	0	35	0	35	0	35	0	35	0	35
WESTBOUND			45	1 0	40	_		_	•	47	1 0	50	•	47	1 0	50	_	47	1 0	50
90	← Through ← Through-Right		15	0	46	0		0	2	17	0	52	0	17	0	52	0	17	0	52
STE	Right		197	1	197	0		0	22	219	2	0	0	219	2	0	0	219	2	0
ŊĖ	Left-Through-Right			0				_			0				0				0	_
				0							0				0				0	
	North-South: 7 CRITICAL VOLUMES East-West: 3					_	rth-South:	0			th-South:	798 209			th-South:	1003			th-South:	901
	CRITICAL VO	DLUMES	E	ast-west: SUM:	365 1096		ast-West: SUM:	0		E	ast-West: SUM:	1007		Eá	ast-West: SUM:	209 1212		E	ast-West: SUM:	209 1110
	VOLUME/CAPACITY (V/C)) RATIO:		30W.	0.769		COM.	0.000			30W.	0.732			30W.	0.881			JON.	0.807
VIC	C LESS ATSAC/ATCS ADJUS																			
J/C		0.769 C			0.000				0.632				0.781				0.707			
	LEVEL OF SERVIC	, ,		- ··				A	D II	14/067.7		B				C				С
		MARKS:	Refer to	Traffix Ana	alysis	Non_ES0	C Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	+ WCSP + N				h Event Mar	nagement P	lan
,	Version: 1i Beta; 8/4/2011														PROJ	ECT IM	PACT			

Change in v/c due to project: Significant impacted? -0.137 NO

0.012 NO

 $\Delta v/c$ after mitigation: -0.062 Fully mitigated? N/A







I/S #:	North-South Street: Top	anga Canyon B	I		Year	of Count	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	TC	Date:	Ja	nuary 20	20
41	East-West Street: Ven	tura Bl			Projec	tion Year	2035		Pea	ak Hour:	6 - 7 PM	Revie	wed by:			Project:	Prome	nade (10l	(Seats)
	No. of Pha			4			4				4				4				4
	posed Ø'ing: N/S-1, E/W-2 or Both	ND 0	SB	0	NB	0 SE	0 3 0	NB	3	SB	0	NB	3	SB	0	NB	3	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA	-3? KB 0	WB	2	EB	0 3L		EB	0	WB	3	EB	0	<i>WB</i>	3	EB	0	WB	3
	ATSAC-1 or ATSAC+ATCS			0	_		0				2				2				2
	Override Capa			0			0				0				0				0
	MOVEMENT	20	35 NO BUIL			SC PROJEC			W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT	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
	↑ Left	161	1	161	-1	Volume	0	10	171	1	171	0	171	1	171	0	171	1	171
NORTHBOUND	✓ Left-Through		0				-			0				0				0	
00	Through	1004	3	335	-9		0	101	1105	3	368	77	1182	3	394	0	1182	3	394
뿔	Through-Right		0		_			_		0				0		_		0	
띪	Right	269	1	224	-2		0	3	272	1	180	0	272	1	180	0	272	1 0	180
ž	← Left-Through-Right ← Left-Right		0 0							0				0				0	
J	Leit-Night																		
	∟ Left	212	1	212	7		0	11	223	2	123	0	223	2	123	0	223	2	123
SOUTHBOUND	→ Left-Through	705	0	007					744	0	0.47		7.45	0	0.40		7.15	0	0.40
8	↓ Through ← Through-Right	735	2	267	22		0	6	741	2	247	4	745	2	248	0	745	2	248
Ӗ	✓ Right	66	0	66	2		0	0	66	1	0	15	81	1	0	0	81	1	0
000	Left-Through-Right		0		_		-			0				0				0	
0,	↓ Left-Right		0							0				0				0	
		463	2	255	9		0	45	508	3	178	538	1046	3	366	-308	738	3	258
9	→ Left-Through	403	0	233	3		U	45	300	0	170	330	1040	0	300	-300	730	0	230
Į į	→ Through	689	2	260	13		0	6	695	2	261	0	695	2	261	0	695	2	261
Ī	→ Through-Right		1					_		1				1		_		1	
EASTBOUND	Right Left-Through-Right	91	0	91	1		0	-3	88	0 0	88	0	88	0	88	0	88	0	88
ш			0							0				0				0	
-	•																		
	√ Left ←	166	2	91	2		0	2	168	2	92	0	168	2	92	0	168	2	92
WESTBOUND		491	0 2	246	7		0	6	497	0 2	249	0	497	0	249	0	497	0 2	249
BO	← Through-Right	491	0	240	,		U	0	431	0	243		431	0	243	U	431	0	243
ST	Right	271	1	271	4		0	39	310	2	48	0	310	2	48	0	310	2	48
NE NE	Left-Through-Right		0							0				0				0	
			547	Non	th-South:	0		Nor	0 th-South:	491		Nor	th-South:	517		Nor	0 th-South:	517	
	CRITICAL VOLUMES East-West: 526				_	ast-West:	0			ur-souur: ast-West:	491			นา-จอนนา: ast-West:				นา-รอนนา: ast-West:	507
	SUM: 1073					SUM:	0			SUM:	918			SUM:				SUM:	
				0.780			0.000				0.668				0.823				0.745
V/C				0.780			0.000				0.568				0.723				0.645
	LEVEL OF SERVICE (LOS):			С			Α				Α				С				В
	REMARKS: Future 2035 No Build				Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	Non_ESC +	ESC	wit	h Event Ma	nagement F	Plan
<u> </u>	Version: 1i Peter 9/4/2011							<u> </u>				1			IECT IM				

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Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.212 NO -0.057 NO $\Delta v/c$ after mitigation: -0.135 Fully mitigated? N/A







I/S #:	North-South Street:	Canoga	Ave			Yea	r of Count	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Ja	anuary 20	20
42	East-West Street:	US 101 V	VB Off-Ram	р			ction Year			Pea	ak Hour:	6 - 7 PM		ewed by:			Project:		nade (10k	
	No. of posed Ø'ing: N/S-1, E/W-2 or Turns: FREE-1, NRTOR-2 or ATSAC-1 or ATSAC+	OLA-3?	NB 0 EB 0	SB WB	3 2 0 0	NB EB	0 SE 0 W		NB EB	0	SB WB	2 0 0 0 2	NB EB	0	SB WB	2 0 0 0 2	NB EB	0	SB WB	2 0 0 0 2
	Override (Capacity			0			0				0				0				0
			203	5 NO BUIL			SC PROJEC	T VOLS			W/ NON-ES			RE W/ WCS				WCSP W/ F		
	MOVEMENT		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 Left-Through Through Through-Right Right Left-Through-Right Left-Right		0 619 0	0 0 3 0 0	0 206 0	0 4 0		0 0	0 -21 0	0 598 0	0 0 3 0 0 0	0 199 0	0 25 0	0 623 0	0 0 3 0 0 0	0 208 0	0 0	0 623 0	0 0 3 0 0 0	0 208 0
SOUTHBOUND	Left Left-Through Through-Right Right Left-Through-Right Left-Through-Right Left-Right		0 1222 0	0 0 4 0 0 0	0 306 0	0 36 0		0 0 0	0 44 0	0 1266 0	0 0 4 0 0 0	0 317 0	0 20 0	0 1286 0	0 0 4 0 0 0	0 322 0	0 0 0	0 1286 0	0 0 4 0 0 0	0 322 0
EASTBOUND	→ Left → Left-Through → Through → Through-Right → Right → Left-Through-Right ← Left-Right		0 0 0	0 0 0 0 0 0	0 0 0	0 0		0 0 0	0 0	0 0 0	0 0 0 0 0 0	0 0 0	0 0	0 0 0	0 0 0 0 0 0	0 0	0 0	0 0	0 0 0 0 0 0	0 0 0
WESTBOUND	Left Left-Through Through-Right Right Left-Through-Right Left-Right		172 0 532	1 0 0 0 2 0	172 0 293	0 0 -2		0 0 0	-9 0 -10	163 0 522	1 0 0 0 2 0	163 0 287	0 0 359	163 0 881	1 0 0 0 2 0	163 0 485	0 0 77	163 0 958	1 0 0 0 2 0	163 0 527
	CRITICAL VOLUMES East-West: 293 SUM: 599			306 293 599		rth-South: East-West: SUM:	0 0 0			th-South: ast-West: SUM:	317 287 604			th-South: ast-West: SUM:				th-South: ast-West: SUM:	322 527 849	
V/0	VOLUME/CAPACITY (V/C) RATIO: 0.420 V/C LESS ATSAC/ATCS ADJUSTMENT: 0.420 LEVEL OF SERVICE (LOS): A						0.000 0.000				0.403 0.303 A				0.538 0.438 A				0.566 0.466 A	
	REMARKS: Future 2035 No Build					Non_ESC	C Project Vol		Delta Vol :	= WCSP Ba	ckground +		Fut	+ WCSP + N	lon_ESC +		wit	h Event Ma	nagement F	
	REMARKS: Future 2035 No Build												<u> </u>			ICCT IN				

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

-0.117 NO 0.018 Δ*ν*.

 $\Delta v/c$ after mitigation: 0.046 Fully mitigated? N/A







I/S #:	North-South Street:	Canoga	Ave			Yea	r of Count	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
43	East-West Street:	US 101 I	EB On-Ramp)		Projec	ction Year	2035		Pea	ak Hour:	6 - 7 PM	Revie	wed by:			Project:	Promei	nade (10k	Seats)
'	No. o	of Phases			3			3				2		-		2	-	I.	•	2
Op	posed Ø'ing: N/S-1, E/W-2 o	r Both-3?			0			0				0				0				0
Right	Turns: FREE-1, NRTOR-2 o	r OLA-3?	NB 0	SB	0	NB	0 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
	ATSAC-1 or ATSAC-	VTC8-33	EB 0	WB	0	EB	0 WE	3 0 0	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
		Capacity			0			0				0				0				0
			203	5 NO BUIL	D	NON-E	SC PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	C PROJ	FUTUI	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT			No. of	Lane	Project	Total	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND	← Left-Through			0							0				0				0	
301	↑ Through		615	3	205	1		0	-19	596	3	199	25	621	3	207	0	621	3	207
≝	Through-Right		000	0				0	40	000	0			000	0			000	0	
R.	Right		236	1 0	236	1		0	-16	220	1 0	220	0	220	1 0	220	0	220	1 0	220
ž	Left-Through-Right Left-Right			0							0				0				0	
	Y Leit-Right			<u> </u>							U				0				0	
	. Left		645	2	355	17		0	1	646	2	355	19	665	2	366	0	665	2	366
N N	→ Left-Through			0							0				0				0	
ğ	Through		768	2	384	21		0	28	796	2	398	1	797	2	399	0	797	2	399
里	← Through-Right			0							0				0				0	
SOUTHBOUND	→ Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
SC	← Left-Through-Right			0 0							0				0				0 0	
	, Leit-Right			<u> </u>							0				U				0	
	ے Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
₽	→ Left-Through			0							0				0				0	
l lo	→ Through		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
STBOUND	→ Through-Right			0							0				0				0	
EAS.	Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
ш				0 0							0				0				0 0	
				<u> </u>							0				U				0	
	√ Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND				0							0				0				0	
9	← Through		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
TB.	Through-Right		_	0	_	_		0	_	^	0	0	0	^	0	0		^	0 0	0
ES	Right Left-Through-Right		0	0 0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
>	Left-Right			0							0				0				0	
	γ =g		Nor	th-South:	591	No	rth-South:	0		Nor	th-South:	575		Nor	th-South:	586		Nor	th-South:	586
	CRITICAL V	OLUMES	E	ast-West:	0	E	ast-West:	0		E	ast-West:	0		E	ast-West:	0		E	ast-West:	0
				SUM:	591		SUM:	0			SUM:	575			SUM:	586			SUM:	586
	VOLUME/CAPACITY (V/C	C) RATIO:			0.415			0.000				0.383				0.391				0.391
V/C	C LESS ATSAC/ATCS ADJU	STMENT:			0.415			0.000				0.283				0.291				0.291
	LEVEL OF SERVI	CE (LOS):			Α			Α				Α				Α				Α
	RI	EMARKS:	Future	2035 No B		Non ESC	Project Volu		Delta Vol	= WCSP Ba	ckground +		Fut +	+ WCSP + N	lon_ESC +		wit	h Event Mar	nagement P	
<u> </u>			<u> </u>				,	- ,			<u> </u>								<u> </u>	
	Version: 1i Beta; 8/4/2011											FRU	JECT IM	IF ACT						

Change in v/c due to project: Significant impacted? -0.132 NO

-0.124 NO

 $\Delta v/c$ after mitigation: -0.124 Fully mitigated? N/A







I/S #:	North-South Street: Canog	a Ave			Year	of Count	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
44	East-West Street: Ventur	a BI			Projec	tion Year	2035		Pea	ak Hour:	6 - 7 PM	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. of Phases			3			3				4				4				4
	posed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	0	NB	0 SE	0 3 3	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	WB	3	EB	0 3L		EB	0	WB	3	EB	0	<i>WB</i>	3	EB	0	WB	3
	ATSAC-1 or ATSAC+ATCS-23			0	-		0				2				2				2
	Override Capacity			0			0				0				0				0
	MOVEMENT	203	S5 NO BUIL			SC PROJEC			W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT	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
	↑ Left	132	1	132	0	Volume	0	-1	131	1	131	0	131	1	131	0	131	1	131
NORTHBOUND	✓ Left-Through		0				·			0				0				0	
00	Through	248	1	144	0		0	-16	232	1	135	25	257	1	148	0	257	1	148
H 뿐	Through-Right		1		_					1		_		1				1	
l K	Right	39	0	39	0		0	-1	38	0	38	0	38	0	38	0	38	0	38
¥	← ← Left-Through-Right ← Left-Right		0 0							0				0				0	
	Lettigit																		
	→ Left	200	1	200	6		0	2	202	1	202	0	202	1	202	0	202	1	202
SOUTHBOUND	Left-Through	000	0 1	000			•	•	005	0 1	205		000	0	000	_	000	0 1	200
8	↓ Through	286	0	286	9		0	9	295	0	295	1	296	0	296	0	296	0	296
ΙĔΙ	↓ Right	261	1	38	8		0	7	268	1	47	0	268	1	47	0	268	1	47
l ŭ	Left-Through-Right		0							0				0				0	
, , ,	↓ Left-Right		0							0				0				0	
ı	ے Left	406	2	223	0		0	-5	401	2	221	0	401	2	221	0	401	2	221
₽	→ Left-Through	400	0	220			Ü		401	0			401	0	221		701	0	
EASTBOUND	→ Through	797	2	399	1		0	12	809	2	405	0	809	2	405	0	809	2	405
I B(Through-Right	445	0	40			0	•	404	0	50		404	0	50	_	404	0	50
AS	Right Left-Through-Right	115	0	49	1		0	6	121	1 0	56	0	121	0	56	0	121	0	56
"	→ Left-Right		0							0				0				0	
_	*																		
۵		65	1 0	65	1		0	1	66	1 0	66	0	66	1 0	66	0	66	1 0	66
WESTBOUND	← Through	752	3	251	1		0	3	755	3	252	0	755	3	252	0	755	3	252
)BC	Through-Right		0					_		0				0				0	
LS	Right	182	1	0	1		0	-8	174	1	0	0	174	1	0	0	174	1	0
⋝	Left-Through-Right		0							0				0				0	
	North-South:				Nor	th-South:	0		Nor	th-South:	426		Nor	th-South:	427		Nor	th-South:	427
	CRITICAL VOLUMES East-West:			418 474		ast-West:	0			ast-West:	473			ast-West:	473			ast-West:	473
	VOLUME/CAPACITY (1//C) PATIO:			892		SUM:	0			SUM:	899			SUM:				SUM:	900
				0.626			0.000				0.654				0.655				0.655
V/C				0.626			0.000				0.554				0.555				0.555
	LEVEL OF SERVICE (LOS):			В			Α				Α				Α				Α
	REMARKS: Future 2035 No Build				Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut	+ WCSP + N	Non_ESC +	ESC	wit	h Event Ma	nagement P	lan
	Version: 1i Peter 9/4/2011														IECT IM				

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.072 NO -0.071 NO $\triangle v/c$ after mitigation: -0.071 Fully mitigated? N/A







I/S #:	North-South Street:	De Soto	Ave			Year	r of Count	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
45	East-West Street:		WB Ramps			Projec	ction Year			Pea	ak Hour:	6 - 7 PM	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
Opr	No. o oosed Ø'ing: N/S-1, E/W-2 or	f Phases Both-3?			3 2			3 2				3				3				ο 0
	Turns: FREE-1, NRTOR-2 or		NB 0	SB	0	NB	0 SE	3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
	ATSAC-1 or ATSAC+		EB 0	WB	2	EB	0 W	B 2 0	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	Override				0			0				0				0				0
			203	5 NO BUIL	D	NON-E	SC PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	SC PROJ		RE W/ WCS		PROJ		WCSP W/ F		W/ EMP
	MOVEMENT		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
	↑ Left		178	1	178	-1		0	1	179	1	179	0	179	1	179	0	179	1	179
볼	← Left-Through			0							0				0				0	
90	Through		768	2	384	0		0	-26	742	3	247	25	767	3	256	0	767	3	256
ᆂ	↑ Through-Right		0	0 0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND	Left-Through-Right			0	- 0			- 0		J	0	- 0		Ū	0	- 0		J	0	- 0
				0							0				0				0	
I	└ Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
2	Left-Through		U	0	U	U		U	0	U	0	U		U	0	U	U	U	0	U
SOUTHBOUND	Through		1044	4	261	28		0	137	1181	4	295	1	1182	4	296	0	1182	4	296
뿐	Through-Right		407	0				•	•	445	0	0.45	•	445	0	0.45		445	0	0.45
5	→ Right → Left-Through-Right		437	0	437	11		0	8	445	2	245	0	445	0	245	0	445	2	245
Š	↓ Left-Right			0							0				0				0	
	1							_												
Ω			0	0 0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	→ Through		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
<u> </u>	→ Through-Right			0							0				0				0	
ASI	Right		0	0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0	0
ш	★ Left-Through-Right ★ Left-Right			0							0				0				0	
	*																			
۵	✓ Left ✓ Left-Through		191	1 0	178	-1		0	16	207	1 0	189	0	207	1	189	0	207	1 0	207
WESTBOUND	← Through		0	0	178	0		0	0	0	0	189	0	0	0	189	0	0	0	398
8	Through-Right			0							0				0				0	
ES	Right Left-Through-Right		342	1	0	-1		0	18	360	1	0	0	360	1	0	436	796	1	0
>	Left-Through-Right Left-Right			0							0				0				0	
	North-South:			615	_	rth-South:	0			th-South:	474			th-South:				th-South:	475	
	CRITICAL VOLUMES East-West: SUM:			178 793	E	ast-West: SUM:	0 0		E	ast-West: SUM:	189 663		E	ast-West: SUM:			E	ast-West: SUM:	398 873	
				0.556		30W.	0.000			30W.	0.465			301/1.	0.466			JUNI.	0.613	
V/C	, ,			0.556			0.000				0.465				0.466				0.513 0.513	
				A			Α				Α				Α				Α	
	REMARKS: Refer to Traffix Analysis					Non_ESC	Project Vol		Delta Vol	= WCSP Ba	ckground +		Fut -	+ WCSP + N	Non_ESC +	ESC	wit	h Event Ma	nagement F	
<u> </u>	Varcion: 1i Poto: 9/4/2011		<u> </u>						<u> </u>				1			IECT IM				

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.191 NO -0.190 NO

 $\Delta v/c$ after mitigation: -0.043 Fully mitigated? N/A







I/S #:	North-South Street:	De Soto	Ave			Year	r of Count	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
46	East-West Street:	US 101 E	B Ramps			Projec	ction Year	2035		Pea	ak Hour:	6 - 7 PM	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
Орр	No. o oosed Ø'ing: N/S-1, E/W-2 or	f Phases Both-3?			3 2		0 0	3 2				3				3				3
Right [*]	Turns: FREE-1, NRTOR-2 or	r OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WI		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+				0	·		0				2				2				2
	Override	Capacity	202	5 NO BUIL	0	NON E	SC PROJEC	0	FUTURE	W/ WCSP	W/ NON ES	0	FUTU	RE W/ WCS	·B W// EUL I	0	FUT W/	WCSP W/ F	III I BBO I	0 W/ EMB
	MOVEMENT		203	No. of	Lane	Project	Total	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
۵	Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND	← Left-Through		545	0 3	182	-19		0	-16	529	0 4	132	25	554	0	139	0	554	0 4	139
BO	↑ Through ↑ Through-Right		545	0	102	-19		U	-10	529	0	132	25	554	0	139	U	554	0	139
l ₹	Right		179	1	179	-6		0	3	182	1	182	0	182	1	182	0	182	1	182
<u>S</u>	Left-Through-Right			0							0				0				0	
	Left-Right			0							0				0				0	
			643	2	354	6		0	-54	589	2	324	0	589	2	324	0	589	2	324
SOUTHBOUND	Left-Through			0							0				0				0	
BO			603	2	302	6		0	-19	584	2	292	1	585	2	293	0	585	2	293
Ӗ	→ Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
301	Left-Through-Right			0							0				0				0	
" I	↓ Left-Right			0							0				0				0	
	ے Left		393	1	197	0		0	-17	376	1	189	0	376	1	189	0	376	1	189
₽	→ Left-Through			1							1				1				1	
EASTBOUND	→ Through → Through-Right		1	0	197	0		0	0	1	0	189	0	1	0	189	0	1	0	189
STE	Right		175	1	175	1		0	0	175	1	175	0	175	1	175	0	175	1	175
EA	Left-Through-Right			0							0				0				0	
	- ≺ Left-Right			0							0				0				0	
	√ Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND				0						_	0			_	0				0	
30.	← Through		0	0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0 0	0
STE	Right Left-Through-Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
WE	,			0							0				0				0	
	├ Left-Right 0 North-South:			536	No	rth-South:	0		Nor	0 th-South:	506		Non	th-South:	506		Nor	0 th-South:	506	
	CRITICAL VOLUMES East-West:			197	_	ast-West:	0			ast-West:	189			ast-West:				ast-West:	189	
<u> </u>	SUM:			733		SUM:	0			SUM:	695			SUM:	695			SUM:	695	
				0.514 0.514			0.000				0.488				0.488				0.488	
V/C	LESS ATSAC/ATCS ADJUS							0.000				0.388				0.388				0.388
				Α			Α				Α				Α				Α	
	RE	MARKS:	Refer to	Traffix Ana	alysis	Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N		ESC IM		h Event Ma	nagement F	Plan

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.126 NO -0.126 NO $\triangle v/c$ after mitigation: -0.126 Fully mitigated? N/A







I/S #:	North-South Street:	De Soto	Ave / Serrai	nia Ave		Yea	r of Count	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G [.]	тс	Date:	Ja	nuary 20	20
47	East-West Street:	Ventura	BI			Projec	ction Year	2035		Pea	ak Hour:	6 - 7 PM	Revie	wed by:			Project:	Promei	nade (10k	Seats)
		Phases			3			3				4				4				4
	oosed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	1 2	NB	0 SE	1 3 2	NB	0	SB	0 3	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	EB 0	WB	2	EB	0 SE		EB	0	WB	3	EB	0	WB	3	EB	0	WB	3
	ATSAC-1 or ATSAC+	ATCS-2?			0			0				2	'			2				2
	Override	Capacity			0			0				0				0				0
			203	5 NO BUIL			SC PROJEC			W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT		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
	↑ Left		volume 43	1	43	0	volume	Volume	Volume 4	47	Lailes 1	47	0	47	1	47	O	47	1	47
₽	← Left-Through		43	0	45	O		U	4	47	0	47	U	47	0	41	0	47	0	47
NORTHBOUND	† Through		146	1	107	1		0	7	153	2	77	25	178	2	89	0	178	2	89
单	Through-Right			1							0				0				0	
R	Right		67	0	67	1		0	13	80	1	52	0	80	1	52	0	80	1	52
2	← Left-Through-Right			0							0				0				0	
				0							0				0				0	
_ 1	Left		372	2	205	-9		0	76	448	2	246	0	448	2	246	0	448	2	246
SOUTHBOUND	Left-Through		012	0	200	· ·		ŭ	10	110	0	0		110	0	0		110	0	2.10
l o	Through		187	1	187	-3		0	-8	179	1	179	1	180	1	180	0	180	1	180
里	← Through-Right			0		_					0		_		0		_		0	
5			256	1 0	256	-6		0	17	273	1 0	23	0	273	1	23	0	273	1 0	23
SC	↓ Left-Right			0							0				0				0	
	24 - 0g		l																	
	J Left		239	1	239	6		0	11	250	1	250	0	250	1	250	0	250	1	250
	→ Left-Through		007	0	007	40			4.4	0.40	0	004	_	0.40	0	004		0.40	0	004
EASTBOUND	→ Through → Through-Right		807	2 1	287	18		0	41	848	2	301	0	848	2	301	0	848	2	301
STE	Right		53	0	53	1		0	1	54	0	54	0	54	0	54	0	54	0	54
EÀ	Left-Through-Right			0				_			0				0				0	
	→ Left-Right			0							0				0				0	
	√ Left		I 47	1	47	1		•	0	EG	1	56	0	FG	1	EG	0	FG	1	EC
₽	↓ Leπ ∵ Left-Through		47	0	41	'		0	9	56	0	30	0	56	0	56	0	56	0	56
WESTBOUND	← Through		775	3	258	9		0	17	792	3	264	0	792	3	264	0	792	3	264
l ğ	Through-Right			0							0				0				0	
ES	Right		314	1	314	4		0	104	418	1	172	0	418	1	172	0	418	1	172
>	Left-Through-Right Left-Right			0							0				0				0	
	↓ Zon-Night	363	No	rth-South:	0		Nor	th-South:	323		Non	th-South:	335		Nor	th-South:	335			
	CRITICAL VO	OLUMES	-	th-South: ast-West:	553		ast-West:	0			ast-West:	514			ast-West:	514			ast-West:	514
				SUM:	916		SUM:	0			SUM:	837			SUM:	849			SUM:	849
	VOLUME/CAPACITY (V/C) RATIO:			0.643			0.000				0.609				0.617				0.617
V/C	LESS ATSAC/ATCS ADJUS	0.643			0.000				0.509				0.517				0.517			
	LEVEL OF SERVIC	E (LOS):			В			Α				Α				Α				Α
	RE	MARKS:	Future	2035 No B	uild	Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	+ WCSP + N	lon_ESC +	ESC	wit	h Event Mar	nagement P	lan
Version: 1i Beta; 8/4/2011 P											PROJ	ECT IM	PACT							

Change in v/c due to project: Significant impacted? -0.134 NO

-0.126 NO

 $\Delta v/c$ after mitigation: -0.126 Fully mitigated? N/A







I/S #:	North-South Street:	Topanga	Canyon BI			Year	of Count	2016	Amb	ient Grov	vth: (%):		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
48	East-West Street:	Martinez	St			Projec	tion Year	2035		Pea	ak Hour:	6 - 7 PM	Revie	wed by:			Project:	Prome	nade (10k	Seats)
	No. of F posed Ø'ing: N/S-1, E/W-2 or B Turns: FREE-1, NRTOR-2 or C	Both-3?	<i>NB</i> 0	SB	2 0 0	NB	0 SE		NB	0	SB	2 0 0	NB	0	SB	2 0 0	NB	0	SB	2 0 0
i i i giii	ATSAC-1 or ATSAC+AT		EB 0	WB	0	EB	0 W	B 0 0	EB	0	WB	0	EB	0	WB	0 2	EB	0	WB	0
	Override Ca				0			0				2 0				0				2 0
			203	5 NO BUILI	D	NON-E	SC PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	C PROJ	FUTUI	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT		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
₽	Left		6	0 1	6	0		0	-2	4	0 1	4	0	4	0	4	0	4	0 1	4
NORTHBOUND	← Left-Through ↑ Through		1118	0	572	-17		0	115	1233	0	625	77	1310	0	664	0	1310	0	664
異	Through-Right			1							1				1				1	
R	→ Right		1	0	572	0		0	0	1	0	625	0	1	0	664	0	1	0	664
2	Left-Through-Right			0							0				0				0	
I	← Left-Right			U							U				U				U	
	- Left		7	0	7	1		0	-1	6	0	6	0	6	0	6	0	6	0	6
SOUTHBOUND			978	1 0	515	9		0	-6	972	1 0	509	4	976	1 0	511	0	976	1 0	511
<u>8</u>	→ Through → Through-Right		970	1	515	9		U	-0	912	1	509	4	976	1	511	U	976	1	511
占	Right		9	0	515	1		0	0	9	0	509	0	9	0	511	0	9	0	511
SOI	Left-Through-Right			0							0				0				0 0	
	↓ Left-Right			0							0				U				U	
_ 1	ے Left		30	0	30	0		0	6	36	0	36	0	36	0	36	0	36	0	36
2	→ Left-Through		_	0					•	_	0	4-7		_	0	47		_	0 0	4-7
EASTBOUND	→ Through → Through-Right		5	0	44	0		0	0	5	0	47	0	5	0	47	0	5	0	47
STE	Right		9	0	0	0		0	-3	6	0	0	0	6	0	0	0	6	0	0
EA	Left-Through-Right			1							1				1				1	
	- ≺ Left-Right			0							0				0				0	
٩	✓ Left ✓ Left-Through		12	0	12	0		0	-1	11	0	11	0	11	0	11	0	11	0	11
l g	← Through		9	0	23	-1		0	2	11	0	25	0	11	0	25	0	11	0	25
WESTBOUND	Through-Right			0						_	0		_	_	0				0	
ÆS.	Right Left-Through-Right		2	0	0	0		0	1	3	0 1	0	0	3	0 1	0	0	3	0	0
>	Left-Right			0							0		<u></u>		0				0	
	North-South:			579		th-South:	0			th-South:	631			th-South:				th-South:	670	
	CRITICAL VOLUMES East-West: SUM:			56 635	E	ast-West: SUM:	0 0		E	ast-West: SUM:	61 692		E	ast-West: SUM:			E	ast-West: SUM:	61 731	
				0.423		JUIVI:	0.000			GOIVI:	0.461			JUNI.	0.487			JUIVI:	0.487	
V/C	. ,			0.423			0.000				0.461				0.467				0.467	
	6.1			0.425 A			A				Α				Δ				Α	
	REMARKS: Future 2035 No Build				Non ESC	Project Vol		Delta Vol	= WCSP Ba	ckground +		Fut +	+ WCSP + N	lon ESC +		wit	h Event Mai	nagement P		
<u> </u>	Vorcioni 1i Potoi 9/4/2011						,	- ,			<u> </u>					IECT IM			J	

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.062 NO -0.036 NO $\Delta v/c$ after mitigation: -0.036 Fully mitigated? N/A

02 FP WKDY 6-7 PM.xlsm







Beal-West Street: Mulholland Dr	#:	North-South Street:	Topanga	Canyon Bl			Year	r of Count	2016	Amb	ient Grow	vth: (%):		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
Right Turns: FREE1, NRTOR 2 or OLA-37 RB- 0 SB- 0 RB- 0 SB- 0 RB- 0 SB- 0 RB-	9			nd Dr			Projec	ction Year			Pea	ak Hour:	6 - 7 PM	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
Right Turns: FREE-1, NRTOR-2 or OLA-37 ATSAC-1 or ATSAC-4TCS-32 Value	Opp																•				4 2
ATSAC-1 or ATSAC-ATCS-2? O		_				0			3 0				0				0				0
No. of N				EB 0	WB	7	EB	0 W	_	EB	0	WB		EB	0	WB		EB	0	WB	0 2
No.0Final No.0									_												0
Column C				203				SC PROJEC	T VOLS												W/ EMP
Column C		MOVEMENT		Volume			•													No. of Lanes	Lane Volume
Ceft-Right Color		↑ Left			1	135	-1			38	173	1	173	0	173	1	173	0	173	1	173
Ceft-Right Cef					0					_						0		_		0	
Ceft-Right Cef				621	1	314	-1		0	-8	613	•	311	77	690	1	349	0	690	1	349
Ceft-Right Color		r		6	0	6	0		0	2	8	-	8	0	8	0	8	0	8	0	8
Ceft-Right Color						ŭ			Ů	_	Ü		ŭ		Ü	0	Ü		Ŭ	•	J
Column C					0							0				0				0	
Column C		U. Loff		10	0	16	0		0	4	15	0	15		15		15	0	15		15
Composition				10	1	10	U		U	-1	15		15	U	15	1	15	U	15	1	15
Composition		_		421	0	478	1		0	6	427	1	244	4	431	1	246	0	431	1	246
Composition					1											0				0	
Composition				471		478	1		0	27	498		372	0	498	1	372	0	498	1	372
Continue															0				•		
Column C		i i																			
Left-Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				433	1	245	-9		0	8	441		252	0	441	1	252	0	441	1	252
Company Comp				56	0	245	-1		0	7	63		252	0	63	0	252	0	63	0	252
Left-Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		. •		00		240			•	,	00		202		00	0	202		00		202
Company		7 -		108	1	41	-2		0	21	129		43	0	129	1	43	0	129	1	43
QB C Left 12 0 12 0 0 1 13 0 33 0 0 33		,			•											0				•	
Q D D D D D D D D D D D D D D D D D D D		→ Lent-Right			U							U				U				U	
				12		12	0		0	1	13		13	0	13	0	13	0	13		13
				26		00	4		0	2	20		90	0	20	0	90	0	20		90
				30	•	00	-1		U		30		00	U	30	0	80	U	30	•	80
		Right		38	0	0	-1		0	-9	29		0	0	29	0	0	0	29	0	0
↓ Ech-right		Left-Through-Right			1											1				1	
		North-South:			613	Noi	rth-South:	0		Nor		545		Nor	th-South:	545		Nor		545	
CRITICAL VOLUMES East-West: 331 East-West: 0 East-West: 332 East-West: 332 East-West:		CRITICAL VOLUMES East-West:			331			0				332				332				332	
							SUM:				SUM:				SUM:				SUM:	877	
0.002																				0.638	
0.002															0.538				0.538		
LEVEL OF SERVICE (LOS): B A A	` '														Α				Α		
REMARKS: Refer to Traffix Analysis Non_ESC Project Volumes Only Delta Vol = WCSP Background + Non_ESC Fut + WCSP + Non_ESC + ESC with Event Managemen		REM	REMARKS: Refer to Traffix Analysi				Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	Non_ESC +	ESC	wit	h Event Mar	nagement P	lan

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.124 NO -0.124 NO $\Delta v/c$ after mitigation: -0.124 Fully mitigated? N/A

Intersection #19 Erwin/De Soto

Level Of Service Computation Report

Circular 212 Planning Method (Base Volume Alternative)

***************************** North Bound South Bound East Bound West Bound L - T - R L - T - R Approach: ------| Control: Permitted Permitted Split Phase Split Phase

 Rights:
 Include
 Include
 Include

 Min. Green:
 0
 0
 0
 0
 0
 0
 0

 Include 0 0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 Y+R: 1 0 2 1 0 0 1 2 0 1 1 0 1! 0 1 1 0 1 1 0 Lanes: -----| Volume Module: Base Vol: 101 1253 22 14 823 147 178 10 271 7 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 PHF Volume: 101 1253 22 14 823 147 178 10 271 7 8 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 n Reduced Vol: 101 1253 22 14 823 178 10 7 271 147 8 8 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10 1.00 1.00 MLF Adj: FinalVolume: 101 1253 22 84 823 147 196 10 298 7 8 Saturation Flow Module: 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:

-----|

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
Loss Time (sec): 0 Critical Vol./Cap.(X): 0.831
Average Delay (sec/veh): xxxxxx
Level Of Service: Ontimal Cycle

Optimal Cycle	e: *****	10 *****)0 ******	****	****	Level *****	Of Ser	rvice:	: *****	****	****	D *****
Approach:						ound					est Bo	
Movement:	L	- T	- R	L ·	- T	- R	L ·	- T	- R	L -	. Т	- R
Control:						ted						
Rights:												ude
	_	_	0		0				0		0	0
						4.0						
Lanes:					1 0				1 0			
Volume Module												
Base Vol:		384		266		190	113			87		451
-	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	47		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
PHF Adj:			1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	47		112	266	115	190	113	728	47	87	955	451
	0	_	0	0	0	0	0	0	0	0	0	0
Reduced Vol:			112	266	115	190	113	728		87	955	451
PCE Adj:		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
FinalVolume:					115	190		728	47		955	451
Saturation F												
	1425			1425	1425	1425	1425	1425	1425	1425	1425	1425
•	1.00		1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:		1.42	0.41	1.44		1.00		2.82	0.18	1.00		1.00
Final Sat.:	247	2015	588	2046	804	1425	1425	4016	259	1425	4275	1425
	1		1	1		1	1		1	1		1

-----| 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

Volume Module:

Base Vol: 31 1605 33 185 807 122 256 39 40 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 Volume: 31 1605 33 185 807 122 256 39 40 31 15 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 33 40 Reduced Vol: 31 1605 185 807 122 31 256 39 15 197 FinalVolume: 31 1605 33 185 807 122 282 39 40 31 15 197 -----|----|-----|

Saturation Flow Module:

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

North Bound South Bound East Bound West Bound L - T - R L - T - R Approach: Control: Permitted Permitted Split Phase Split Phase Rights: Include Include Include Rights: Include Include Include Min. Green: 0 0 0 0 0 0 0 0 0 0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 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 0 0 0 1044 437 191 Initial Bse: 178 768 0 0 1044 437 0 0 0 191 0 342 191 0 0 0 0 191 0 342 FinalVolume: 178 768 0 0 1044 437 0 0 0 210 0 376 -----| Saturation Flow Module: 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

Control: Permitted Protected Split Phase Split Phase Rights: Include Include Include Include Include Sylit Phase Sylit Phase Sylit Phase Sylit Phase Sylit Phase Sylit Phase Include Sylit Phase Include Inclu

Volume Module:

0 393 1 175 Base Vol: 0 545 179 643 603 0 Initial Bse: 0 545 179 643 603 0 393 1 175 0 0 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 n 0 Reduced Vol: 0 545 393 1 175 179 643 603 0 0 0 FinalVolume: 0 545 179 707 603 0 432 1 175 0 0 -----| Saturation Flow Module:

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 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

Control: Permitted Permitted Split Phase Split Phase Rights: Include Include Include Include Min. Green: 0 0 0 0 0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 Y+R: 4.0 4.0 1 0 1 1 0 0 1 0 1 0 1 1 0 0 1 0 0 1! 0 0 Lanes: -----|

Volume Module:

Base Vol: 135 621 6 16 421 471 433 56 108 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: 135 621 6 16 421 471 433 56 108 12 36 38 User Adj: 1.00 PHF Adj: PHF Volume: 135 621 6 16 421 471 433 56 108 12 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 n 6 16 421 Reduced Vol: 135 621 433 56 12 471 108 36 38 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 MLF Adj: 1.00 FinalVolume: 135 621 6 64 421 471 476 56 108 12

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





(Circular 212 Method)

I/S #:	North-South Street:	Shoup A	V			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	TC	Date:	Ja	anuary 20	20
1		Vanowen	St			Projec	tion Year	2035		Pea	ak Hour:	Wkdy LN	Revie	wed by:			Project:	Prome	nade (10l	k Seats)
	No. of F				2			2				2				2				2
	oosed Ø'ing: N/S-1, E/W-2 or B		NB 0	SB	0	NB	0 SE	0 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or O	DLA-3?	EB 0	<i>WB</i>	0	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+AT				0	•		0				2	'			2				2
	Override Ca	apacity			0			0				0				0				0
	MOVEMENT		203	5 NO BUILI			SC PROJEC			W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT		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
	↑ Left		32	1	32	1		0	-3	29	1	29	0	29	1	29	0	29	1	29
NORTHBOUND	Left-Through			0							0				0				0	
l g	Through		328	2	164	7		0	3	331	2	166	0	331	2	166	0	331	2	166
男	Through-Right			0					_		0				0				0	
<u>K</u>	Right		23	1 0	11	0		0	-2	21	1 0	11	0	21	1 0	11	0	21	1 0	11
ž	Left-Through-Right Left-Right			0							0				0				0	
	Left		12	1	12	0		0	2	14	1	14	0	14	1	14	0	14	1	14
5	Left-Through		455	0 2	70			•	•	4.40	0	75		440	0	7.5		440	0	7.5
BO			155	0	78	2		0	-6	149	2	75	0	149	2	75	0	149	2 0	75
ΙĒΙ	↓ Right		26	1	8	0		0	2	28	1	10	0	28	1	10	0	28	1	10
SOUTHBOUND	← Left-Through-Right			0							0				0				0	
_ " I	↓ Left-Right			0							0				0				0	
1	ح Left	ı	36	1	36	0		0	0	36	1	36	0	36	1	36	0	36	1	36
9	→ Left-Through		00	0	00	· ·		Ü		00	0	30		00	0	30		00	0	30
	→ Through		176	1	100	1		0	3	179	2	90	0	179	2	90	0	179	2	90
I B	→ Through-Right		00	1 0	00	•		0		00	0 1	0		00	0	0		00	0 1	0
EASTBOUND	Right Left-Through-Right		23	0	23	0		0	-1	22	0	8	0	22	0	8	0	22	0	8
"	→ Left-Right			0							0				0				0	
	•																			
			25	1 0	25	0		0	-5	20	1 0	20	0	20	1 0	20	0	20	1 0	20
WESTBOUND	√ Leπ-Inrough ← Through		165	2	83	3		0	-2	163	2	82	52	215	2	108	0	215	2	108
] B	Through-Right			0					_		0		52		0				0	
EST	Right		26	1	20	1		0	2	28	1	21	0	28	1	21	0	28	1	21
Š	Left-Through-Right			0							0				0				0	
-	North-South:				176	Nor	th-South:	0		Nor	th-South:	180		Non	th-South:	180		Nor	th-South:	180
	CRITICAL VOLUMES East-West:			125		ast-West:	0			ast-West:	118			ast-West:	144			ast-West:		
	SUM:			301		SUM:	0			SUM:	298			SUM:				SUM:		
				0.201			0.000				0.199				0.216				0.216	
V/C				0.201			0.000				0.099				0.116				0.116	
	LEVEL OF SERVICE (LOS):			Α			Α				Α				Α				Α	
	REMARKS: Future 2035 No Build				uild	Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	+ WCSP + N	lon_ESC +	ESC	wi	h Event Ma	nagement F	Plan
	Version: 1i Peta: 9/4/2011												IECT IN							

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.102 NO -0.085 NO $\triangle v/c$ after mitigation: -0.085 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street: Top	anga Canyon B	I		Year of	f Count:	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
2	East-West Street: Van	owen St			Projectio	on Year:	2035		Pea	ak Hour:	Wkdy LN	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. of Phas posed Ø'ing: N/S-1, E/W-2 or Both Turns: FREE-1, NRTOR-2 or OLA-	3? NB 0	SB	3 0 0	NB	0 SB-		NB	0	SB	3 0 0	NB	0	SB	3 0 0	NB	0	SB	3 0
	ATSAC-1 or ATSAC+ATCS	2? EB 0	WB	0	EB	0 WB-	0 0	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	Override Capac			Ö			Ö				0				0				0
		20	35 NO BUIL		NON-ESC I	PROJECT	VOLS		W/ WCSP				RE W/ WCS				WCSP W/ F		W/ EMP
	MOVEMENT	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
	Left	40	1	40	1		0	5	45	2	25	52	97	2	53	0	97	2	53
NORTHBOUND	Left-Through	204	0	404	40		0	4.4	205	0	400	236	004	0	040	0	004	0	040
BO	↑ Through ↑ Through-Right	381	0	191	10		0	14	395	2	198	236	631	0	316	U	631	2	316
I₩	→ Right	35	1	23	1		0	13	48	2	11	0	48	2	11	0	48	2	11
Š	← Left-Through-Right		0							0				0				0	
	→ Left-Right		0							0				0				0	
_ 1	Left	39	1	39	0		0	1	40	1	40	0	40	1	40	0	40	1	40
SOUTHBOUND	→ Left-Through		0				-			0				0				0	
g	Through	284	2	105	3		0	-9	275	2	101	0	275	2	101	0	275	2	101
I ₹ I	← Through-Right → Right	31	0	31	0		0	-2	29	0	29	0	29	0	29	0	29	0	29
90	Left-Through-Right	01	0	01			Ū		20	0	20		20	0	20		23	0	20
တ	人, Left-Right		0							0				0				0	
		26	1	26	0		0	0	26	2	14	0	26	2	14	0	26	2	14
₽	→ Left-Through	20	0	20	0		U		20	0	14		20	0	14		20	0	14
EASTBOUND	→ Through	156	2	78	1		0	10	166	1	92	0	166	1	92	0	166	1	92
Ē	→ Through-Right → Right	15	0	0	0		0	2	17	1 0	17	0	17	1 0	17	0	17	1 0	17
EAS	Left-Through-Right	15	0	U	U		U	2	17	0	17	0	17	0	17	U	17	0	17
	- ↓ Left-Right		0							0				0				0	
ı	√ Left	24	1	24	0		0	6	30	1	30	0	30	1	30	0	30	1	30
₽	√ Left-Through	24	0	24	U		U	0	30	0	30		30	0	30	0	30	0	30
WESTBOUND	← Through	169	1	102	0		0	3	172	2	86	0	172	2	86	0	172	2	86
ET.	← Through-Right ← Right	25	1 0	35	0		0	4	36	0 1	16	0	36	0	16	0	36	0 1	16
KES	Right Left-Through-Right	35	0	33	U		U	I	30	0	10	0	30	0	10	U	30	0	10
>	├ Left-Right		0							0				0				0	
	North-South: CRITICAL VOLUMES East-West:			230		South:	0			th-South:	238			th-South:				th-South:	356
	CRITICAL VOLUMES East-West: SUM:			128 358	East	t-West: SUM:	0 0		E	ast-West: SUM:	122 360		E	ast-West: SUM:			E	ast-West: SUM:	122 478
			0.251		7	0.000				0.253				0.335				0.335	
V/C				0.251			0.000				0.153				0.235				0.235
	0.20			Α			Α				Α				A				A
	REMARKS: Future 2035 No Build				Non_ESC Pro	oject Volur	mes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	Non_ESC +	ESC	wit	h Event Ma	nagement F	Plan
<u> </u>		NEMARKS. 1 didle 2000 NO B					-	<u> </u>				<u> </u>			IECT IM				

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.098 NO -0.016 NO Δ *v/c* after mitigation: -0.016 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Owensm	outh Av			Year	of Count:	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
3	East-West Street:	Vanower	n St			Project	tion Year:	2035		Pea	ak Hour:	Wkdy LN	Revie	wed by:			Project:	Prome	nade (10l	(Seats)
0		Phases			2			2				3				3				3
	posed Ø'ing: N/S-1, E/W-2 or I		NB 0	SB	0	NB	0 SE	0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	EB 0	WB	0	EB	0 WE		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+A				0			0				2				2				2
	Override C	apacity	202	5 NO BUIL	•	NON-ES	C PROJEC	U	ELITLIDE	W/ WCSP	W/ NON-ES	0 C PPO I	FUTU	RE W/ WCS	D W/ EIII I	•	FUT W/	WCSP W/ F	III I PPO	•
	MOVEMENT		203	No. of	Lane	Project	SC FROJEC	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left		31	1	31	2		0	-5	26	1	26	0	26	1	26	0	26	1	26
l is	← Left-Through		400	0		40		•	40	47.4	0		50	000	0	440		000	0	440
BOI	↑ Through ↑ Through-Right		162	2	81	12		0	12	174	2	87	52	226	2 0	113	0	226	2	113
王	Right		77	1	56	5		0	-5	72	1	62	78	150	1	140	0	150	1	140
NORTHBOUND	← Left-Through-Right			0	- 53						0			.55	0	0		.00	0	
	← Left-Right			0							0				0				0	
	Left		200	1	22	2		0	7	29	1	20	0	20	4	29		29	1	29
Ð	→ Leπ Left-Through		22	0	22	2		U	/	29	0	29	U	29	0	29	0	29	0	29
SOUTHBOUND	Through		99	1	66	6		0	6	105	2	53	0	105	2	53	0	105	2	53
문	← Through-Right			1							0				0				0	
1 P			33	0	33	2		0	1	34	1 0	19	0	34	1	19	0	34	1 0	19
SC	Left-Right			0							0				0				0	
	•																			
	Left		27	1	27	0		0	4	31	1	31	0	31	1	31	0	31	1	31
N N	→ Left-Through→ Through		266	0	133	1		0	4	270	0 3	90	0	270	0 3	90	0	270	0 3	90
ВО	→ Through-Right		200	0	133	'		Ů	_	210	0	30		210	0	30	ľ	210	0	30
EASTBOUND	Right		24	1	9	0		0	-1	23	1	10	0	23	1	10	0	23	1	10
E/	Left-Through-Right			0							0				0				0	
	-			U							U				U				U	
	√ Left		42	1	42	1		0	-4	38	2	21	0	38	2	21	0	38	2	21
WESTBOUND			405	0					_	000	0	76		000	0	76		005	0	70
301	← Through ← Through-Right		198	1	111	3		0	5	203	2 1	79	0	203	2	79	0	203	2 1	79
STE	Right		24	0	24	0		0	11	35	0	35	0	35	Ó	35	0	35	0	35
WE	Left-Through-Right			0							0				0				0	
	├ Left-Right		Nov	0	103	Nove	th-South:	0		No.	0 th-South:	116		Non	0 th-South:	169	<u> </u>	No	0 th-South:	169
	North-South: CRITICAL VOLUMES East-West:			175		ast-West:	0			ast-West:	111			เท-Soutn: ast-West:				เก-รอนเก: ast-West:	111	
		SUM:		278		SUM:	0			SUM:	227			SUM:				SUM:	280	
	VOLUME/CAPACITY (V/C)	RATIO:			0.185			0.000				0.159				0.196				0.196
V/0	C LESS ATSAC/ATCS ADJUST	TMENT:			0.185			0.000				0.080				0.098				0.098
	LEVEL OF SERVICE (LOS):			Α			Α				Α				Α				Α	
	REN	MARKS:	Future	2035 No E	luild	Non_ESC	Project Volu	ımes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut	+ WCSP + N	Non_ESC +	ESC	wit	h Event Ma	nagement F	Plan
	V	_		_		•	•	•		_				•		IFAT IN		•	•	

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.105 NO -0.087 NO $\Delta v/c$ after mitigation: -0.087 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street: Cano	ga Av			Year o	f Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	TC	Date:	Ja	nuary 20	20
4		wen St			Projecti	on Year:	2035		Pea	ak Hour:	Wkdy LN	Revie	ewed by:			Project:	Prome	nade (10k	(Seats)
	No. of Phas			2			2				4				4				4
	posed Ø'ing: N/S-1, E/W-2 or Both-	ND 0	SB	0	NB	0 SE	0 3 0	NB	2	SB	0	NB	2	SB	0	NB	2	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA-3	? EB 0	WB	0	EB	0 WE		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATCS-			0			0				2				2				2
	Override Capac		35 NO BUIL	0	NON-ESC	PRO IEC	0 T VOL S	FUTUR	W/ WCSP	W/NON E	0 SC BBO I	FUTU	RE W/ WCS	DW/ FIII I	0	FUT W/	WCSP W/ F	III I BBO I	0 W/ EMD
	MOVEMENT	20	No. of	Lane	Project	PROJEC	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
		Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left	44	1	44	1		0	0	44	1	44	0	44	1	44	0	44	1	44
불	← Left-Through		0					_		0				0				0	
l l	↑ Through	335	3 0	112	8		0	7	342	3 0	114	26	368	3 0	123	0	368	3 0	123
핕	Through-Right Right	60	1	41	2		0	8	68	1	68	0	68	1	68	0	68	1	68
NORTHBOUND	← Left-Through-Right	50	0		_				00	0			00	0	- 00		00	0	- 00
	Left-Right		0							0				0				0	
	↓ Left	37	1	37	0		0		40	1	40		40	1	40		40	1	40
₽	⇒ Left Left-Through	37	0	37	U		U	3	40	0	40	0	40	0	40	0	40	0	40
SOUTHBOUND	Through	214	2	107	1		0	23	237	2	119	0	237	2	119	0	237	2	119
至	← Through-Right		0							0				0				0	
5		29	1 0	8	0		0	0	29	1 0	8	0	29	1	8	0	29	1 0	8
SC	↓ Left-Right		0							0				0				0	
	- · · · · · · · · · · · · · · · · · · ·	I																	
	-∫ Left	43	1	43	1		0	0	43	1	43	0	43	1	43	0	43	1	43
불	→ Left-Through→ Through	186	0 2	93	3		0	-4	182	0 3	61	78	260	0	87	0	260	0 3	87
EASTBOUND	→ Through → Through-Right	100	0	93	3		U	-4	102	0	01	70	200	0	01	U	200	0	01
ST	Right	16	1	0	0		0	0	16	1	0	0	16	1	0	0	16	1	0
Ā	Left-Through-Right		0							0				0				0	
	- ≺ Left-Right		0							0				0				0	
	√ Left	39	1	39	1		0	-8	31	1	31	0	31	1	31	0	31	1	31
WESTBOUND			0							0		_		0				0	
) M	← Through	203	2 0	102	3		0	-28	175	3 0	58	0	175	3	58	0	175	3 0	58
STE	Right Left-Through-Right	49	1	31	1		0	-15	34	1	14	0	34	1	14	0	34	1	14
WE	,		0							0				0				0	
	Left-Right 0		154	Mad.	Caush	0		A/	0 45 Carreto	160		A/	0	160		A/	0	160	
	North-South: CRITICAL VOLUMES East-West:			151 145		-South: st-West:	0			th-South: ast-West:	163 101			th-South: ast-West:				th-South: ast-West:	163 118
	SUM:			296	Las	SUM:	0		E	SUM:	264			asi-Wesi. SUM:				SUM:	281
				0.197			0.000				0.192				0.204				0.204
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.197			0.000				0.096				0.104				0.104
				Α			Α				Α				Α				Α
	REMARKS: Future 2035 No Build				Non_ESC P	roject Volu	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut	+ WCSP + N	Non_ESC +	ESC	wit	h Event Ma	nagement P	lan
<u> </u>	Varsian: 1i Pata: 9/4/2011							<u> </u>							IECT IM				

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.101 NO -0.093 NO $\Delta v/c$ after mitigation: -0.093 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	De Soto	Av			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	TC	Date:	Ja	nuary 20	20
5	East-West Street:	Vanower	n St			Projec	tion Year	2035		Pea	ak Hour:	Wkdy LN	Revie	ewed by:			Project:	Prome	nade (10l	(Seats)
0		Phases			3			3				4				4				4
	posed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	0	NB	0 SE	0 3	NB	0	SB	0 3	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	EB 0	WB	0	EB	0 WE		EB	3	WB	3	EB	3	WB	3	EB	3	WB	3
	ATSAC-1 or ATSAC+A				0			0				2				2				2
	Override (Capacity	203	5 NO BUIL	•	NON-ES	SC PROJEC	U	ELITLIDE	W/ WCSP	W/ NON-ES		FUTU	RE W/ WCS	D W/ EIII I	•	FUT W/	WCSP W/ F	III I PPO	•
	MOVEMENT		203	No. of	Lane	Project	JC FROJEC	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left		12	1	12	0		0	3	15	1	15	0	15	1	15	0	15	1	15
I i	← Left-Through		070	0		_		•		070	0			400	0			400	0	
ВО	↑ Through ↑ Through-Right		370	2	133	7		0	6	376	2	139	26	402	2	148	0	402	2	148
Ŧ	Right		29	0	29	1		0	13	42	0	42	0	42	0	42	0	42	0	42
NORTHBOUND	Left-Through-Right			0		•		,			0				0				0	
				0							0				0				0	
	↓ Left		25	1	25	0		0	1	26	1	26	0	26	1	26	0	26	1	26
Ð	Left-Through		25	0	23	U		U	!	20	0	20	0	20	0	20	"	20	0	20
SOUTHBOUND	Through		203	3	68	3		0	54	257	3	86	0	257	3	86	0	257	3	86
뿔	← Through-Right			0					_		0				0				0	
5			46	1 0	21	0		0	7	53	1 0	10	0	53	1	10	0	53	1 0	10
SC	Left-Right			0							0				0				0	
	J Left → Left-Through		51	1 0	51	1		0	-8	43	1 0	43	0	43	1 0	43	0	43	1 0	43
EASTBOUND	→ Through		362	2	181	5		0	-1	361	3	120	78	439	3	146	0	439	3	146
B0	→ Through-Right		002	0	.0.			ŭ		001	0	.20	10	100	0	1-10	Ĭ	100	0	1.10
\ST			18	0		0	6	30	1	15	0	30	1	15	0	30	1	15		
E				0							0				0				0	
	✓ Left		23	1	23	0		0	16	39	1	39	0	39	1	39	0	39	1	39
WESTBOUND			100	0	117	3		0	25	224	0 2	96		224	0	90	_	224	0 2	90
BOI	← Through ← Through-Right		199	1	117	3		0	25	224	1	86	0	224	1	86	U	224	1	86
ST	Right		35	0	35	0		0	0	35	0	35	0	35	0	35	0	35	0	35
WE	Left-Through-Right			0							0				0				0	
	├ Left-Right 0 North-South: 158		158	Non	th-South:	0		Nor	th-South:	165		Nor	0 th-South:	174		Nor	th-South:	174		
	CRITICAL VOLUMES East-West: 204				ast-West:	0			ast-West:	159			ast-West:	185			ast-West:	185		
	SUM: 362			362		SUM:	0			SUM:	324			SUM:	359			SUM:	359	
	VOLUME/CAPACITY (V/C) RATIO: 0.254					0.000				0.236				0.261				0.261		
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.254			0.254			0.000				0.136				0.161				0.161	
	LEVEL OF SERVICE (LOS):						Α				Α				Α				Α	
	REMARKS: Future 2035 No Build				uild	Non_ESC	Project Volu	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut	+ WCSP + N	lon_ESC +	ESC	wit	h Event Ma	nagement F	Plan

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.118 NO -0.093 NO $\Delta v/c$ after mitigation: -0.093 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Shoup A	v			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	TC	Date:	Ja	nuary 20	20
6	East-West Street:	Victory E	31			Projec	tion Year	2035		Pea	ak Hour:	Wkdy LN	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
0		Phases			2			2				2				2				2
	posed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	0	NB	0 SE	0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	EB 0	WB	0	EB	0 WE		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+				0			0				2				2				2
	Override (Capacity	203	5 NO BUIL	•	NON-ES	SC PROJEC	U	ELITLIDE	W/ WCSP	W/ NON-ES	0 C PPO I	FUTU	RE W/ WCS	D W/ EIII I	•	FUT W/	WCSP W/ F	III I BBO I	•
	MOVEMENT		203	No. of	Lane	Project	JC FROJEC	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left		45	1	45	1		0	3	48	1	48	0	48	1	48	0	48	1	48
I i	← Left-Through		0.45	0		40		•		004	0		•	004	0		•	004	0	
ВО	↑ Through ↑ Through-Right		315	1	172	10		0	6	321	1	176	0	321	1	176	0	321	1	176
Ŧ	Right		28	0	28	1		0	2	30	0	30	0	30	0	30	0	30	0	30
NORTHBOUND	Left-Through-Right			0		•			_		0				0				0	
				0							0				0				0	
	↓ Left		27	1	27	0		0	-1	26	1	26	0	26	1	26	0	26	1	26
Ð	Left-Through		21	0	21	U		U	-1	20	0	20	U	20	0	20	U	20	0	20
SOUTHBOUND	Through		167	1	94	3		0	-5	162	1	92	0	162	1	92	0	162	1	92
뿔	Through-Right			1							1				1				1	
5			21	0 0	21	0		0	0	21	0 0	21	0	21	0	21	0	21	0 0	21
SC	Left-Right			0							0				0				0	
۵			23	1 0	23	0		0	-1	22	1 0	22	0	22	1	22	0	22	1 0	22
EASTBOUND	→ Through		192	1	111	6		0	17	209	2	80	0	209	2	80	0	209	2	80
99	→ Through-Right	Through-Right 1 Right 30 0								1				1				1		
AST				30	1		0	0	30	0	30	0	30	0	30	0	30	0	30	
Ē	→ Left-Through-Right → Left-Right			0							0				0				0	
) Lett-Right		I																	
	√ Left		21	1	21	0		0	3	24	1	24	0	24	1	24	0	24	1	24
WESTBOUND			210	0	123	4		0	25	235	0 2	91	78	313	0	117	0	313	0 2	117
ВО	Through-Right		210	1	123	4		U	25	233	1	91	70	313	1	117	U	313	1	117
ST	Right		36	0	36	0		0	3	39	0	39	0	39	0	39	0	39	0	39
×	Left-Through-Right			0							0				0				0	
	├ Left-Right 0 North-South: 199		199	Non	th-South:	0		Nor	th-South:	202		Nor	th-South:	202		Nor	th-South:	202		
	CRITICAL VOLUMES East-West: 146		146		ast-West:	0			ast-West:	113			ast-West:	139			ast-West:	139		
				345		SUM:	0			SUM:	315			SUM:				SUM:	341	
				0.230			0.000				0.210				0.227				0.227	
V/C	C LESS ATSAC/ATCS ADJUS				0.230			0.000				0.110				0.127				0.127
	LEVEL OF SERVICE (LOS):						Α				Α				Α				Α	
	REMARKS: Future 2035 No Build				Build	Non_ESC	Project Volu	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N		ESC		h Event Ma	nagement F	Plan

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.120 NO -0.103 NO $\triangle v/c$ after mitigation: -0.103 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street: Topang	a Canyon Bl			Year of Co	ount: 2016	Ambi	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Já	anuary 20	20
7	East-West Street: Victory	BI			Projection \	/ear: 2035		Pea	ak Hour:	Wkdy LN	Revie	ewed by:			Project:	Prome	nade (10l	(Seats)
	No. of Phases posed Ø'ing: N/S-1, E/W-2 or Both-3? Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	4 0 0	NB 0	\$B 0	NB	3	SB	4 0 0	NB	3	SB	4 0 0	NB	3	SB	4 0 0
Rigit	,	EB 0	WB	3	EB 0	WB 3	EB	0	WB	3	EB	0	WB	3	EB	0	WB	3
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity			0		0				2 0				2 0				2 0
		203	5 NO BUIL	D	NON-ESC PRO	DJECT VOLS	FUTURI	E W/ WCSP	W/ NON-ES	SC PROJ		RE W/ WCS		PROJ		WCSP W/ I		W/ EMP
	MOVEMENT	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
Ω	Left	41	1	41	1	0	3	44	2	24	78	122	2	67	0	122	2	67
3	← Left-Through ↑ Through	351	0 2	145	8	0	45	396	0 3	132	341	737	0 3	246	0	737	0 3	246
層	↑ Through-Right	001	1	140	o o	ŭ		000	0	102	011	, 0,	0	240		707	0	240
NORTHBOUND	Right	83	0	83	2	0	10	93	1	52	0	93	1	52	0	93	1	52
2	← Left-Through-Right		0						0				0				0	
	Left-Right	I	0						0				0				0	
	└ Left	56	1	56	1	0	-3	53	2	29	0	53	2	29	0	53	2	29
SOUTHBOUND	→ Left-Through		0						0				0				0	
B01	Through	258	2	95	6	0	-22	236	3 0	79	0	236	3	79	0	236	3 0	79
王	← Through-Right → Right	27	0	27	0	0	2	29	1	17	0	29	1	17	0	29	1	17
DO:	Left-Through-Right		0		Ü	ŭ	_	20	0		Ĭ	20	0	• • •		20	0	.,
S I	→ Left-Right		0						0				0				0	
		34	2	19	1	0	9	43	2	24	0	43	2	24	0	43	2	24
9	→ Left-Through	34	0	19	'	U	9	40	0	24	0	43	0	24	U	45	0	24
EASTBOUND	→ Through	192	2	76	6	0	55	247	3	73	0	247	3	73	0	247	3	73
TB(Through-Right	36	1	00	_	0	40	40	1	40		40	1	40		40	1 0	40
AS	Right Left-Through-Right		0 0	36	1	0	10	46	0	46	0	46	0	46	0	46	0	46
"	∠ Left-Right		0						0				0				0	
_																		
۾	✓ Left✓ Left-Through	74	2 0	41	-3	0	0	74	2	41	0	74	2	41	0	74	2 0	41
WESTBOUND	← Through	202	2	86	-7	0	6	208	3	69	0	208	3	69	0	208	3	69
I BC	Through-Right		1						0				0				0	
ĘS.	Right	56	0 0	56	-2	0	1	57	1 0	28	0	57	1	28	0	57	1 0	28
>	Left-Through-Right Left-Right		0						0				0				0	
	North-South: 201				North-Soi				th-South:	161			th-South:				th-South:	275
	CRITICAL VOLUMES East-West: 117		East-W			E	ast-West:	114		E	ast-West:			E	ast-West:	114		
<u> </u>	VOLUME/CAPACITY (V/C) RATIO: 0.231				S	<i>JM</i> : 0			SUM:	275	-		SUM:				SUM:	389
1400	0.201					0.000				0.200				0.283				0.283
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.231					0.000				0.100				0.183				0.183
	LEVEL OF SERVICE (LOS):				N 5005 :	Α	5 /	1410000		Α		. 14/007		Α	-		. =	Α
	REMARKS:	Future	2035 No B	uild	Non_ESC Project	t Volumes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + 1		IFCT IM		h Event Ma	nagement F	Plan

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.131 NO -0.048 NO $\Delta v/c$ after mitigation: -0.048 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Westfield	d Wy			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	TC	Date:	Ja	anuary 20	20
8	East-West Street:	Victory E	31			Projec	tion Year	2035		Pe	ak Hour:	Wkdy LN	Revie	ewed by:			Project:	Prome	nade (10k	(Seats)
	posed Ø'ing: N/S-1, E/W-2 o		NB 0	SB	3 0 2	NB	0 SE	3 0 3 2	NB	3	SB	4 1 3	NB	3	SB	4 1 3	NB	3	SB	4 1 3
Right	Turns: FREE-1, NRTOR-2 o	r OLA-3?	EB 0	WB	0	EB	0 W		EB	3	WB	3	EB	3	WB	3	EB	3	WB	3
	ATSAC-1 or ATSAC+ Override	ATCS-2? Capacity			0			0				2 0				2				2
			203	5 NO BUIL	D	NON-ES	SC PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	SC PROJ	FUTU	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT		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
۵	Left		18	0	18	2		0	-1	17	1	10	0	17	1	10	0	17	1	10
NORTHBOUND	← Left-Through ↑ Through		1	1 0 0	19	0		0	1	2	1 0 0	10	0	2	0	10	0	2	1 0 0	10
Ŧ	Through-Right Right		19	1	15	3		0	3	22	1	11	0	22	1	11	0	22	1	11
Š	Left-Through-Right			0							0				0				0	
				0							0				0				0	
I	↓ Left		30	0	30	1		0	8	38	1	38	0	38	1	38	0	38	1	38
OUTHBOUND	Left-Through	→ Left-Through		00			Ü		00	0	30		00	0	30		00	0	30	
30.		Through-Right 0		31	0		0	0	1	1	1	0	1	1	1	0	1	1	1	
l ¤ l	,	Right 40 1		40	1		0	0	40	0 1	12	0	40	0	12	0	40	0	12	
Ö	Left-Through-Right	→ Left-Through-Right 0		40	'		U		40	0	12		40	Ö	12	"	40	0	12	
Š	↓ Left-Right									0				0				0		
ı	J Left	2010		44	0		0	7	51	2	28	0	51	2	28	0	51	2	28	
₽	→ Left-Through	→ Left-Through					Ů		01	0	20		01	0	20		01	0	20	
EASTBOUND	→ Through	→ Through 291 3 7 Through-Right 1		77	1		0	161	452	4	113	0	452	4	113	0	452	4	113	
TB.	→ Through-Right 1		18	0		0	3	21	0 1	11	0	21	0 1	11	0	21	0 1	11		
EAS	→ Left-Through-Right		10	0	10			Ü		21	0	• • •		21	0			21	0	
	- ✓ Left-Right			0							0				0				0	
I	√ Left		9	1	9	0		0	2	11	1	11	0	11	1	11	0	11	1	11
9	₩ Left-Through			0	3				_		Ö				Ö				0	
WESTBOUND	← Through ← Through-Right		323	3	89	15		0	38	361	4	90	0	361	4	90	0	361	4	90
STB			34	1 0	34	2		0	8	42	0 1	4	0	42	U 1	4	0	42	0 1	4
WE	Left-Through-Right		04	0	0-1	_				72	0	-		72	0	7		72	Ö	7
			<u></u>	0							0	40			0	40			0	40
	North-South: 58 CRITICAL VOLUMES East-West: 133			58 133		th-South: ast-West:	0			th-South: ast-West:	49 124			th-South: ast-West:				th-South: ast-West:	49 124	
	SUM: 191				191		SUM:	0			SUM:	173			SUM:	173			SUM:	173
	VOLUME/CAPACITY (V/C) RATIO: 0.134				0.134			0.000				0.126				0.126				0.126
V/C					0.134			0.000				0.063				0.063				0.063
	LEVEL OF SERVICE (LOS):				Α			Α				Α				Α				Α
	RE	MARKS:	Future	2035 No B	uild	Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + 1	Non_ESC +	ESC	wit	h Event Ma	nagement P	Plan

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.071 NO -0.071 NO $\Delta v/c$ after mitigation: -0.071 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street: Ov	ensmouth	Av			Year	of Count	2016	Ambie	nt Growt	h: (%): **		Condu	cted by:	G	TC	Date:	Ja	nuary 20	20
9	East-West Street: Vic	tory BI				Projec	tion Year	2035		Pea	ak Hour:	Wkdy LN	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. of Ph				4			4				4				4				4
	posed Ø'ing: N/S-1, E/W-2 or Bot	ND	- 0	SB	0	NB	0 SE	0 3 0	NB	3	SB	0	NB	3	SB	0	NB	3	SB	0
Right	Turns: FREE-1, NRTOR-2 or OL	4-3? NB		WB	0	EB	0 3L		EB	3	WB	3	EB	3	WB	3	EB	3	WB	3
	ATSAC-1 or ATSAC+ATC				0			0				2	,			2				2
	Override Cap	acity			0			0				0				0				0
	MOVEMENT		2035	No. of	Lane	Project	SC PROJEC		Delta	W/ WCSP	W/ NON-ES	Lane	Added	RE W/ WCS	No. of	Lane	Added	WCSP W/ F	No. of	
	WOVEWENT	Vol	lume	Lanes	Volume	Traffic		Lane Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Lane Volume
	↑ Left		49	1	49	0		0	2	51	1	51	0	51	1	51	0	51	1	51
NORTHBOUND	← Left-Through			0							0				0				0	
30	↑ Through		232	2	116	3		0	48	280	3	93	157	437	3	146	0	437	3	146
ᄩ	Through-Right		40	0	00	0		0	3	40	0 1	00	457	000	0	400	0	000	0	400
S.			46	0	39	U		0	3	49	0	36	157	206	1	193	U	206	0	193
ž	Left-Right			0							0				0				0	
		<u> </u>																		
٥	Left		51	1	51	5		0	1	52	2	29	0	52	2	29	0	52	2	29
Ş			100	0 2	64	13		0	5	133	0 3	44	0	122	0 3	44	0	122	0 3	44
<u>B</u>	→ Through → Through-Right		128	0	04	13		U	5	133	0	44	U	133	0	44	U	133	0	44
ΙĘ	Right		46	1	40	4		0	0	46	1	23	0	46	1	23	0	46	1	23
SOUTHBOUND	← Left-Through-Right			0							0				0				0	
0,	↓ Left-Right			0							0				0				0	
	ے Left	- 1	24	2	13	0		0	18	42	2	23	0	42	2	23	0	42	2	23
₽	→ Left-Through			0		0		U	10	72	0	20	· ·	72	0	20		72	0	20
EASTBOUND	→ Through		270	3	72	2		0	137	407	3	109	0	407	3	109	0	407	3	109
I B	→ Through-Right	Right 17 0 1		47			•	40	07	1	07		07	1	07		07	1	07	
AS			17	0		0	10	27	0 0	27	0	27	0	27	0	27	0	27		
ш ш	Left-Right			0							0				0				0	
	✓ Left ✓ Left-Through		25	2	14	3		0	-2	23	2 0	13	0	23	2	13	0	23	2 0	13
WESTBOUND	√ Leπ-Inrougn ← Through		287	3	81	40		0	-1	286	3	83	0	286	3	83	0	286	3	83
BO	Through-Right		201	1	01	40		U	-	200	1	03	U	200	1	00		200	1	00
ST	Right Left-Through-Right		38	0	38	6		0	6	44	0	44	0	44	0	44	0	44	0	44
×	,gg			0							0				0				0	
			167	Nor	th-South:	0		Non	th-South:	122		Non	th-South:	222		Nor	th-South:	222		
	CRITICAL VOLUMES East-West: 94					ast-West:	0			ast-West:	122			ast-West:				ast-West:	122	
	SUM: 261						SUM:	0			SUM:	244			SUM:				SUM:	344
	VOLUME/CAPACITY (V/C) RATIO: 0.190				0.190			0.000				0.177				0.250				0.250
V/C					0.190			0.000				0.089				0.150				0.150
	LEVEL OF SERVICE (LOS):				Α			Α				Α				Α				Α
	REMAR	RKS:	Future	2035 No B		Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	+ WCSP + N	lon_ESC +	ESC	wit	h Event Mai	nagement P	lan
<u> </u>	Version: 1i Peter 9/4/2011								1							IECT IM				

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.101 NO -0.040 NO $\Delta v/c$ after mitigation: -0.040 Fully mitigated? N/A







I/S #:	North-South Street: Cano	ja Av			Year of	f Count:	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
10	East-West Street: Victor	y Bl			Projectio	on Year:	2035		Pea	ak Hour:	Wkdy LN	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. of Phase			3			3				4				4				4
	posed Ø'ing: N/S-1, E/W-2 or Both-3	ND 0	SB	0	NB	0 SB-	0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA-3	EB 0	WB	0	EB	0 WB-		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATCS-2			0			0				2				2				2
	Override Capaci			0			0				0				0				0
	MOVEMENT	20	35 NO BUIL		NON-ESC	PROJECT			W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT	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
	↑ Left	39	1	39	2		0	7	46	1	46	0	46	1	46	0	46	1	46
	← Left-Through		0							0				0				0	
l ğ	Through	330	2	138	13		0	-19	311	3	104	26	337	3	112	0	337	3	112
ᆘᄬᅵ	Through-Right	00	1	83	5		0	32	445	0 1	101	0	445	0	101	0	445	0	101
NORTHBOUND		83	0 0	83	5		U	32	115	0	101	U	115	0	101	U	115	0	101
Ž	Left-Right		0							0				0				0	
		_																	
₽	Left	34	1	34	0		0	6	40	2	22	0	40	2 0	22	0	40	2	22
		202	0 2	79	-2		0	6	208	0 2	82	0	208	2	82	0	208	2	82
l ĕ l	✓ Through-Right	202	1	.0	_		ŭ		200	1	02		200	1	02		200	1	02
SOUTHBOUND	ب Right	35	0	35	0		0	2	37	0	37	0	37	0	37	0	37	0	37
SO	← Left-Through-Right ↓ Left-Right		0 0							0				0				0	
	↓ Left-Right		U							U				U				U	
	ے Left	33	1	33	1		0	-1	32	1	32	0	32	1	32	0	32	1	32
	→ Left-Through	007	0 3	07	40		•	470	400	0 4	404	457	0.40	0	400		0.40	0 4	400
) g	→ Through → Through-Right → Through-Right → Through-Right → Through-Right → Through-Right → Through 307	3 1	87	19		0	176	483	0	121	157	640	0	160	0	640	0	160	
EASTBOUND			39	2		0	7	46	1	23	0	46	1	23	0	46	1	23	
EA	Left-Through-Right 0								0				0				0		
	- ≺ Left-Right		0							0				0				0	
	√ Left	46	1	46	3		0	6	52	2	29	0	52	2	29	0	52	2	29
WESTBOUND			0							0				0				0	
l g	← Through ♣ Through-Right	271	3	82	18		0	72	343	3	98	0	343	3	98	0	343	3	98
STE		55	0	55	3		0	-6	49	0	49	0	49	0	49	0	49	0	49
VE.	Right Left-Through-Right		0	00			ŭ		10	0	10			0	10		10	0	10
	├ Left-Right 0 North-South: 172		470						0	400			0	101			0	40.4	
	CRITICAL VOLUME		rth-South: :ast-West:	172 133		South: t-West:	0 0			th-South: ast-West:	128 150			th-South: ast-West:				th-South: ast-West:	134 189
	SUM: 305				Last	SUM:	0		L	SUM:	278			SUM:			_	SUM:	323
	VOLUME/CAPACITY (V/C) RATIO: 0.214						0.000				0.202				0.235				0.235
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.214						0.000				0.102				0.135				0.135
	LEVEL OF SERVICE (LOS):						Α				Α				Α				Α
	REMARKS	: Futur	e 2035 No E	Build	Non_ESC Pr	oject Volur	mes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	Non_ESC +	ESC	wit	h Event Ma	nagement F	Plan
ь	Version: 1i Peter 9/4/2011														IECT IN				

Version: 1i Beta; 8/4/2011

Change in v/c due to project: -0.112 -0.079 \triangle

Significant impacted?

-0.112 NO -0.079 NO $\triangle v/c$ after mitigation: -0.079 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Variel Av	,			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Já	anuary 20	20
11	East-West Street:	Victory E	31			Projec	tion Year	2035		Pea	ak Hour:	Wkdy LN	Revie	ewed by:			Project:	Prome	nade (10k	(Seats)
1	No. of posed Ø'ing: N/S-1, E/W-2 or Turns: FREE-1, NRTOR-2 or		NB 0	SB	3 1 0	NB	0 SE		NB	0	SB	4 0 0	NB	0	SB	4 0 0	NB	0	SB	4 0 0
	ATSAC-1 or ATSAC+A		EB 0	WB	0	EB	0 WE	3 0 0	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	Override (0			0				0				0				0
			203	5 NO BUIL	D	NON-E	SC PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	C PROJ	FUTU	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/	FULL PROJ	W/ EMP
	MOVEMENT		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
₽	Left		70	1	70	1		0	-30	40	1	40	0	40	1 0	40	0	40	1	40
NORTHBOUND	← Left-Through↑ Through↑ Through-Right		0	0 0 1	113	5		0	160	160	0 2 0	80	0	160	0 2 0	80	0	160	0 2 0	80
₹	Right		113	0	0	0		0	-95	18	1	7	0	18	1	7	0	18	1	7
Š.	Left-Through-Right			0							0				0				0	
	← Left-Right			0							0				0				0	
	→ Left		0	0	0	1		0	11	11	1	11	0	11	1	11	0	11	1	11
	Left-Through			0		_					0				0				0	
8		↑ Through-Right 0		0	5		0	48	48	2	24	0	48	0	24	0	48	2	24	
l Ĕ	Right) Right 0 0		0	3		0	24	24	1	0	0	24	1	0	0	24	1	0	
SOUTHBOUND	Left-Through-Right			0							0				0				0	
0,	↓ Left-Right			0							0				0				0	
	Ĵ Left		0	1	0	3		0	82	82	1	82	0	82	1	82	0	82	1	82
₽	→ Left-Through			0							0	. = =			0				0	
l Š	→ Through → Through-Right		446	3 1	125	23		0	164	610	4 0	153	157	767	4 0	192	0	767	4 0	192
EASTBOUND	Right		55	0	55	2		0	-12	43	1	23	0	43	1	23	0	43	1	23
E	Left-Through-Right			0							0				0				0	
	- ≺ Left-Right			0							0				0				0	
	√ Left		27	1	27	1		0	14	41	2	23	0	41	2	23	0	41	2	23
WESTBOUND				0							0				0				0	
301	← Through ← Through-Right		303	3 1	76	11		0	105	408	3 1	108	0	408	3 1	108	0	408	3 1	108
STE	Right Left-Through-Right		0	0	0	1		0	25	25	0	25	0	25	Ó	25	0	25	0	25
WE	h ====================================			0							0				0				0	
			Nov	0 th South:	113	Mar	th-South:	0		No.	0 th-South:	91		Non	0 th-South:	91		Mai	0 rth-South:	91
	CRITICAL VOLUMES East-West: 152				-	ast-West:	0			ast-West:	190			ın-soutn: ast-West:				ast-West:	215	
	SUM: 265				265		SUM:	0			SUM:	281			SUM:				SUM:	306
					0.186			0.000				0.204				0.223				0.223
V/	C LESS ATSAC/ATCS ADJUS				0.186			0.000				0.104				0.123				0.123
	LEVEL OF SERVICE (LOS):				Α			Α				Α				Α				Α
	REMARKS: Future 2035 No Build				uild	Non_ESC	Project Volu	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	lon_ESC +	ESC	wit	th Event Ma	nagement P	Plan

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.082 NO -0.063 NO $\triangle v/c$ after mitigation: -0.063 Fully mitigated? N/A







I/S #:	North-South Street: De Sot	o Av			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G'	тс	Date:	Ja	nuary 20	20
12	East-West Street: Victory	BI			Projec	tion Year	2035		Pea	ak Hour:	Wkdy LN	Revie	wed by:			Project:	Promei	nade (10k	Seats)
	No. of Phases			4			4				4				4				4
Ор	posed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 3	SB	0	NB	3 SE	0 3 0	NB	3	SB	0	NB	3	SB	0	NB	3	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	3B WB	3	EB	0 WI		EB	0	ЗВ WВ	2	EB	0	ЗВ WВ	2	NВ ЕВ	0	ЗВ WВ	2
	ATSAC-1 or ATSAC+ATCS-2?			0			0				2				2				2
	Override Capacity			0			0				0				0				0
		203	35 NO BUIL			SC PROJEC	T VOLS		W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT		No. of	Lane	Project		Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
	5 10#	Volume	Lanes 1	Volume 16	Traffic 0		Volume	Volume 20	Volume 36	Lanes	Volume 20	Volume 0	Volume 36	Lanes	Volume 20	Volume 0	Volume 36	Lanes	Volume 20
₽	↑ Left Left-Through	16	0	10	U		0	20	30	2 0	20	U	36	2 0	20	U	30	2 0	20
NORTHBOUND	↑ Through	265	2	123	3		0	-3	262	3	87	26	288	3	96	0	288	3	96
Ψ	↑ Through-Right		1							0				0				0	
T.	Right	104	0	104	1		0	1	105	1	72	0	105	1	72	0	105	1	72
2	← Left-Through-Right		0							0				0				0	
	→ Left-Right		0							0				0				0	
	Left	30	1	30	0		0	-2	28	2	15	0	28	2	15	0	28	2	15
2	Left-Through	30	0	30	U		U	-2	20	0	13	U	20	0	13	0	20	0	13
8	Through	191	2	80	4		0	29	220	4	55	0	220	4	55	0	220	4	55
Ě	← Through-Right		1							0				0				0	
SOUTHBOUND	√ Right	48	0	48	1		0	15	63	1	33	0	63	1	33	0	63	1	33
So	← Left-Through-Right ↓ Left-Right		0 0							0				0				0 0	
	Leit-Right		U							<u> </u>				U				U	
	ح Left	100	2	55	3		0	10	110	2	61	0	110	2	61	0	110	2	61
₽	→ Left-Through		0							0				0				0	
EASTBOUND	→ Through	454	3	121	17		0	58	512	4	128	157	669	4	167	0	669	4	167
TB	→ Through-Right	20	1 0	30	1		0	16	46	0 1	36	0	46	0	36	0	46	0	36
. AS	Right Left-Through-Right	30	0	30	1		U	10	40	0	30	U	40	0	30	U	40	0	30
	✓ Left-Right		0							0				0				0	
	<u> </u>																		
ا م ا	✓ Left	55	2	30	2		0	5	60	2	33	0	60	2	33	0	60	2	33
WESTBOUND		245	0 3	82	12		0	95	340	0 3	93	0	340	0 3	93	0	340	0 3	93
8	← Through-Right	243	0	02	12		U	95	340	1	90	U	340	1	33	0	340	1	93
ST	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	
			0	153		4.0- 4	^			0	400			0	444			0	444
	North-South: 15 CRITICAL VOLUMES East-West: 15					th-South: ast-West:	0			th-South: ast-West:	102 161			th-South: ast-West:	111 200			th-South: ast-West:	111 200
	CRITICAL VOLUMES		:asi-wesi: SUM:		[SUM:	0		E	SUM:	263		E	SUM:	311		E	SUM:	311
	VOLUME/CAPACITY (V/C) RATIO			0.221			0.000				0.191				0.226				0.226
V/0	C LESS ATSAC/ATCS ADJUSTMENT:	0.221			0.000				0.096				0.126				0.126		
	LEVEL OF SERVICE (LOS):	0.221 A			0.000 A				0.096				Δ.126				0.126 A		
	REMARKS:		Non ESC	Project Vol		Delta Vol	= WCSP Ba	ckaround ±		Fut -	+ WCSP + N	Ion ESC ±		varit	h Event Mar	nagement B			
		Futur	e 2035 No E	Juliu	NOII_ESC	r roject voli	unies Offiy	Delia VOI	- WOOP Ba	ckyrouria +	INUITESC	rut -	* ***********				ıı Everil iviar	iayement P	Iall
	Version: 1i Beta; 8/4/2011													PROJ	ECT IM	PACT			

Change in v/c due to project: Significant impacted? -0.125 NO

-0.095 NO

 $\Delta v/c$ after mitigation: -0.095 Fully mitigated? N/A



Level of Service Worksheet (Circular 212 Method)





I/S #:	North-South Street: SI	houp Av	/			Year	of Count	2016	Ambie	nt Growt	h: (%): **		Condu	cted by:	G'	тс	Date:	Ja	nuary 20	20
13	East-West Street: Er	rwin St				Projec	tion Year	2035		Pea	ak Hour:	Wkdy LN	Revie	wed by:			Project:	Prome	nade (10k	Seats)
	No. of Ph				3			3				4				4				4
Орј	oosed Ø'ing: N/S-1, E/W-2 or Bo		MD 0	0.0	2	4/0	0 SE	2	MD	0	0.0	2		0	0.0	2		0	0.0	2
Right	Turns: FREE-1, NRTOR-2 or OL	LA-37	NB 0 EB 0	SB WB	2	NB EB	0 SE 0 WE	-	NB EB	0 0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+ATO		LD=	112	0	LD	0 112	0	LD	U	112	2	LD	J	112	2	LD-	U	112	2
	Override Car	pacity			0			0				0				0				0
			203	5 NO BUIL	D	NON-ES	C PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	C PROJ	FUTUI	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT			No. of	Lane	Project		Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
	5		Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
₽	↑ Left Left-Through		4	1 0	4	0		0	1	5	1 0	5	0	5	1 0	5	0	5	1 0	5
NORTHBOUND	† Through		320	1	171	0		0	10	330	2	165	0	330	2	165	0	330	2	165
B	↑ Through-Right		020	1		· ·		ŭ		000	0	100		000	0	100		000	0	100
I	Right		22	0	22	0		0	13	35	1	21	0	35	1	21	0	35	1	21
ğ	← Left-Through-Right			0							0				0				0	
				0							0				0				0	
	1 - 6		00	1	00			0		00	4			00				00	1	00
9	↓ Left↓ Left-Through		29	0	29	3		0	3	32	1 0	32	0	32	0	32	0	32	0	32
l ž	Through		189	1	96	13		0	-10	179	1	91	0	179	1	91	0	179	1	91
Ψ	← Through-Right			1							1				1				1	
SOUTHBOUND	Right		3	0	3	0		0	0	3	0	3	0	3	0	3	0	3	0	3
SO	Left-Through-Right			0							0				0				0	
	↓ Left-Right			0							0				0				0	
ı	ر Left	I	1	0	1	0		0	1	2	0	2	0	2	0	2	0	2	0	2
₽	→ Left-Through			0		-		_			0	_			0				0	_
<u> </u>	→ Through		1	0	4	0		0	1	2	0	6	0	2	0	6	0	2	0	6
EASTBOUND	→ Through-Right		•	0	0	•		0	•	0	0	0		0	0	0		0	0	0
AS	Right Left-Through-Right		2	0	0	0		0	0	2	0 1	0	0	2	0	0	0	2	0	0
ш				0							Ö				0				0	
	, , , , , , , , , , , , , , , , , , ,																			
	√ Left		37	1	20	3		0	15	52	1	28	0	52	1	28	0	52	1	28
WESTBOUND			0	1	00				_	2	1	00		2	1	00		•	1 0	00
30	← Through ← Through-Right		2	0	20	0		0	1	3	0	28	0	3	0	28	0	3	0	28
STE	Right		83	1	83	5		0	3	86	1	70	0	86	1	70	0	86	1	70
Ř	Left-Through-Right			0				_	_		0				0				0	
	├─ Left-Right			0							0				0				0	
	North-South: 20 CRITICAL VOLUMES East-West:						th-South:	0			th-South:	197			th-South:	197			th-South:	197
	CRITICAL VOLU	UMES	E	ast-West: SUM:	87 287	Ea	ast-West: SUM:	0 0		Eá	ast-West: SUM:	76 273		Eá	ast-West: SUM:	76 273		E	ast-West: SUM:	76 273
	VOLUME/CAPACITY (V/C) R	ATIO:		JUIVI.	0.201		GUIVI:	0.000			GUIVI:	0.199			JUNI:				JUIVI.	
VI	LESS ATSAC/ATCS ADJUSTN															0.199				0.199
V/C					0.201			0.000				0.099				0.099				0.099
	LEVEL OF SERVICE (I	Α	=		Α				Α	_		. ====	Α		. =		Α			
	REMA	uild	Non_ESC	Project Volu	ımes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	+ WCSP + N				h Event Mai	nagement P	lan			
	Version: 1i Beta; 8/4/2011											PROJ	ECT IM	PACT						

Change in v/c due to project: Significant impacted? -0.102 NO

-0.102 NO

 $\Delta v/c$ after mitigation: -0.102 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Randi A	//Nevada Av	1		Year	of Count	2016	Ambi	ent Growt	th: (%): **		Condu	cted by:	G	TC	Date:	Ja	nuary 20)20
14	East-West Street:	Erwin St				Projec	tion Year	2035		Pe	ak Hour:	Wkdy LN	Revie	wed by:			Project:	Prome	nade (10	k Seats)
		f Phases			2			2				2				2				2
	osed Ø'ing: N/S-1, E/W-2 o		NB 0	SB	0	NB	0 SE	0 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right '	Turns: FREE-1, NRTOR-2 o	r OLA-3?	EB 0	WB	0	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+				0	_		0				2				2				2
	Override	Capacity			0			0				0				0				0
	MOVEMENT		203	5 NO BUILI			SC PROJEC			W/ WCSP				RE W/ WCS				WCSP W/ F		
	WOVEWENT		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
	Left		5	0	5	0		0	-1	4	0	4	0	4	0	4	0	4	0	4
N N	← Left-Through			0							0				0				0	
l g	Through		5	0	18	0		0	1	6	0	21	0	6	0	21	0	6	0	21
Ⅱ 뿔 Ⅱ	Through-Right			0							0				0				0	
NORTHBOUND			8	0	0	0		0	3	11	0	0	0	11	0	0	0	11	0	0
ž	₩ Left-Through-Right ★ Left-Right			0							0				0				0	
	2011 Hight																			
	└→ Left		4	0	4	0		0	1	5	0	5	0	5	0	5	0	5	0	5
<u> </u>	Left-Through		•	1 0	40	0		•		0	1 0	4.4	•	0	1 0	4.4		0	1	4.4
BO			6	0	10	0		0	0	6	0	11	0	6	0	11	0	6	0 0	11
Ε	Right		4	1	2	0		0	2	6	1	4	0	6	1	4	0	6	1	4
SOUTHBOUND	Left-Through-Right			0							0				0				0	
, , ,	↓ Left-Right			0							0				0				0	
	ے Left		5	1	5	1		0	0	5	1	5	0	5	1	5	0	5	1	5
₽	→ Left-Through			0	·			Ü		J	0	J		J	0	·		Ü	0	
l inc	→ Through		43	1	25	10		0	10	53	1	29	0	53	1	29	0	53	1	29
TB(→ Through-Right		_	1 0	7	_		0		_	1	_	•	_	1 0	_		-	1	-
EASTBOUND	Right 7 Left-Through-Right		0	7	1		0	-2	5	0	5	0	5	0	5	0	5	0	5	
"	∠ Left-Right			0							Ö				0				0	
	*																			
۵			10	1 0	10	1		0	3	13	1 0	13	0	13	1 0	13	0	13	1 0	13
WESTBOUND	↓ Leπ-Through ← Through		123	1	70	11		0	18	141	1	84	26	167	1	97	0	167	1	97
)BO	Through-Right		.20	1	. •			ŭ			1	•			1	•			1	•
LSE	Right		17	0	17	2		0	9	26	0	26	0	26	0	26	0	26	0	26
×	Left-Through-Right Left-Right			0							0				0				0	
	North-South: 22				22	Nor	th-South:	0		Nor	th-South:	26		Non	th-South:	26		Nor	th-South:	26
	CRITICAL VOLUMES East-West: 75		75		ast-West:	0			ast-West:	89			ast-West:				ast-West:			
				97		SUM:	0			SUM:	115			SUM:				SUM:	128	
				0.065			0.000				0.077				0.085				0.085	
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.06				0.065			0.000				0.038				0.043				0.043
	LEVEL OF SERVICE (LOS):			Α			Α				Α				Α				Α	
	RE	MARKS:	Future	2035 No B	uild	Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ackground +	Non_ESC	Fut -	+ WCSP + N	lon_ESC +	ESC	wi	h Event Ma	nagement F	Plan
	Varcion: 1i Pata: 9/4/2011															IECT IN				

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.027 NO -0.022 NO $\Delta v/c$ after mitigation: -0.022 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Topanga	Canyon Bl			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	TC	Date:	Ja	anuary 20)20
15	East-West Street:	Erwin St				Projec	tion Year	2035		Pea	ak Hour:	Wkdy LN	Revie	wed by:			Project:	Prome	nade (10l	k Seats)
0		Phases			2			2				4				4				4
	posed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	0	NB	0 SE	0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	EB 0	WB	0	EB	0 WE		EB	0	WB	3	EB	0	WB	3	EB	0	WB	3
	ATSAC-1 or ATSAC+				0			0				2				2				2
	Override (Capacity	203	5 NO BUIL	•	NON-ES	SC PROJEC	U	ELITLIDE	W/ WCSP	W/ NON-ES	•	FUTU	RE W/ WCS	D W/ EIII I	•	FUT W/	WCSD W/	FULL PROJ	•
	MOVEMENT		203	No. of	Lane	Project	JC PROJEC	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left		43	1	43	6		0	22	65	1	65	0	65	1	65	0	65	1	65
	← Left-Through			0		40		•	_	440	0		404	000	0	457		200	0	004
BO	↑ Through		414	2	148	10		0	5	419	3 1	111	184	603	3	157	0	603	3	201
핕	Through-Right Right		29	0	29	2		0	-4	25	0	25	0	25	0	25	341	366	0	325
NORTHBOUND	Left-Through-Right			0		_					0			_3	0			555	0	020
	← Left-Right			0							0				0				0	
	1.44			1		04			00	_	4	_		_		_				
₽			28	0	28	21		0	-20	8	1 0	8	0	8	0	8	0	8	1 0	8
SOUTHBOUND	Through		317	2	109	-4		0	-2	315	2	109	0	315	2	109	0	315	2	109
Ě	← Through-Right			1							1				1				1	
5			11	0 0	11	0		0	1	12	0	12	0	12	0	12	0	12	0	12
SO	← Left-Through-Right ↓ Left-Right			0							0				0				0	
	24 Lon rught																			
	Left		29	1	29	4		0	8	37	1	37	0	37	1	37	0	37	1	37
ᆝᄫᆝ			20	0	28	6		0	12	E1	0 1	42	0	E1	0	42	0	E1	0 1	43
301	→ Through Through-Right		38	1	28	0		U	13	51	1	43	U	51	1	43	0	51	1	43
EASTBOUND	Right 17 0		17	4		0	17	34	0	34	0	34	0	34	0	34	0	34		
EA	Left-Through-Right			0							0				0				0	
	-			0							0				0				0	
	√ Left		45	1	45	0		0	0	45	2	25	0	45	2	25	105	150	2	83
2				0							0				0				0	
l o	← Through		98	1	68	0		0	9	107	2	54	26	133	2	67	0	133	2	67
E I	← Through-Right ← Right		37	1 0	37	0		0	0	37	0 1	29	236	273	0 1	265	0	273	0 1	265
WESTBOUND	Left-Through-Right		31	0	- 01			0		31	0	23	200	210	0	200		210	0	203
									0				0				0			
	North-South: 176 CRITICAL VOLUMES East-West: 97		176 97		th-South:	0			th-South: ast-West:	174 91			th-South: ast-West:	174 302			rth-South: ast-West:			
	SUM: 273				E	SUM:	0		E	SUM:	265		E	ast-west: SUM:				:ast-west :SUM		
					0.182			0.000				0.193				0.346				0.462
V/C	0.102				0.182			0.000				0.096				0.246				0.362
				A			A				A				Α				A	
			Future	2035 No E		Non ESC	Project Volu		Delta Vol	= WCSP Ba	ckground +		Fut -	+ WCSP + N	Non ESC +		w/ EMP (does not inc	clude 3% To	CO credit)
<u> </u>	REMARKS: Future 2035 No Build						, - 01 1 010	5,			.g aa .					IFOT IN				

Version: 1i Beta; 8/4/2011

NO

Significant impacted?

0.064 NO ∆v/c after mitigation: 0.180
Fully mitigated? N/A



(Circular 212 Method)





I/S #:	North-South Street:	Warner [Orive North			Year of C	Count: 2016	Ambi	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
16	East-West Street:	Erwin St	reet			Projection	Year: 2035		Pe	ak Hour:	Wkdy LN	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
Onr	No. o posed Ø'ing: N/S-1, E/W-2 or	f Phases			0		0				3				3 0				3
			NB 0	SB	0	NB () SB 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or		EB 0	WB	0	EB () WB 0	EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+				0 1200		0 1200				2				2				2
			203	5 NO BUIL	D	NON-ESC PI	ROJECT VOLS	FUTUR	E W/ WCSP	W/ NON-ES	SC PROJ	FUTU	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT		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
	↑ Left		0	1	0	28	0	28	28	2	15	262	290	2	160	105	395	2	217
NORTHBOUND	← Left-Through			0						0				0				0	
30	Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
l ¤ l	Through-Right		0	0	0	110	0	110	110	0 1	93	315	425	0	408	26	451	0	434
S.			U	0	U	110	U	110	110	0	93	313	423	0	406	20	451	0	434
Z	Left-Right			0						0				0				0	
_															_				
₽	↓ Left↓ Left-Through		0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0 0	0
SOUTHBOUND	Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Æ	Through-Right			0						0				0				0	
5	Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SO	← Left-Through-Right ↓ Left-Right			0						0				0				0	
I	24 Leit-Right																		
	ر Left			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	→ Left-Through → Through		0	0	0	17	•	0.5	0.5	0 2	40	0	0.5	0	40	341	400	0 2	242
30	→ Through Through-Right		0	1	U	17	0	85	85	0	43	0	85	0	43	341	426	0	213
STE	Right	Right 0 0		0	42	0	42	42	1	35	0	42	1	0	0	42	1	0	
EA	Left-Through-Right			0						0				0				0	
I	-			0						0				0				0	
	√ Left		0	1	0	35	0	35	35	1	35	0	35	1	35	0	35	1	35
WESTBOUND				0		_				0				0				0	
ಠ್ಣ	← Through ← Through-Right		0	2 0	0	0	0	157	157	2	79	0	157	2 0	79	0	157	2	79
STE	Right Left-Through-Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WE	,			0	-				_	0			-	0	_		-	0	_
	├ Left-Right 0 North-South: 0			0	Now! O			A/	0 4h Carreta	00		A/	0 45 Court	400		M	0 45 Caveta	434	
	CRITICAL VOLUMES East-West: 0				0	North-Se East-V				th-South: ast-West:				th-South: ast-West:				th-South: ast-West:	434 248
	SUM: 0				0		SUM: 0			SUM:				SUM:				SUM:	682
					0.000		0.000		·	·	0.121				0.342		·	·	0.479
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.00				0.000		0.000				0.060				0.242				0.379
	LEVEL OF SERVICE (LOS):			Α		Α				Α	<u> </u>			Α				Α	
	RE	MARKS:	Not analy	zed under	WCSP	Non_ESC Proje	ect Volumes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	lon_ESC +	ESC	w/ EMP (does not inc	lude 3% TO	CO credit)
	Varcion: 1i Poto: 9/4/2011											IECT IM							

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? 0.060 NO 0.242 NO $\Delta v/c$ after mitigation: 0.379 Fully mitigated? N/A







I/S #:	/S #: North-South Street: Owensmouth Av 17 East-West Street: Erwin St						of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G ⁻	тс	Date:	Ja	nuary 20	20
17	East-West Street:	Erwin St				Project	ion Year:	2035		Pea	ak Hour:	Wkdy LN	Revie	wed by:			Project:	Promei	nade (10k	Seats)
		of Phases			2			2				4				4				4
Орј	oosed Ø'ing: N/S-1, E/W-2 o	r Both-3?	ND 0	00	0	MD	0 SE	0 3 0	MD	3	0.0	0		3	0.0	0		0	0.0	0
Right	Turns: FREE-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE	-	NB EB	3	SB WB	3	NB EB	3	SB WB	0	NB EB	3	SB WB	0
	ATSAC-1 or ATSAC+	ATCS-2?	LD-	112	0	LD	0 112	0	LD	U	***	2	LD	U	112	2	LD-	U	112	2
	Override	Capacity			0			0				0				0				0
			203	5 NO BUIL	D	NON-ES	C PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	SC PROJ	FUTUI	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT			No. of	Lane	Project		Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
ļ	5		Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
₽	↑ Left Left-Through		25	1 0	25	-2		0	13	38	2 0	21	0	38	2 0	21	0	38	2 0	21
NORTHBOUND	↑ Through		171	1	93	-9		0	-3	168	2	84	78	246	2	123	-78	168	2	84
層	† Through-Right			1	33	v		ŭ		100	0	04		210	0	123	10	100	0	04
I ₹ I	Right		14	0	14	-1		0	4	18	1	0	52	70	1	51	-52	18	1	0
ğ	Left-Through-Right			0							0				0				0	
_				0							0				0				0	
	└ Left			1				_		40	4	40		40	1	40		40	1	40
9	→ Leπ Left-Through		36	0	36	6		0	4	40	1 0	40	0	40	0	40	0	40	0	40
	Through		111	1	87	19		0	19	130	2	65	0	130	2	65	0	130	2	65
Ιĕ	← Through-Right			1	-						0				0				0	
SOUTHBOUND	Right		63	0	63	13		0	25	88	2	33	0	88	2	0	0	88	2	0
So	Left-Through-Right			0							0				0				0	
	↓ Left-Right			0							0				0				0	
I	ے 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
I B	↑ Through-Right		00	1	00	45		0	•	00	0	0		00	0	0		00	0 1	0
EASTBOUND	Right Left-Through-Right		20	0 0	20	15		0	3	23	1 0	2	0	23	0	2	0	23	0	2
ш	→ Left-Right			0							0				0				0	
	√ Left		16	1	16	1		0	3	19	1	19	0	19	1	19	0	19	1	19
WESTBOUND			0.7	0		•		0	0.5	140	0 2	50	_	110	0 2	50	_	110	0 2	
90	← Through ← Through-Right		87	1	57	6		0	25	112	0	56	0	112	0	56	0	112	0	56
STE	Right		26	0	26	2		0	6	32	1	0	0	32	1	0	0	32	1	0
٧E	Left-Through-Right			0							0				0				0	
				0							0				0				0	
			129		h-South:	0			th-South:	124			th-South:	163			th-South:	124		
	CRITICAL VOLUMES East-West: 96 SUM: 225		Ea	st-West: SUM:	0		E	ast-West: SUM:	86 210		E	ast-West: SUM:	216 379		E	ast-West: SUM:	259 383			
	VOLUME/CAPACITY (V/C) RATIO:		COM.			com.	0.000			30W.	0.153			30W.	0.276			30W.	0.279
VIII	0.100																			
"					0.150 A			0.000				0.076				0.176				0.179
	LEVEL OF SERVICE (LOS): REMARKS: Future 2035 No Build						Declarity :	A	D-H-VC:	W000 5	-1	A 500		WOCD :	I F00	A		d	ll. 60/ =:	A
			Future	2035 No E	suild	Non_ESC F	Project Volu	umes Only	Delta Vol	= WCSP Ba	скground +	Non_ESC	Fut +	+ WCSP + N			· ·	does not inc	ude 3% TC	O credit)
	Version: 1i Beta; 8/4/2011														PROJ	ECT IM	PACT			

Change in v/c due to project: Significant impacted? -0.074 NO

0.026 NO

 $\Delta v/c$ after mitigation: 0.029 Fully mitigated? N/A







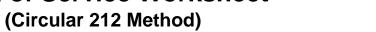
I/S #:							of Count	2016	Ambie	nt Growt	h: (%): **		Condu	cted by:	G ⁻	тс	Date:	Ja	nuary 20	20
18	East-West Street: E	rwin St				Project	tion Year:	2035		Pea	ak Hour:	Wkdy LN	Revie	wed by:			Project:	Promei	nade (10k	Seats)
	No. of Pl				3			3				4				4				4
1	posed Ø'ing: N/S-1, E/W-2 or Bo		NB 0	SB	0	NB	0 SE	0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or Ol	LA-3 (EB 0	WB	0	EB	0 WE	-	EB	2	WB	2	EB	2	WB	2	EB	2	WB	2
	ATSAC-1 or ATSAC+AT	CS-2?			0			0				2	,			2				2
	Override Cap	pacity			0			0				0				0				0
	MOVEMENT		203	5 NO BUILI			C PROJEC			W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT		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
	↑ Left		Volume 44	1	44	2		Volume 0	2	46	2	25	0	46	2	25	0	46	2	25
9	← Left-Through		44	0	44	2		U	2	40	0	25	U	40	0	25	U	40	0	23
NORTHBOUND	† Through		391	2	143	17		0	20	411	2	145	0	411	2	145	0	411	2	145
ΗŘ	→ Through-Right			1							1				1				1	
RT	→ Right		38	0	38	1		0	-15	23	0	23	0	23	0	23	0	23	0	23
9	Left-Through-Right			0							0				0				0	
	Left-Right	I		0							0				0				0	
	↓ Left	1	11	1	11	1		0	10	21	1	21	0	21	1	21	0	21	1	21
SOUTHBOUND	↓ Left-Through		•	0				ŭ			0				0				0	-
00	↓ Through		280	2	103	12		0	-7	273	2	107	0	273	2	107	0	273	2	107
HB	← Through-Right			1							1				1				1	
<u> </u>	Right		30	0	30	2		0	17	47	0	47	0	47	0	47	0	47	0	47
SC	← Left-Through-Right ↓ Left-Right			0							0				0				0	
	Leit-Nigitt			<u> </u>																
	ار Left		38	1	38	5		0	15	53	2	29	26	79	2	43	0	79	2	43
Q.	→ Left-Through			0							0				0				0	
EASTBOUND	→ Through		71	1	54	9		0	15	86	2	43	105	191	2	96	210	401	2	201
TB.	→ Through-Right → Right		37	0	37	3		0	0	37	1	37	0	37	1	37	0	37	1	37
EAS	Left-Through-Right		31	0	37	3		O	O	31	0	37	U	31	0	31	U	37	0	37
-	۔ ✓ Left-Right			0							0				0				0	
	_	-																		
٥	✓ Left ✓ Left-Through		34	1 0	34	0		0	-11	23	2	13	0	23	2	13	0	23	2	13
WESTBOUND	↓ Leπ-Through ← Through		70	1	51	2		0	7	77	2	39	0	77	2	39	0	77	2	39
ВО	Through-Right		70	1	٥,	_		o			0	00	· ·		0	00			0	00
ST	Right		32	0	32	1		0	24	56	1	56	0	56	1	56	0	56	1	56
WE	Left-Through-Right			0							0				0				0	
			Man	0 46 Caustha	151	Maut	h Caushi	0		Maw	0	166		Maw	(h Caushi	166		Man	0	166
	North-So CRITICAL VOLUMES East-V		tn-Soutn: ast-West:	154 89		h-South: st-West:	0 0			th-South: ast-West:	166 85			th-South: ast-West:	166 109			th-South: ast-West:	166 214	
				SUM:	243		SUM:	0			SUM:	251		_,	SUM:	275		_	SUM:	380
	VOLUME/CAPACITY (V/C) R	RATIO:			0.171			0.000				0.183				0.200				0.276
V/0	C LESS ATSAC/ATCS ADJUSTN	MENT:			0.171			0.000				0.091				0.100				0.176
	0.177			A			A				Α				Α				Α	
	REMARKS: Future 2035 No Build						Project Volu		Delta Vol	= WCSP Ba	ckaround +		Fut 4	+ WCSP + N	lon ESC +		wit	h Event Mar	nagement P	
		11110.	i didic	- 2000 NO D	und	14011_12001	1 10,000 7010	arrios Orrig	Dona voi	1700i Dai	onground +	11011_E00	, at	77001 110				T EVOIT IVIAI	agement F	IGIT
	Version: 1i Beta; 8/4/2011														PKUJ	ECT IM	PACI			

Change in v/c due to project: Significant impacted? -0.080 NO

-0.071 NO

 $\Delta v/c$ after mitigation: 0.005 Fully mitigated? N/A







I/S #:						Year of Count: 2016			Ambie	ent Growt	h: (%): **		Condu	cted by:	G	TC	Date:	Ja	anuary 20)20
19	East-West Street:	Erwin St				Projec	tion Year	2035		Pea	ak Hour:	Wkdy LN	Revie	wed by:			Project:	Prome	nade (10l	k Seats)
0		f Phases			3			3				3				3				3
1	posed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	2	NB	0 SE	2 3 0	NB	0	SB	2	NB	0	SB	2	NB	0	SB	2
Right	Turns: FREE-1, NRTOR-2 or	· OLA-3?	EB 0	WB	0	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+				0			0				2				2				2
	Override	Capacity	203	5 NO BUIL	•	NON-ES	SC PROJEC	U	ELITLIDE	W/ WCSP	W/ NON-ES	•	FUTU	RE W/ WCS	D W/ EIII I	•	FUT W/	WCSP W/ F	III I BBO	•
	MOVEMENT		203	No. of	Lane	Project	3C FROJEC	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left		33	1	33	0		0	3	36	1	36	0	36	1	36	0	36	1	36
l š	← Left-Through		400	0		_		•	00	40.4	0		•	40.4	0			40.4	0	
BO	↑ Through		406	2	138	-7		0	28	434	2	147	0	434	2	147	0	434	2	147
핕	Through-Right Right		7	0	7	0		0	0	7	0	7	0	7	0	7	0	7	0	7
NORTHBOUND	← Left-Through-Right		·	0						•	0			•	0			•	0	
	← ←			0							0				0				0	
	1 -44		_	1	_					_	1	_		_				_		
₽	└→ Left ├→ Left-Through		5	0	5	0		0	0	5	0	5	0	5	0	5	0	5	1 0	5
	Through		267	2	105	6		0	11	278	4	70	0	278	4	70	0	278	4	70
SOUTHBOUND	← Through-Right			1							0				0				0	
<u> </u>	Right		48	0	48	1		0	15	63	1	38	0	63	1	19	0	63	1 0	17
SO	← Left-Through-Right ↓ Left-Right			0 0							0				0				0	
	24 Lott Right																			
	J Left		58	1	50	1		0	9	67	1	50	26	93	1	88	0	93	1	93
	→ Left-Through		2	0 0	50			•	4	4	0 0	50	70	00	0	00		00	0	405
301	→ Through→ Through-Right		3	0	50	0		0	1	4	0	50	78	82	0	88	0	82	0	185
EASTBOUND	Right		88	1	0	2		0	-10	78	1	0	0	78	1	60	210	288	1	0
EA	Left-Through-Right			1							1				1				1	
	-			0							0				0				0	
	✓ Left		2	1	2	0		0	1	3	1	3	0	3	1	3	0	3	1	3
WESTBOUND				0							0				0				0	
l So	← Through ← Through-Right		3	1	3	0		0	0	3	1	3	0	3	1	3	0	3	1	3
STE	Right		3	0	1	0		0	0	3	0	1	0	3	0	1	0	3	0	1
VE:	Left-Through-Right			0				Ü		Ü	0	•		J	0			Ü	0	•
	├ Left-Right			0							0				0	1=5			0	
	North-South: 143 CRITICAL VOLUMES East-West: 53			th-South: ast-West:	0			th-South: ast-West:	152 53			th-South: ast-West:				th-South: ast-West:				
			196	-	SUM:	0		E	SUM:	205		E	ast-west: SUM:			_	ast-west: SUM:			
			0.138			0.000				0.144				0.171				0.239		
V/0	V/C LESS ATSAC/ATCS ADJUSTMENT:				0.138			0.000				0.072				0.085				0.139
	LEVEL OF SERVICE (LOS):				A			A				A				A				Α
	REMARKS: Refer to Traffix Analysis										Fut ·	+ WCSP + N	Non ESC +		w/ EMP (does not inc	clude 3% To	CO credit)		
<u> </u>		•	TOT_ESS FOR INCLUDE VOID BOOK FOR INCLUDING THE COST OF INCLUDING THE COST OF INCLUDING COST OF INCLUD																	

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.066 NO -0.053 NO $\Delta v/c$ after mitigation: 0.001 Fully mitigated? N/A







I/S #:							Year of Count: 2016			ent Growt	h: (%): **		Condu	cted by:	G	TC	Date:	Ja	anuary 20)20
20	East-West Street:	Calvert S	St/Promenac	de Blvd		Projec	tion Year	2035		Pea	ak Hour:	Wkdy LN	Revie	ewed by:			Project:	Prome	nade (10	k Seats)
	oosed Ø'ing: N/S-1, E/W-2 or I		NB 0	SB	3 0 0	NB	0 SE	3 0 3 0	NB	0	SB	4 0 0	NB	0	SB	4 0 0	NB	0	SB	4 0 0
Right	Turns: FREE-1, NRTOR-2 or (EB 0	WB	2	EB	0 W	B 2	EB	0	WB	3	EB	0	WB	3	EB	0	WB	3
	ATSAC-1 or ATSAC+A Override C				0			0				2 0				2				2
			203	5 NO BUILI	D	NON-ES	SC PROJEC	T VOLS	FUTUR	W/ WCSP	W/ NON-ES	SC PROJ		RE W/ WCS		PROJ			FULL PRO	J W/ EMP
	MOVEMENT		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
₽	Left		41	1	41	-1		0	2	43	1	43	0	43	1	43	0	43	1	43
<u>\$</u>	← Left-Through ↑ Through		465	0	163	-18		0	36	501	0	135	0	501	0 3	135	0	501	0 3	135
單	↑ Through-Right			1	.00			· ·			1	.00			1				1	
NORTHBOUND	→ Right		24	0	24	39		0	15	39	0	39	0	39	0	39	0	39	0	39
왿	Left-Through-Right			0							0				0				0	
l l	→ Left-Right			0							0				0				0	
	. Left		12	1	12	10		0	-2	10	1	10	0	10	1	10	0	10	1	10
SOUTHBOUND	→ Left-Through			0							0				0				0	
) M	Through		377	2	189	18		0	-46	331	2	166	0	331	2	166	105	436	2	218
ᅵ▐	← Through-Right → Right		16	0 1	16	1		0	9	25	1	25	0	25	1	25	0	25	0 1	25
90	Left-Through-Right		10	0	10	•		Ü		20	0	20	Ĭ	20	0	20		20	0	20
တ	↓ Left-Right			0							0				0				0	
	ے Left			0	•	0		0	0	0	1	0	0	0	4	0			1	0
₽	∠ Left-Through		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	→ Through		0	0	0	0		0	0	0	0	14	0	0	0	14	0	0	0	14
l B	→ Through-Right			0							1				1				1	
AS.	Right Left-Through-Right		17	1 0	0	5		0	-3	14	0 0	0	0	14	0	0	0	14	0 0	0
ш				0							0				0				0	
	*																			
ے ا	✓ Left		0	0	0	75		0	75	75	2	41	734	809	2	445	-53	756	2	416
WESTBOUND			0	0	0	0		0	0	0	0	39	0	0	0	131	0	0	0	301
B0	↑ Through-Right		U	0	U	U		U		U	1	39		U	1	131		U	1	301
EST	Right		38	2	21	77		0	39	77	1	0	184	261	1	0	341	602	1	0
ĕ	Left-Through-Right			0							0				0				0	
	Control of the control of t		230	Nor	th-South:	0		Nor	th-South:	209		Nor	th-South:	209		No	rth-South:	261		
	CRITICAL VOLUMES East-West: 21		21		ast-West:	0			ast-West:	55			ast-West:	459			ast-West:			
	SUM: 251		251		SUM:	0	<u> </u>		SUM:	264	<u> </u>		SUM:	668			SUM:	691		
	VOLUME/CAPACITY (V/C)				0.176			0.000				0.192				0.486				0.503
V/C	LESS ATSAC/ATCS ADJUST	TMENT:			0.176			0.000				0.096				0.386				0.403
	LEVEL OF SERVICE (LOS):				Α			Α	<u> </u>			Α	<u> </u>			Α				Α
	REMARKS: Future 2035 No Build				uild	Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut	+ WCSP + 1	Non_ESC +	ESC	w/ EMP	(does not in	clude 3% T	CO credit)
	Version: 1i Beta: 8/4/2011					PROJECT IMPACT														

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.080 NO 0.210 NO ∆v/c after mitigation: 0.227
Fully mitigated? N/A







I/S #:							Year of Count: 2016			nt Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
21	East-West Street:	Promena	de Blvd			Project	tion Year	2035		Pea	ak Hour:	Wkdy LN	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. o posed Ø'ing: N/S-1, E/W-2 or Turns: FREE-1, NRTOR-2 or		NB 0 EB 2	SB WB	2 0 0	NB EB	0 SE		NB EB	0	SB WB	2 0 0 0	NB EB	0	SB WB	2 0 0 0	NB EB	0	SB WB	2 0 0 0
	ATSAC-1 or ATSAC+A				0			0				2				2				2
	Overnaci	oupuoity	203	5 NO BUIL	_	NON-ES	SC PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	SC PROJ	FUTU	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/ F	ULL PROJ	
	MOVEMENT		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
D	Left		13	1	13	10		0	-3	10	1	10	0	10	1	10	0	10	1	10
NORTHBOUND	Left-Through Through		179	0	91	-21		0	0	179	0	92	0	179	0	92	0	179	0	92
TH	Through-Right Right		3	0	3	-1		0	2	5	1 0	5	0	5	0	5	0	5	1 0	5
NOR	Left-Through-Right Left-Right			0							0				0				0	
_ [Left		2	1	2	3		0	1	3	1	3	0	3	1	3	0	3	1	3
SOUTHBOUND	Left-Through Through		132	0 1	7 5	-17		0	4	136	0 1	76	0	136	0 1	76	0	136	0 1	76
HB	Through-Right		47	1 0	47	40		0		40	1 0	40	•	40	1	40		40	1 0	40
Sour	✓ Right→ Left-Through-Right✓ Left-Right		17	0	17	16		0	-1	16	0	16	0	16	0	16	0	16	0	16
	•																			
<u> </u>	→ Left → Left-Through		11	0 1 0	11	2		0	-9	2	0	2	131	133	0	133	-131	2	0	2
BO1	→ Through→ Through-Right		3	1	14	1		0	-2	1	0 1	3	0	1	0 1	3	0	1	0 1	3
EASTBOUND	Right Left-Through-Right		15	0 0	15	2		0	-13	2	0 0	3	0	2	0 0	0	0	2	0 0	3
	→ Left-Right			0							0				0				0	
9			13	0	13	0		0	-1	12	0	12	0	12	0	12	0	12	0	12
30 OI	← Through ← Through-Right		2	0	8	0		0	-2	0	0	6	0	0	0	6	0	0	0	6
WESTBOUND	Right		6	0	0	0		0	0	6	0	0	0	6	0	0	0	6	0	0
W	Left-Through-Right Left-Right			0 0							0 0				0 0				0 0	
	CRITICAL VOLUMES			th-South: ast-West: SUM:	93 28 121		th-South: ast-West: SUM:	0 0 0			th-South: ast-West: SUM:	95 15 110			th-South: ast-West: SUM:	139			th-South: ast-West: SUM:	95 15 110
			0.081		JOIN.	0.000			JOIN.	0.073			GOW.	0.156			30.W.	0.073		
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.081			0.000				0.037				0.078				0.037	
			Α			Α				Α				Α				Α		
	REMARKS: Future 2035 No Build					Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut	+ WCSP + N		ESC IM		h Event Mai	nagement P	Plan

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.044 NO -0.003 NO $\Delta v/c$ after mitigation: -0.044 Fully mitigated? N/A







I/S #:	North-South Street: Sho		Year of Count: 2016			Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Já	nuary 20	20		
22	East-West Street: Oxn	ard St			Projecti	ion Year	2035		Pea	ak Hour:	Wkdy LN	Revie	ewed by:			Project:	Prome	nade (10l	(Seats)
	No. of Pha			2			2				4				4				4
1	oosed Ø'ing: N/S-1, E/W-2 or Both	ND 0	SB	0	NB	0 SE	0 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA	3? EB 0	WB	0	EB	0 WE		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATCS			0			0				2				2				2
	Override Capa			0			0				0				0				0
	MOVEMENT	20	35 NO BUIL			C PROJEC			W/ WCSP				RE W/ WCS	No. of			WCSP W/ F	No. of	
	MOVEMENT	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
	Left	26	1	26	0		0	0	26	1	26	0	26	1	26	0	26	1	26
NORTHBOUND	→ Left-Through		0							0				0				0	
l og	Through	263	1	148	3		0	10	273	2	137	0	273	2	137	0	273	2	137
뿔	Through-Right		1	00			•			0	00			0	0.0			0	0.0
DR.		32	0 0	32	0		0	6	38	1 0	30	0	38	1	30	0	38	1 0	30
ž	Left-Right		0							0				0				0	
		•																	
Ω	Left	31	1	31	0		0	5	36	1	36	0	36	1	36	0	36	1	36
N		160	0	87	2		0	24	184	0 1	98	0	184	0	98	0	184	0	98
<u>B</u> C	→ Through-Right	100	1	01	2		U	24	104	1	90	0	104	1	90	U	104	1	90
5	Right	13	0	13	0		0	-1	12	0	12	0	12	0	12	0	12	0	12
SOUTHBOUND	Left-Through-Right		0							0				0				0	
	↓ Left-Right		0							0				0				0	
		26	1	26	0		0	-3	23	1	23	0	23	1	23	0	23	1	23
₽	→ Left-Through		0							0				0				0	
lo o	→ Through	300	2	150	0		0	1	301	2	151	0	301	2	151	0	301	2	151
)TB	→ Through-Right → Right	18	0 1	5	0		0	0	18	0 1	5	0	18	1	5	0	18	1	5
EASTBOUND	→ Left-Through-Right	10	0	J			Ū		10	0	J		10	Ö	J		10	0	Ü
	- deft-Right - Left-Right		0							0				0				0	
	√ Left	13	1	13	2		0	4	17	1	17	0	17	1	17	0	17	1	17
9	√ Left-Through	13	0	13			J	-	17	0	- 17		17	0	17		17	0	- 17
WESTBOUND	← Through	173	1	173	16		0	-7	166	1	166	26	192	1	192	0	192	1	192
ΪB	Through-Right	0.7	0	00					40	0 1	00		40	0	00		46	0	00
ÆS	Right Left-Through-Right	37	1 0	22	4		0	9	46	1 0	28	0	46	1 0	28	0	46	1 0	28
5	Left-Right		0							0				0				0	
	North-South: 179			h-South:	0			th-South:	173			th-South:				th-South:	173		
	CRITICAL VOLUMES East-West: 199 SUM: 378		Eas	st-West:	0		E	ast-West:	189		E	ast-West:			E	ast-West:	215		
				SUM:	0.000			SUM:	362 0.263			SUM:	388 0.282			SUM:	388 0.282		
WC	0.202																		
V/C	0.2		0.252			0.000				0.163 A				0.182 A				0.182	
-	LEVEL OF SERVICE (LOS): REMARKS: Future 2035 No Build						- WCSD Da	okaround :		Et	+ MCSD + *	lon ESC :			h Event Ma	nagament F	A		
<u> </u>	Vorcion: 1i Poto: 9/4/2011	buila	Non_ESC Project Volumes Only									nagement F	rian						

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.089 NO -0.070 NO $\Delta v/c$ after mitigation: -0.070 Fully mitigated? N/A







I/S #:							Year of Count: 2016			ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	anuary 20	20
23	East-West Street:	Oxnard S	Street			Project	tion Year	2035		Pe	ak Hour:	Wkdy LN	Revie	wed by:			Project:	Prome	nade (10k	k Seats)
	No. of posed Ø'ing: N/S-1, E/W-2 or Turns: FREE-1, NRTOR-2 or		NB 0	SB	2 0 0	NB	0 SE	2 0 3 0	NB	0	SB	2 0 0	NB	0	S <i>B</i>	2 0 0	NB	0	SB	2 0 0
Right			EB 0	WB	0	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+/ Override (0 0			0				2 0				2 0				0
			203	5 NO BUIL	D	NON-ES	C PROJEC	T VOLS	FUTUR	E W/ WCSP	W/ NON-E	SC PROJ		RE W/ WCS		PROJ			FULL PROJ	J W/ EMP
	MOVEMENT		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
Ω	Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND	← Left-Through ↑ Through		0	0	0	0		0	0	0	0	5	0	0	0	5	0	0	0	5
層	↑ Through-Right			0	ŭ			· ·		ŭ	0	ŭ	Ů	· ·	0			· ·	0	ŭ
RT	→ Right		0	0	0	0		0	5	5	0	0	0	5	0	0	0	5	0	0
2	← Left-Through-Right			1							1				1				1	
	→ Left-Right			0							0				0				0	
	. Left		0	0	0	0		0	10	10	0	10	0	10	0	10	0	10	0	10
SOUTHBOUND	→ Left-Through			0							0				0				0	
BOI	↓ Through ← Through-Right		0	0	0	0		0	0	0	0	16	0	0	0	16	0	0	0	16
I폼	← Through-Right → Right		0	0	0	0		0	6	6	0	0	0	6	0	0	0	6	0	0
l o	Left-Through-Right			1	Ů	· ·		Ů		Ü	1	ŭ		Ŭ	1	Ŭ		Ŭ	1	ŭ
S	↓ Left-Right			0							0				0				0	
	ے Left		0	1	0	0		0	8	8	1	8	0	8	1	8	0	8	1	8
₽	→ Left-Through		U	0	U	U		U	0	0	0	0	U	0	0	0	U	0	0	0
EASTBOUND	→ Through		0	1	0	3		0	86	86	1	44	0	86	1	44	0	86	1	44
I B	→ Through-Right			1	•						1			•	1			•	1	
AS	Right Left-Through-Right		0	0	0	0		0	2	2	0	2	0	2	0	2	0	2	0	2
"	→ Left-Right			0							0				Ö				0	
	•																			
Ω			0	1 0	0	0		0	9	9	1 0	9	0	9	1	9	0	9	1 0	9
WESTBOUND	← Through		0	1	0	5		0	159	159	1	91	26	185	1	104	0	185	1	104
BC	Through-Right			1	_						1				1				1	
ESI	Right Left-Through-Right		0	0	0	0		0	22	22	0	22	0	22	0	22	0	22	0	22
×	Left-Through-Right Left-Right			0							0				U 0				0	
	North-South: 0			0	Norti	h-South:	0		Nor	th-South:	16		Nor	th-South:	16		Nor	rth-South:	16	
	CRITICAL VOLUMES East-West: 0		Ea	st-West:	0		E	ast-West:	99		E	ast-West:			E	ast-West:	112			
	VOLUME/CAPACITY (V/C) PATIO:			SUM:	0			SUM:				SUM:				SUM:	128			
1//0	VOLUME/CAPACITY (V/C) RATIO: 0.000					0.000				0.077				0.085				0.085		
V/C			0.000			0.000				0.038				0.043				0.043		
	LEVEL OF SERVICE (LOS): A			N 500	5	A cct Volumes Only Delta Vol = WCSP Background +				Α				Α				A		
	REMARKS: Not analyzed under WCSP						Project Voli	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N		IECT IM		n Event Ma	nagement P	rian

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? 0.038 NO 0.043 NO $\Delta v/c$ after mitigation: 0.043 Fully mitigated? N/A







I/S #:	North-South Street:	Topanga	Canyon Bl			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G'	тс	Date:	Ja	nuary 20	20
24	East-West Street:	Oxnard S	St			Projec	tion Year	2035		Pea	ak Hour:	Wkdy LN	Revie	wed by:			Project:	Promei	nade (10k	Seats)
		Phases			3			3				4				4				4
Орр	oosed Ø'ing: N/S-1, E/W-2 or	Both-3?	ND 0	0.0	0		0 SE	0	MD	0	0.0	0		0	0.0	0		0	0.0	0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	NB 0 EB 0	SB WB	3	NB EB	0 SE 0 WE	-	NB EB	0 3	SB WB	3	NB EB	3	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+A	ATCS-2?	LD-	***	0		0 112	0	LD	U	***	2		U	112	2	LD-	U		2
	Override (Capacity			0			0				0				0				0
			203	5 NO BUIL	D	NON-ES	SC PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	SC PROJ	FUTU	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT			No. of	Lane	Project		Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
	5	1	Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Ω.	↑ Left Left-Through		43	1 0	43	3		0	5	48	1 0	48	0	48	1 0	48	0	48	1 0	48
NORTHBOUND	† Through		417	2	154	28		0	-25	392	3	131	0	392	3	131	0	392	3	131
Β̈́	↑ Through-Right			1	104			ŭ	20	002	0			002	0	101		002	0	101
I	Right		46	0	46	5		0	25	71	1	45	0	71	1	0	0	71	1	0
ğ	Left-Through-Right			0							0				0				0	
_				0							0				0				0	
	1.6		- 00	4				0	4	00		40		00		40	404	450		0.4
9	↓ Left↓ Left-Through		23	1 0	23	-1		0	-1	22	2 0	12	0	22	2 0	12	131	153	2	84
ΙŽ	Through		313	2	112	56		0	-62	251	2	91	708	959	2	336	-79	880	2	310
¥	Through-Right			1							1				1				1	
SOUTHBOUND	Right		24	0	24	-1		0	-1	23	0	23	26	49	0	49	0	49	0	49
SO	Left-Through-Right			0							0				0				0	
	↓ Left-Right			0							0				0				0	
I	ے Left		33	1	33	1		0	2	35	1	35	0	35	1	35	0	35	1	35
₽	→ Left-Through			0				_			0				0				0	
l lo	→ Through		112	2	56	4		0	11	123	2	62	0	123	2	62	0	123	2	62
TB	→ Through-Right		0.4	0	40			0	•	40	0 1	•	0	40	0	0		40	0	0
EASTBOUND	Right Left-Through-Right		34	0	13	1		0	6	40	0	0	0	40	0	0	0	40	1 0	0
ш				0							0				0				0	
	,g																			
	√ Left		59	1	59	-11		0	38	97	2	53	472	569	2	313	-236	333	2	183
Į			455	0 2	70			0	00	477	0	00	00	202	0	400		202	0 2	400
WESTBOUND	← Through ← Through-Right		155	0	78	0		0	22	177	2	89	26	203	2	102	0	203	0	102
STI	Right		33	1	10	5		0	-3	30	1	18	0	30	1	18	0	30	1	0
٧E	Left-Through-Right			0							0				0				0	
				0							0				0				0	
	CDITICAL VO	LIMES		th-South:	177		th-South:	0			th-South:	143			th-South:	384			th-South:	358
	CRITICAL VO	DLUMES	E.	ast-West: SUM:	115 292	E	ast-West: SUM:	0 0		E	ast-West: SUM:	124 267		E	ast-West: SUM:	375 759		E	ast-West: SUM:	245 603
	VOLUME/CAPACITY (V/C)	RATIO:		30111.	0.205		30m.	0.000			30111.	0.194			30111.	0.552			30111.	0.439
VIC	LESS ATSAC/ATCS ADJUS				0.205			0.000				0.194				0.352				0.439
•/-	LEVEL OF SERVICE																			
<u> </u>		, ,		000511	A	No. Eco	Design 137 :	A	D-# 17 :	W000 5	-1	A 500		WOCD :	I F00	A		d	ll. 60/ = 2	A
		MARKS:	Future	2035 No B	uiid	Non_ESC	Project Volu	imes Only	Delta Vol	= WCSP Ba	скground +	Non_ESC	⊢ut +	+ WCSP + N			· ·	does not inc	ude 3% TC	CO credit)
	Version: 1i Beta; 8/4/2011														PROJ	ECT IM	PACT			

Change in v/c due to project: Significant impacted? -0.108 NO

0.247 NO

 $\Delta v/c$ after mitigation: 0.134 Fully mitigated? N/A







I/S #:	North-South Street:	Warner I	Drive South			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
25	East-West Street:	Oxnard S	St			Projec	tion Year	2035		Pea	ak Hour:	Wkdy LN	Revie	wed by:			Project:	Promei	nade (10k	Seats)
		f Phases			3			3				4				4				4
	posed Ø'ing: N/S-1, E/W-2 o		NB 0	SB	1 2	NB	0 SE	1 3 2	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 o	r OLA-3?	EB 0	WB	0	EB	0 WE		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+				0			0				2				2				2
	Override	Capacity		5 NO BUIL	0	11011 50		0				0	==		D.W/ E.U.	0	F117 14/			0
	MOVEMENT		203	No. of	Lane	Project	SC PROJEC	Lane	Delta	W/ WCSP	No. of	Lane	Added	RE W/ WCS	No. of	Lane	Added	WCSP W/ F	No. of	Lane
	mo v Emerci		Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left		23	0	23	0		0	-5	18	1	18	0	18	1	18	0	18	1	18
NORTHBOUND	← Left-Through			0							0				0				0	
١٥	Through		1	0	42	0		0	-1	0	0	10	0	0	0	10	0	0	0	10
≝	Through-Right		40	0		•			_	40	1		_	40	1	•		40	1	
K	γ Right		18	0	0	0		0	1	19	1 0	0	0	19	1 0	0	0	19	1 0	0
ž	Left-Through-Right			0							0				0				0	
	Lone reight																			
۵	→ Left		19	0	19	37		0	18	37	1	37	498	535	1	535	-52	483	1	483
N S	→ Left-Through		•	1	40					•	0	00	_		0	077			0	450
BO	↓ Through		0	0 0	19	2		0	2	2	0 1	28	0	2	0	277	0	2	1	159
Ӗ	ب Right ل 23 1				23	54		0	31	54	1	0	498	552	1	0	-236	316	1	0
SOUTHBOUND	← Left-Through-Right 0 ↓ Left-Right 0							_			0	_			0				0	
0)	↓ Left-Right			0							0				0				0	
	_ J Left		55	1	55	31		0	-24	31	2	17	0	31	2	17	0	31	2	17
9	→ Left-Through		33	0	33	31		O	-24	31	0	.,		31	0	.,	U	31	0	",
	→ Through		124	2	62	36		0	59	183	1	97	0	183	1	97	131	314	1	162
l B	→ Through-Right			0							1				1				1	
EASTBOUND	Right		15	1	4	2		0	-5	10	0 0	10	0	10	0	10	0	10	0	10
ш	★ Left-Through-Right ★ Left-Right			0 0							0				0				0	
) Lon riigini		ı																	
	√ Left		11	1	11	1		0	-1	10	1	10	0	10	1	10	0	10	1	10
∥ĕ∣			100	0	07	24		0	04	204	0	140		204	0	140		204	0	140
WESTBOUND	← Inrough ← Through-Right		193	0	97	24		0	91	284	2	142	0	284	0	142	0	284	0	142
STI	Right		30	1	21	21		0	-9	21	1	3	0	21	1	0	0	21	1	0
WE	Left-Through-Right			0							0				0		-		0	
				0	0.5						0				0	F.15			0	400
	CRITICAL V	OLUMES		th-South: ast-West:	65 152	_	th-South: ast-West:	0 0			th-South: ast-West:	47 159			th-South: ast-West:	545 159			th-South: ast-West:	493 172
	CRITICAL V	OLUMES	[SUM:		<i>-</i>	SUM:	0		E	SUM:	206		E	SUM:			E	SUM:	665
	VOLUME/CAPACITY (V/C) RATIO:			0.152			0.000				0.150				0.512				0.484
V/C	LESS ATSAC/ATCS ADJU	0.152			0.000				0.075				0.412				0.384			
	LEVEL OF SERVICE	A			A				Α				Α				Α			
		MARKS:	Future	2035 No E		Non ESC	Project Volu		Delta Vol	= WCSP Ba	ckground +		Fut +	WCSP + N	lon ESC +		w/ EMP (does not inc	lude 3% TC	
<u> </u>			I ratare					y	1 25.24 101		ground		I Tat			JECT IM	l '			2 2 3.3411)
	Version: 1i Beta; 8/4/2011														FRU	JECT IIV	FACI			

Change in v/c due to project: Significant impacted? -0.077 NO

0.260 NO

 $\Delta v/c$ after mitigation: 0.232 Fully mitigated? N/A







I/S #:	North-South Street:	Owensm	outh Av			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
26	East-West Street:	Oxnard S	St			Project	tion Year	2035		Pea	ak Hour:	Wkdy LN	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
Onr	No. of l posed Ø'ing: N/S-1, E/W-2 or E	Phases			2			2				2				2				2
	_		NB 0	SB	0	NB	0 SE	_	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or 0		<i>EB</i> 0	WB	0	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+A Override C				0			0				2				2				2
			203	5 NO BUIL	D	NON-ES	C PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	SC PROJ	FUTU	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT		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
	↑ Left		38	1	38	-9		Volume 0	11	49	1	49	0	49	1	49	0	49	1	49
NORTHBOUND	← Left-Through			0							0				0				0	
ğ	Through		106	1	66	-19		0	-3	103	1	68	0	103	1	68	0	103	1	68
	↑ Through-Right		26	1 0	26	-6		0	7	33	1 0	33	0	33	1 0	33	0	33	1 0	33
S S	← Left-Through-Right		20	0	20	-0		U	'	33	0	33		33	0	33		33	0	33
	← Left-Right			0							0				0				0	
ı	↓ Left		23	1	23	0		0	3	26	1	26	0	26	1	26	0	26	1	26
9	Left-Through		23	0	23	U		U	3	20	0	20	U	20	0	20	U	20	0	20
SOUTHBOUND	Through		87	1	56	1		0	1	88	1	57	0	88	1	57	0	88	1	57
l 뿐 l	← Through-Right → Right		25	1 0	25	0		0	0	25	1 0	25	0	25	1 0	25	0	25	1 0	25
6	Left-Through-Right		25	0	25	U		U	U	25	0	25	U	25	0	25	U	25	0	25
တ	↓ Left-Right			0							0				0				0	
	Left		17	1	17	10		0	5	22	1	22	0	22	1	22	0	22	1	22
₽	→ Left-Through			0	.,	10		U		22	0	22		22	Ö	22		22	0	22
EASTBOUND	→ Through		115	2	58	50		0	-3	112	2	56	472	584	2	292	79	663	2	332
TB.	→ Through-Right		12	0 1	0	10		0	9	21	0 1	0	26	47	0 1	23	0	47	0 1	23
EAS	Right 12 1 Left-Through-Right 0		O	10		Ü		21	0	Ü	20	71	0	20		77	0	20		
	-			0							0				0				0	
	√ Left		14	1	14	0		0	2	16	1	16	0	16	1	16	0	16	1	16
WESTBOUND				0							0				0				0	
30	← Through ← Through-Right		117	2 0	59	4		0	19	136	2	68	0	136	2 0	68	0	136	2	68
STE	Right Left-Through-Right		31	1	20	1		0	5	36	1	23	0	36	1	23	0	36	1	23
WE	Left-Through-Right Left-Right			0							0				0				0	
	North-South: 94				94	Nort	h-South:	0		Nor	th-South:	106		Non	th-South:	106		Nor	th-South:	106
	CRITICAL VO	LUMES		ast-West:	76		st-West:	0			ast-West:	90			ast-West:	308			ast-West:	348
				170		SUM:	0			SUM:				SUM:				SUM:	454	
1//0	0.110			0.113			0.000				0.131				0.276				0.303	
V/C	0.116						0.000				0.065				0.176				0.203	
-	LEVEL OF SERVICE (LOS): A					Non ESC	Project Vol	A Only	Dolta Val	= WCSP Ba	ckground ±	A Non ESC	Eust :	+ WCSP + N	lon ESC ±	A	w/ EMD /	does not inc	dude 3% TO	A Constit
	REMARKS: Future 2035 No Build					NOII_ESC	rioject voli	unies Only	Della Vol	- WOSP Ba	ckground +	NOII_ESC	Fut ·	+ 44C9F + IV		IECT IM	· ·	uoes not inc	nude 5% TC	o creari)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.048 NO 0.063 NO $\Delta v/c$ after mitigation: 0.090 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Canoga	Av			Yea	r of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	anuary 20)20
27	East-West Street:	Oxnard S	St			Proje	ction Year			Pea	ak Hour:	Wkdy LN	Revie	wed by:			Project:	Prome	nade (10	k Seats)
Opp	No. of posed Ø'ing: N/S-1, E/W-2 or	f Phases Both-3?			2			2				3				3				3
	Turns: FREE-1, NRTOR-2 or		NB 0	SB	0	NB	0 SE	_	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Kigiit	•		EB 0	WB	0	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+/ Override (0			0				2				2				2
	Overnae	Cupuony	203	5 NO BUIL		NON-E	SC PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	SC PROJ	FUTU	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/ F	ULL PRO	J W/ EMP
	MOVEMENT			No. of	Lane	Project		Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Ω	Left		41	1	41	1		0	6	47	2	26	0	47	2	26	0	47	2	26
	← Left-Through ↑ Through		411	0 2	147	11		0	-34	377	0 3	126	0	377	0 3	126	0	377	0 3	126
層	↑ Through-Right			1	1-77			Ů	0.	011	0	120		011	0	120		011	0	120
T.	Right		31	0	31	1		0	3	34	1	19	0	34	1	19	0	34	1	19
NORTHBOUND	Left-Through-Right			0							0				0				0	
	→ Left-Right			0							0				0				0	
	└ Left		23	1	23	0		0	1	24	1	24	0	24	1	24	0	24	1	24
SOUTHBOUND	Left-Through			0				•			0				0				0	
١١	Through		288	2	104	-6		0	3	291	3	97	0	291	3	97	0	291	3	97
ᅵ崔ᅵ	← Through-Right → Right		23	1 0	23	0		0	-1	22	0 1	3	0	22	0	3	0	22	0	3
.no	Left-Through-Right		23	0	23	U		U	-1	22	0	3	U	22	0	3	"	22	0	3
Š	↓ Left-Right			0							0				0				0	
	1																			
Ω	 J Left → Left-Through 		41	1 0	41	7		0	-3	38	1 0	38	0	38	1 0	38	0	38	1 0	38
N N	→ Through		129	2	65	27		0	12	141	2	71	78	219	2	110	0	219	2	110
)BO	→ Through-Right			0							0				0				0	
AST	Q		32	1	12	6		0	1	33	1	20	393	426	1	413	79	505	1	492
Й	Left-Right			0							0				0 0				0	
) Lon riight																			
	✓ Left		26	1	26	2		0	5	31	1	31	0	31	1	31	0	31	1	31
WESTBOUND			81	0	50	7		0	20	101	0 2	51	0	101	0 2	51	0	101	0 2	51
BO	↑ Through-Right		01	1	50	·		U	20	101	0	51	U	101	0	31		101	0	31
ST	Right		18	0	18	1		0	0	18	1	6	0	18	1	6	0	18	1	6
WE	Left-Through-Right			0							0				0				0	
				170	No	rth-South:	0		Nor	th-South:	150		Non	th-South:	150		Nor	0 th-South:	150	
	CRITICAL VO	OLUMES		ast-West:	91		ast-West:	0			ast-West:	102			ast-West:	444			ast-West:	
				261		SUM:	0			SUM:	252			SUM:	594			SUM:	673	
			0.174			0.000				0.177				0.417				0.472		
V/C				0.174			0.000				0.088				0.317				0.372	
	LEVEL OF SERVICE (LOS):			Α			Α				Α				Α				Α	
	REMARKS: Future 2035 No Build					Non_ES0	C Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	lon_ESC +	ESC	w/ EMP (does not inc	clude 3% T	CO credit)
													IFOT IN							

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.086 NO 0.143 NO $\triangle v/c$ after mitigation: 0.198 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	De Soto	Av			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Já	nuary 20	20
28	East-West Street:	Oxnard S	St			Project	tion Year	2035		Pea	ak Hour:	Wkdy LN	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
		Phases			2			2				2				2				2
1	posed Ø'ing: N/S-1, E/W-2 or I		NB 0	SB	0	NB	0 SE	0 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or 0	OLA-3?	EB 0	WB	0	EB	0 SL		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+A				0			0				2				2				2
	Override C	Capacity			0			0				0				0				0
	MOVEMENT		203	5 NO BUIL No. of	Lane	Project	C PROJEC		Delta	W/ WCSP	W/ NON-ES	Lane	Added	RE W/ WCS	No. of	Lane	Added	WCSP W/ F	No. of	
	MOVEMENT		Volume	Lanes	Volume	Traffic		Lane Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Lane Volume
	Left		30	1	30	0		0	-2	28	1	28	0	28	1	28	0	28	1	28
NORTHBOUND	← Left-Through			0							0				0				0	
l g	↑ Through		403	2	147	-3		0	22	425	3	142	0	425	3	142	0	425	3	142
ᄩ	Through-Right		00	1	00			0	7	40	0 1	44	0	40	0	44	0	40	0	4.4
OR.			39	0 0	39	0		0	/	46	0	41	U	46	1	41	U	46	0	41
Ž	Left-Right			0							0				0				0	
Q	→ Left		11	1	11	0		0	0	11	1	11	0	11	1	11	0	11	1	11
S			288	0 2	110	-3		0	24	312	0 4	78	0	312	0	78	210	522	0 4	131
BO	→ Through → Through-Right		200	1	110	-3		U	24	312	0	70	U	312	0	70	210	322	0	131
🗧	باً Right		41	0	41	0		0	4	45	1	21	0	45	1	21	0	45	1	21
SOUTHBOUND	Left-Through-Right			0							0				0				0	
, I	↓ Left-Right			0							0				0				0	
	_ J Left		54	1	54	5		0	-5	49	1	49	0	49	1	49	0	49	1	49
₽	→ Left-Through			0	-			•			0				0				0	
no l	→ Through		101	1	101	9		0	-12	89	1	89	0	89	1	89	0	89	1	89
Ē	↑ Through-Right		62	0	40	7		0	6	69	0 1	55	26	05	0	81	0	95	0 1	81
EASTBOUND	Right 63 1 Left-Through-Right 0		48	/		U	0	69	0	55	26	95	0	81	U	95	0	81		
ш	Left-Right			0							0				0				0	
_	C		_					_												
۾			7	1 0	7	0		0	3	10	1 0	10	0	10	1	10	0	10	1 0	10
WESTBOUND	← Through		48	1	27	2		0	-3	45	1	25	0	45	1	25	0	45	1	25
BC	← Through-Right			1							1				1				1	
ESJ	Right Left-Through-Right		5	0	5	0		0	0	5	0	5	0	5	0	5	0	5	0	5
⋝	Left-Through-Right Left-Right			0							0				0				0	
	North-South: 158				158	Nort	th-South:	0		Nor	th-South:	153		Nor	th-South:	153		Nor	th-South:	159
	CRITICAL VOLUMES East-West: 108			108		ast-West:	0			ast-West:	99			ast-West:	99			ast-West:	99	
					266		SUM:	0			SUM:	252			SUM:	252			SUM:	258
					0.177			0.000				0.168				0.168				0.172
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.177				0.177			0.000				0.084				0.084				0.086
	LEVEL OF SERVICE (LOS):				Α			Α				Α				Α				Α
	REM	MARKS:	Future	2035 No B	Build	Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut	+ WCSP + N	Non_ESC +	ESC	wit	h Event Ma	nagement P	lan
	Vorcion: 1i Poto: 9/4/2011															IECT IM				

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.093 NO -0.093 NO ∆v/c after mitigation: -0.091 Fully mitigated? N/A







I/S #:	North-South Street: Cand	ga Av			Year o	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
29	East-West Street: Calif	ı St			Projecti	ion Year	2035		Pea	ak Hour:	Wkdy LN	Revie	wed by:			Project:	Prome	nade (10k	Seats)
	No. of Phas			2			2				2				2				2
	posed Ø'ing: N/S-1, E/W-2 or Both-	ND 0	SB	0	NB	0 SE	0 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA-	? KB 2	WB	0	EB	2 WE		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATCS-			0			0				2				2				2
	Override Capac			0			0				0				0				0
	MOVEMENT	20	35 NO BUIL			C PROJEC			W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT	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
	↑ Left	35	1	35	0		0	6	41	1	41	0	41	1	41	0	41	1	41
NORTHBOUND	✓ Left-Through		0							0				0				0	
00	Through	415	2	147	5		0	-5	410	2	149	0	410	2	149	0	410	2	149
일 분	Through-Right		1		_					1		_		1		_		1	
l K	Right	27	0	27	0		0	10	37	0	37	0	37	0	37	0	37	0	37
ž	← Left-Through-Right ← Left-Right ← L		0 0							0				0				0	
I I	Len-Right																		
	└ Left	14	1	14	1		0	4	18	1	18	0	18	1	18	0	18	1	18
SOUTHBOUND	→ Left-Through → .	000	0	40-	40			_	004	0	400	000		0		70	000	0	
8		369	2	127	10		0	-5	364	2	126	393	757	2	257	79	836	2	283
ΙĔ	✓ Right	13	0	13	0		0	1	14	0	14	0	14	0	14	0	14	0	14
000			0							0				0				0	
, o	↓ Left-Right		0							0				0				0	
		55	1	55	7		0	-13	42	1	42	0	42	1	42	0	42	1	42
9	→ Left-Through	33	0	33	,		U	-13	42	0	42	U	42	0	42	U	42	0	42
Į	→ Through	27	1	27	6		0	9	36	1	36	0	36	1	36	0	36	1	36
l B	→ Through-Right		0		_					0		_		0		_		0	
EASTBOUND	Right 66 1 Left-Through-Right 0		66	9		0	-13	53	1 0	33	0	53	1	33	0	53	1 0	33	
ш	Left-Right		0							0				0				0	
	† 2000 111 3 111	_																	
	√ Left ←	28	1	28	0		0	0	28	1	28	0	28	1	28	0	28	1	28
WESTBOUND		26	0	25	0		0	11	37	0 1	37	0	37	0	37	0	37	0	37
l B	↑ Through-Right	20	1	25	U		U	11	31	0	31	U	31	0	31	U	31	0	31
ST	Right Left-Through-Right	24	0	24	0		0	-1	23	1	14	0	23	1	14	0	23	1	14
WE	,		0							0				0				0	
\vdash	├ Left-Right 0 North-South: 162			162	Nove	h-South:	0		No.	0 th-South:	167		Non	0 th-South:	298		No	0 th-South:	324
	CRITICAL VOLUMI		rın-souun: East-West:	94		st-West:	0			เก-รอนเก: ast-West:	79			เท-Soutn: ast-West:				นา-Souนา: ast-West:	324 79
	SUM: 256			256		SUM:	0			SUM:				SUM:				SUM:	403
	VOLUME/CAPACITY (V/C) RATIO: 0.17			0.171			0.000		·	· · · · · · · · · · · · · · · · · · ·	0.164		·		0.251		· · · · · ·	· · · · · · · · · · · · · · · · · · ·	0.269
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.17						0.000				0.082				0.151				0.169
	LEVEL OF SERVICE (LOS):						A				A				Α				A
	REMARK		e 2035 No E		Non_ESC F	Project Volu		Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	lon_ESC +	ESC	wit	h Event Ma	nagement P	
<u> </u>	Varsion: 1i Poto: 9/4/2014														IECT IM				

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

-0.089 NO -0.020 NO $\triangle v/c$ after mitigation: -0.002 Fully mitigated? N/A







I/S #:	North-South Street: De S	oto Av			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	TC	Date:	Já	nuary 20	20
30	East-West Street: Calif				Project	ion Year	2035		Pea	ak Hour:	Wkdy LN	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
0	No. of Phas			3			3				2				2				2
	oosed Ø'ing: N/S-1, E/W-2 or Both	ND 0	SB	2	NB	0 SE	2 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA-	EB 2	WB	0	EB	2 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATCS			0			0				2				2				2
	Override Capac		35 NO BUIL	_	NON-ES	C PROJEC		FUTUR	W/ WCSP	W/ NON-ES	•	FUTU	RE W/ WCS	P W/ FIII I	•	FUT W/	WCSP W/ F	III I PRO I	
	MOVEMENT		No. of	Lane	Project	01110020	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
		Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
0	Left	17	1	17	0		0	2	19	1	19	0	19	1	19	0	19	1	19
3	← Left-Through	504	0 3	400	-1		0	12	516	0 3	470	0	516	0	470	0	516	0 3	172
ВО	↑ Through ↑ Through-Right	504	0	168	-1		U	12	310	0	172	U	310	3 0	172	U	310	0	172
l ₹		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND	Left-Through-Right		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
SOUTHBOUND	Left-Through		0				· ·		· ·	0			ŭ	0			· ·	0	ŭ
l 30	Through	377	2	129	4		0	-13	364	3	121	26	390	3	130	210	600	3	200
l ¤ l	← Through-Right → Right	11	1 0	11	0		0	22	33	0 1	33	0	33	0	33	0	33	0	33
OG.	Left-Through-Right	- ''	0	- 11	U		U	22	33	0	33	0	33	0	33	U	33	0	33
Ō	→ Left-Right		0							0				0				0	
	ے Left		0	0			0	0	0	0	0	0	0	0	0	0	0	0	0
₽	→ Left-Through	0	0	0	0		0	0	U	0	0	0	0	0	0	0	0	0	0
l S	→ Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
IBC	→ Through-Right		0							0				0		_		0	
EASTBOUND	Right 55 1 Left-Through-Right 0		55	4		0	23	78	2	34	0	78	2	34	0	78	2	34	
ш	Left-Right		0							0				0				0	
	*																		
۵		0	0 0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0	0
WESTBOUND	← Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
<u> </u>	← Through-Right		0							0				0				0	
ESI	Right Left-Through-Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
>	Left-Through-Right Left-Right		0 0							0				0				0	
	North-South: 168					h-South:	0			th-South:	172			th-South:				th-South:	219
	CRITICAL VOLUMES East-West: 55 SUM: 223				Ea	st-West:	0		E	ast-West:	34		E	ast-West:			E	ast-West:	34
<u> </u>						SUM:	0 000	 		SUM:				SUM:				SUM:	253
WC	0.100						0.000				0.137				0.137				0.169
1 /C	0.100						0.000 A				0.069 A				0.069				0.084 A
	LEVEL OF SERVICE (LOS): A				Non ESC F	Project Vol		Delta Vol	= WCSP Ba	ckaround ±		Fut.	+ WCSP + N	Non ESC ±	ESC	\addition in the state of the s	h Event Ma	nagement E	
	REMARKS: Future 2035 No Build					riojeci voli	unies Only	Della Vol	- WOOP Ba	ckground +	INUII_ESC	Fut ·	F WUSP + N		IECT IM		ıı ⊑veni Ma	nagement P	riail

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.087 NO -0.087 NO $\Delta v/c$ after mitigation: -0.072 Fully mitigated? N/A







I/S #:	North-South Street: Shou	p Av			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G'	тс	Date:	Ja	nuary 20	20
31	East-West Street: Burb	ank Bl			Project	ion Year	2035		Pea	ak Hour:	Wkdy LN	Revie	wed by:			Project:	Promei	nade (10k	Seats)
	No. of Phas			2			2				4				4				4
Op	posed Ø'ing: N/S-1, E/W-2 or Both-			0			0				0				0				0
Right	Turns: FREE-1, NRTOR-2 or OLA-3	? NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-		WB	0	EB	U VVE	0	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	Override Capac			Ö			Ö				0				0				0
		20	35 NO BUIL	.D	NON-ESC	C PROJEC	T VOLS	FUTUR	W/ WCSP	W/ NON-ES	SC PROJ	FUTU	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT		No. of	Lane	Project		Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
		Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
۵	Left	18	1	18	0		0	3	21	1	21	0	21	1	21	0	21	1	21
3	Left-Through	070	0		_		0	47	005	0	450	•	005	0			005	0	450
BO	↑ Through	278	1	146	1		0	17	295	1 1	156	0	295	1	156	0	295	1 1	156
표	↑ Through-Right ↑ Right	13	0	13	0		0	3	16	0	16	0	16	0	16	0	16	0	16
NORTHBOUND	← Left-Through-Right	10	0	10			U		10	0	10		10	0	10		10	0	10
Z	Left-Right		0							0				0				0	
		· ·																	
D	→ Left	22	1	22	1		0	0	22	1	22	0	22	1	22	0	22	1	22
N S	Left-Through	4.47	0	00	44		•	40	405	0 1	00	•	405	0	00		405	0	00
BO		147	1	83	11		0	18	165	1	92	0	165	1	92	0	165	1	92
SOUTHBOUND	→ Right	19	0	19	1		0	0	19	0	19	0	19	0	19	0	19	0	19
0	Left-Through-Right		0				-			0				0				0	
S	人, Left-Right		0							0				0				0	
	1																		
٥	J Left→ Left-Through	26	1 0	26	0		0	3	29	1 0	29	0	29	0	29	0	29	1 0	29
N S	→ Through	48	1	48	0		0	4	52	1	52	0	52	1	52	0	52	1	52
EASTBOUND	→ Through-Right		0	.0			· ·	•	02	0	02	Ů		0	02		0_	0	02
ST	Right	9	1	0	0		0	2	11	1	1	0	11	1	1	0	11	1	1
E	Left-Through-Right		0							0				0				0	
	-		0							0				0				0	
	√ Left	7	1	7	1		0	1	8	1	8	0	8	1	8	0	8	1	8
9		1 '	0				,		3	0	J		J	0	J		3	0	
WESTBOUND	← Through	57	0	77	5		0	-2	55	0	74	26	81	0	100	0	81	0	100
TB	Through-Right		1		_					1		_		1		_		1	_
ES	Right Left-Through-Right	20	0 0	0	2		0	-1	19	0	0	0	19	0	0	0	19	0 0	0
>	Left-Right		0							0				0				0	
	y =g	No	rth-South:	168	Norti	h-South:	0		Non	th-South:	178		Non	th-South:	178		Nor	th-South:	178
	CRITICAL VOLUME		East-West:	103	Ea	st-West:	0		E	ast-West:	103		Ea	ast-West:	129		E	ast-West:	129
			SUM:	271		SUM:	0			SUM:	281			SUM:	307			SUM:	307
	VOLUME/CAPACITY (V/C) RATI	D:		0.181			0.000				0.204				0.223				0.223
V/C	C LESS ATSAC/ATCS ADJUSTMEN	Г:		0.181			0.000				0.104				0.123				0.123
	LEVEL OF SERVICE (LOS):		Α			Α				Α				Α				Α
	REMARK	S: Futu	re 2035 No E	Build	Non_ESC F	Project Volu	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	lon_ESC +	ESC	wit	h Event Mar	nagement P	lan
<u> </u>	Version: 1i Beta; 8/4/2011	1			_		-				•			PRO	ECT IM	PACT			
	TOI 31011. 11 DELA, 0/7/2011													1 1/00	LOI IIVI	<u>. 70 .</u>			

Change in v/c due to project:

-0.077 NO

-0.058 NO

 $\Delta v/c$ after mitigation: -0.058 Fully mitigated? N/A







I/S #:	North-South Street:	US 101 V	VB Onramp			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	anuary 20	20
32	East-West Street:	Burbank	BI			Project	tion Year	2035		Pe	ak Hour:	Wkdy LN	Revie	ewed by:			Project:	Prome	nade (10k	(Seats)
Opp	No. of posed Ø'ing: N/S-1, E/W-2 or	f Phases Both-3?			3 1			3				3 0				3				3
	Turns: FREE-1, NRTOR-2 or		NB 0	SB	0	NB	0 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
	ATSAC-1 or ATSAC+A		EB 0	WB	0	EB	0 W	B 0 0	EB	2	WB	0 2	EB	2	WB	0 2	EB	2	WB	0 2
	Override (Ö			Ő				0				0				0
			203	5 NO BUIL			C PROJEC	T VOLS		W/ WCSP				RE W/ WCS					FULL PROJ	W/ EMP
	MOVEMENT		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
	Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND	← Left-Through ↑ Through		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
<u>B</u>	↑ Through-Right		· ·	0	U	U		U		O	0	O		U	0	U		O	0	O
I ₽	Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
Į Į	← Left-Through-Right			0							0				0				0	
	→ Left-Right			0							0				0				0	
			0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	→ Left-Through			0							0				0				0	
l B			0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
E	→ Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
) SO	Left-Through-Right			1							1				1				1	
, , ,	↓ Left-Right			0							0				0				0	
I	ے Left		0	1	0	0		0	0	0	1	0	0	0	1	0	0	0	1	0
2	→ Left-Through			0							0				0				0	
EASTBOUND	→ Through → Through-Right		79	1	45	3		0	5	84	1	49	0	84	1	49	0	84	1	49
STE	Right		10	0	10	0		0	3	13	0	13	0	13	0	13	0	13	0	13
EA	Left-Through-Right 0								0				0				0			
	-			0							0				0				0	
	√ Left		266	2	146	6		0	2	268	2	147	262	530	2	292	131	661	2	364
WESTBOUND				0							0				0				0	
g	← Through ← Through-Right		119	0	119	3		0	21	140	1	70	26	166	1	83	0	166	1	83
STE	Right Left-Through-Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
WE	Left-Through-Right Left-Right			0							0				0				0	
	↓ Leit-Nigiit		Nor	th-South:	0	Nort	h-South:	0		Nor	th-South:	0		Nor	th-South:	0		Nor	rth-South:	0
	CRITICAL VO	OLUMES		ast-West:	191		st-West:	0			ast-West:	196			ast-West:	341			ast-West:	413
					191		SUM:	0			SUM:	196			SUM:				SUM:	413
					0.134			0.000				0.138				0.239				0.290
V/C					0.134			0.000				0.069				0.139				0.190
	LEVEL OF SERVICE (LOS):					N 500	D	Α	D 11 11 1	W00D =		Α		. 14/000	. 500	Α				Α
L	REMARKS: Future 2035 No Build					Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N		ESC IM		h Event Ma	nagement P	'lan

Version: 1i Beta; 8/4/2011

NO

Significant impacted?

0.005 NO $\Delta v/c$ after mitigation: 0.056 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Topanga	Canyon Bl			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	J۶	anuary 20)20
33	East-West Street:	Burbank	BI			Projec	ction Year	2035		Pea	ak Hour:	Wkdy LN	Revie	wed by:			Project:	Prome	nade (10k	k Seats)
1	No. of posed Ø'ing: N/S-1, E/W-2 or Turns: FREE-1, NRTOR-2 or		NB 0	SB	3 0 0	NB	0 SE		NB	0	SB	3 0 0	NB	0	SB	3 0 0	NB	0	SB	3 0 0
	ATSAC-1 or ATSAC+A		EB 0	WB	0	EB	0 WI	3 0 0	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	Override (0			0				0				0				0
			203	5 NO BUIL	D	NON-E	SC PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	C PROJ	FUTU	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/ F	FULL PROJ	W/ EMP
	MOVEMENT		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
Ω	Left		77	1	77	2		0	25	102	2	56	0	102	2 0	56	0	102	2	56
NORTHBOUND	← Left-Through ↑ Through ↑ Through-Right		498	0 3 0	166	7		0	-27	471	0 3 1	138	0	471	0 3 1	138	0	471	0 3 1	138
Ϋ́	→ Right		70	1	31	1		0	10	80	0	80	0	80	0	80	0	80	0	80
<u>S</u>	← Left-Through-Right			0							0				0				0	
	← Left-Right			0							0				0				0	
	. Left		14	1	14	0		0	-3	11	1	11	0	11	1	11	0	11	1	11
SOUTHBOUND	→ Left-Through			0							0				0				0	
BOL	→ Through → Through-Right O O O O O O O O O O O O O		92	6		0	-2	274	3 0	91	891	1165	3 0	388	-419	746	3	249		
王	✓ Right		89	1	82	2		0	-3	86	1	80	288	374	1	368	131	505	1	499
300	Left-Through-Right			0		_		-			0				0				0	
"	↓ Left-Right			0							0				0				0	
	_ J Left		14	1	14	0		0	-1	13	1	13	0	13	1	13	0	13	1	13
₽	→ Left-Through			0				-			0				0				0	
EASTBOUND	→ Through		40	1	38	1		0	-1	39	1	39	0	39	1	39	0	39	1	39
STB	→ Through-Right → Right		35	0	35	1		0	6	41	1 0	13	0	41	0	13	0	41	1 0	13
EA	Left-Through-Right			0				ŭ			0				0				0	.0
	- deft-Right			0							0				0				0	
	√ Left		78	1	78	0		0	12	90	2	50	0	90	2	50	0	90	2	50
9	Left-Through			0						00	0	- 00		00	0			00	0	- 00
DO:	← Through		230	1	126	1		0	-9	221	2	79	0	221	2	79	0	221	2	79
STB			21	1 0	21	0		0	-6	15	1 0	15	0	15	1 0	15	0	15	1 0	15
WESTBOUND	Right Left-Through-Right			0						.5	0	.5		.5	0			.5	0	.0
				0	100						0	1.16			0	441			0	
	CRITICAL VOLUMES East-West: 140				180 140	_	rth-South: ast-West:	0			th-South: ast-West:	149 92			th-South: ast-West:	444 92			rth-South: ast-West:	555 92
	SUM: 320				320	_	SUM:	0			SUM:	241			SUM:	536		_	SUM:	647
	VOLUME/CAPACITY (V/C) RATIO: 0.225				0.225			0.000				0.169				0.376				0.454
V/C				0.225			0.000				0.085				0.276				0.354	
	LEVEL OF SERVICE (LOS):				Α			Α				Α				Α				Α
	REMARKS: Future 2035 No Build					Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut	+ WCSP + N	lon_ESC +	ESC	w/ EMP	(does not in	clude 3% TO	CO credit)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.140 NO 0.051 NO ∆v/c after mitigation: 0.129
Fully mitigated? N/A







I/S #:	North-South Street:	Owensm	outh Av			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
34	East-West Street:	Burbank	BI			Projec	tion Year	2035		Pea	ak Hour:	Wkdy LN	Revie	wed by:			Project:	Promei	nade (10k	Seats)
		f Phases			2			2				2				2				2
Opp	osed Ø'ing: N/S-1, E/W-2 or	Both-3?	NB 0	SB	0	NB	0 SE	0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	NB 0 EB 0	ЗВ WВ	2	EB	0 SE		EB	0	ЗВ WВ	0	NВ ЕВ	0	3В WВ	0	NВ ЕВ	0	ЗВ WВ	0
	ATSAC-1 or ATSAC+	ATCS-2?			0			0				2				2				2
	Override	Capacity			0			0				0				0				0
			203	5 NO BUIL	D	NON-ES	SC PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	SC PROJ	FUTUI	RE W/ WCS	P W/ FULL	PROJ		WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT			No. of	Lane	Project		Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
ļ	5 1 "	1	Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
₽	↑ Left Left-Through		24	1 0	24	0		0	4	28	1 0	28	0	28	1 0	28	0	28	1 0	28
NORTHBOUND	↑ Through		25	0	60	0		0	-2	23	0	55	0	23	0	55	0	23	0	55
l ĕ	↑ Through-Right		20	1	00			Ū	_	20	1	00		20	1	00		20	1	00
I È I	Right		35	0	0	0		0	-3	32	0	0	0	32	0	0	0	32	0	0
ğ	Left-Through-Right			0							0				0				0	
				0							0				0				0	
9			52	1 0	52	1		0	-15	37	1 0	37	0	37	1 0	37	0	37	1 0	37
Į	Through		8	1	8	0		0	1	9	1	9	0	9	1	9	0	9	1	9
<u>\(\text{\tinit}\\ \text{\texi}\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\ti}}}\tittt{\text{\text{\texi}\text{\text{\texi}\text{\text{\text{\tex{\text{\texi}\text{\text{\text{\texi}\text{\texi}\text{\texit{\ti}\tinttitt{\texi}\tittt{\text{\texi}\tittt{\tiint{\text{\tii}}\t</u>	→ Through-Right			0	Ü			·	•	Ŭ	0	Ŭ		Ü	0	Ü		Ū	0	ŭ
5	ب Right		113	1	113	4		0	0	113	1	89	0	113	1	89	0	113	1	89
SOUTHBOUND	Left-Through-Right			0							0				0				0	
J I				0							0				0				0	
	ے Left		50	1	50	-5		0	-2	48	1	48	0	48	1	48	0	48	1	48
9	→ Left-Through		30	0	30	-5		U	-2	40	0	70		40	0	40		40	0	70
	→ Through		109	2	55	-10		0	-9	100	2	50	0	100	2	50	0	100	2	50
EASTBOUND	→ Through-Right			0							0				0				0	
4S1	Right		16	1	4	-2		0	2	18	1	4	0	18	1	4	0	18	1	4
Ä				0 0							0				0				0	
	- Leit-Right			<u> </u>							<u> </u>				0				0	
	√ Left		15	1	15	0		0	-2	13	1	13	0	13	1	13	0	13	1	13
Š				0							0				0				0	
WESTBOUND	← Through		174	1	111	2		0	-13	161	1	100	0	161	1	100	0	161	1	100
l E	Through-Right Right		48	1 0	48	0		0	-10	38	1 0	38	0	38	1 0	38	0	38	1 0	38
l ë	Left-Through-Right		40	0	40	U		U	-10	30	0	30	0	30	0	36	U	30	0	30
>	├ Left-Right			0							0				0				0	
	North-South: CRITICAL VOLUMES East-West:						th-South:	0			th-South:	117			th-South:	117			th-South:	117
	CRITICAL V	OLUMES	E	ast-West:	161	E	ast-West:	0		E	ast-West:	148		E	ast-West:	148		E	ast-West:	148
	VOLUME/OADAGEN ****	\ DATIO		SUM:			SUM:	0			SUM:	265			SUM:				SUM:	265
	VOLUME/CAPACITY (V/C	,			0.199			0.000				0.177				0.177				0.177
V/C	LESS ATSAC/ATCS ADJUS				0.199			0.000				0.088				0.088				0.088
	LEVEL OF SERVIC	E (LOS):			Α			Α				Α				Α				Α
	RE	MARKS:	Future	2035 No B	Build	Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	+ WCSP + N	lon_ESC +	ESC	wit	h Event Mar	nagement P	lan
	/ersion: 1i Beta; 8/4/2011											PROJ	IECT IM	PACT						

Change in v/c due to project: Significant impacted? -0.111 NO

-0.111 NO

 $\Delta v/c$ after mitigation: -0.111 Fully mitigated? N/A







I/S #:	North-South Street: Ca	anoga A	v			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
35	East-West Street: Bu	urbank E	ВІ			Project	tion Year	2035		Pea	ak Hour:	Wkdy LN	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
Onr	No. of Ph posed Ø'ing: N/S-1, E/W-2 or Bo				3 0			3				3				3				3 0
	Turns: FREE-1, NRTOR-2 or OL		NB 0	SB	0	NB	0 SE	-	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Kigiit	ATSAC-1 or ATSAC+ATO	4	EB 0	WB	0	EB	0 W	B 0	EB	0	WB	3	EB	0	WB	3 2	EB	0	WB	3
	Override Cap				0 0			0				2				0				2
			203	5 NO BUILI	D	NON-ES	C PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	SC PROJ	FUTU	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT		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
	↑ Left		40	1	40	0		0	15	55	2	30	0	55	2	30	0	55	2	30
NORTHBOUND	Left-Through			0							0				0				0	
g	Through		347	2	122	1		0	35	382	3	127	0	382	3	127	0	382	3	127
▍ἔ▮	Through-Right		18	1 0	18	0		0	1	19	0 2	0	0	19	0	0	0	19	0	0
S.			10	0	10	U		U	I	19	0	U	U	19	0	U	U	19	0	U
Z	Left-Right			0							0				0				0	
						,					,								,	
₽	→ Left→ Left-Through		20	1 0	20	1		0	1	21	1 0	21	0	21	1 0	21	0	21	1 0	21
SOUTHBOUND	Through		301	2	114	12		0	20	321	2	123	393	714	2	254	79	793	2	280
Ĕ	Through-Right			1							1				1				1	
5	ال Right		40	0	40	2		0	7	47	0	47	0	47	0	47	0	47	0	47
So	← Left-Through-Right ↓ Left-Right			0							0				0				0	
I	24 Len-riight	, I																		
	ب Left		29	1	29	0		0	1	30	1	30	0	30	1	30	0	30	1	30
EASTBOUND			66	0 2	33	2		0	-3	63	0 2	32	0	63	0 2	32	0	63	0 2	32
801	→ Through Through-Right		00	1	33	2		U	-3	63	1	32	0	63	1	32	U	03	1	32
ST	Right 59 0 Left-Through-Right 0		39	2		0	9	68	0	53	0	68	0	53	0	68	0	53		
Δ	Left-Through-Right 0								0				0				0			
I I	-			0							0				0				0	
	√ Left	I	41	1	41	0		0	-5	36	1	36	0	36	1	36	0	36	1	36
WESTBOUND				0					_		0		_	4	0		_		0	
∥ ໘ ∥	← Through ← Through-Right		153	2	77	1		0	-5	148	2	74	0	148	2 0	74	0	148	2	74
STE	Right Left-Through-Right		34	1	24	0		0	3	37	1	16	0	37	1	16	0	37	1	16
NE NE	,			0							0				0				0	
	├ Left-Right 0 North-South: 154			154	Nor	th-South:	0		Nor	0 th-South:	153		Non	0 th-South:	284		No	0 th-South:	310	
	CRITICAL VOLUMES East-West: 106					ast-West:	0			ast-West:	104			นา-รอนนา: ast-West:				นา-รอนนา: ast-West:	104	
	SUM: 260			260		SUM:	0			SUM:	257			SUM:				SUM:	414	
				0.182			0.000				0.180				0.272				0.291	
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.182				0.182			0.000				0.090				0.172				0.191
	LEVEL OF SERVICE (LOS):			Α			Α				Α				Α				Α	
	REMA	RKS:	Future	2035 No B	uild	Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut	+ WCSP + N	Non_ESC +	ESC	wit	h Event Ma	nagement F	lan
	Version: 1i Peter 9/4/2011															IECT IM				

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.092 NO -0.010 NO $\Delta v/c$ after mitigation: 0.009 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	De Soto	Av			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	TC	Date:	Já	anuary 20	20
36	East-West Street:	Burbank	ВІ			Projec	tion Year	2035		Pea	ak Hour:	Wkdy LN	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. o posed Ø'ing: N/S-1, E/W-2 o Turns: FREE-1, NRTOR-2 o		NB 0	SB	3 2 0	NB	0 SE	3 2 3 0	NB	0	SB	2 0 0	NB	0	SB	2 0 0	NB	0	SB	2 0 0
Kigiit	•		EB 0	WB	0	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ Override	-ATCS-2? Capacity			0			0				2 0				2 0				2 0
			203	5 NO BUIL	D	NON-ES	SC PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	SC PROJ	FUTU	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/	ULL PROJ	W/ EMP
	MOVEMENT		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
Ω	Left		17	1	17	0		0	8	25	1	25	0	25	1	25	0	25	1	25
NORTHBOUND	← Left-Through ↑ Through		304	0	101	-1		0	15	319	0	106	0	319	0 3	106	0	319	0	106
l ¤ l	Through-Right		0	0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0	0
OR.			U	0	U	U		U	U	U	0	U	U	U	0	U	U	U	0	U
2	← Left-Right			0							0				0				0	
	└ Left			0	0	0		0	0	0		0	0	0	0	0	0	0	0	0
9	→ Leπ		0	0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Through		394	2	145	12		0	0	394	2	146	26	420	2	154	210	630	2	224
里	Through-Right		40	1 0	40	1		0	1	40	1 0	40	0	40	1 0	40		40	1 0	40
0			42	0	42	1		0	1	43	0	43	U	43	0	43	0	43	0	43
Ö	↓ Left-Right			0							0				0				0	
	Left		157	2	86	-1		0	-7	150	2	83	0	150	2	83	0	150	2	83
9	→ Left-Through		137	0	00	-1		U	-7	130	0	63	U	150	0	03	U	150	0	03
EASTBOUND	→ Through		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
ΪB	→ Through-Right → Right		114	0 2	55	-1		0	13	127	0 2	58	0	127	0	58	0	127	0 2	58
EAS	Left-Through-Right		114	0	55	-1		U	13	121	0	56	U	127	0	56	U	121	0	56
	- deft-Right deft-Right			0							0				0				0	
	√ Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
9			U	0	- 0			U		0	0	0		0	0	- 0		0	0	U
no l	← Through ← Through-Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
ETB			0	0 0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left-Through-Right		0	0	- 0			U		0	0	0		0	0	- 0		0	0	U
	├ Left-Right			0							0				0	.=-			0	
	North-South: 162 CRITICAL VOLUMES East-West: 86		162 86		th-South: ast-West:	0			th-South: ast-West:	171 83			th-South: ast-West:				th-South: ast-West:	249 83		
	SUM: 248				248		SUM:	0			SUM:	254			SUM:				SUM:	332
	VOLUME/CAPACITY (V/C) RATIO: 0.174				0.174			0.000				0.169				0.175				0.221
V/C				0.174			0.000				0.085				0.087				0.121	
	LEVEL OF SERVICE (LOS):				Α			Α				Α				Α				Α
	REMARKS: Future 2035 No Build					Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut	+ WCSP + 1	Non_ESC +	ESC	wit	th Event Ma	nagement F	Plan

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.089 NO -0.087 NO $\triangle v/c$ after mitigation: -0.053 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street: Shoup	Av			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Já	nuary 20	20
37	East-West Street: Ventur	ı Bl			Project	tion Year	2035		Pea	ak Hour:	Wkdy LN	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. of Phases			3			3				4				4				4
	posed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 2	SB	2	NB	2 SE	2 3 0	NB	0	SB	0	NB	0	SB	1	NB	0	SB	1
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	WB	2	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0				2				2				2
	Override Capacity			0			0				0				0				0
	MOVEMENT	203	No. of	Lane	Project	C PROJEC		Delta	W/ WCSP	W/ NON-ES	Lane	Added	RE W/ WCS	No. of	Lane	Added	WCSP W/ F	No. of	
	MO VENIENT	Volume	Lanes	Volume	Traffic		Lane Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Lane Volume
	↑ Left	15	0	15	0		0	0	15	0	15	0	15	0	15	0	15	0	15
2	← Left-Through		1							1				1				1	
) g	↑ Through	124	0	88	1		0	-11	113	0	85	0	113	0	85	0	113	0	85
▍ἔ▮	Through-Right	36	1 0	88	0		0	5	41	1 0	85	0	41	1 0	85	0	41	1 0	85
NORTHBOUND		30	0	00	0		U	3	41	0	03	0	-+ 1	0	00		41	0	00
z	↑ Left-Right		0							0				0				0	
₽	└→ Left ├→ Left-Through	86	1	62	6		0	24	110	1	73	0	110	1	73	0	110	1 1	73
SOUTHBOUND	Through	37	0	62	2		0	-2	35	0	73	0	35	0	73	0	35	0	73
Ħ	← Through-Right		0		_			_		0				0				0	
5	√ Right	61	1	43	3		0	2	63	1	45	0	63	1	45	0	63	1	45
So	← Left-Through-Right ↓ Left-Right		0 0							0				0				0	
I	20 Leit-Right	1																	
	-∫ Left	37	1	37	1		0	0	37	1	37	0	37	1	37	0	37	1	37
2	→ Left-Through	000	0		•				007	0	0.4		007	0	0.4		007	0	0.4
EASTBOUND	→ Through → Through-Right → Through-Right → Through-Right → Through-Right → Through → Th	236	2	84	3		0	1	237	2 1	84	0	237	2	84	0	237	2	84
STE	Right	15	0	15	0		0	-1	14	0	14	0	14	0	14	0	14	0	14
EA	→ Left-Through-Right 0 ✓ Left-Right 0								0				0				0		
	- ≺ Left-Right		0							0				0				0	
	√ Left	28	1	28	0		0	6	34	1	34	0	34	1	34	0	34	1	34
₽			0						. .	0			0 1	0			01	0	
WESTBOUND	← Through	309	3	103	-1		0	20	329	2	129	288	617	2	206	-131	486	2	169
TB.	Through-Right Right	146	0	146	-1		0	42	188	1 1	0	0	188	1	152	0	188	1	0
Æ	Right Left-Through-Right	140	0	140	-1		U	42	100	0	U	U	100	0	132	U	100	0	U
>	├ Left-Right 0									0				0				0	
	CDITICAL VOLUMES		rth-South:	150		h-South:	0			th-South:	158			th-South:				th-South:	158
	CRITICAL VOLUMES	-	ast-West: SUM:	230 380	Ea	st-West: SUM:	0		E	ast-West: SUM:	166 324		E	ast-West: SUM:			E	ast-West: SUM:	206 364
	VOLUME/CAPACITY (V/C) RATIO: 0.26					30m.	0.000			30M.	0.236			30111.	0.292			30111.	0.265
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.26						0.000				0.236				0.192				0.165
	LEVEL OF SERVICE (LOS):						A				Δ				Δ				0.103 A
	REMARKS: Refer to Traffix Analysis				Non ESC	Project Vol		Delta Vol	= WCSP Ba	ckaround +		Fut -	+ WCSP + N	Non ESC +	ESC	wit	h Event Ma	nagement F	
<u> </u>	REMARKS: Refer to Traffix Analysis						o Omy	Dona voi	.,, 00, 00	onground i		, ut	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		IECT IM		vont Ma	gomont i	1

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.131 NO -0.075 NO $\Delta v/c$ after mitigation: -0.102 Fully mitigated? N/A







I/S #:	North-South Street: U	IS 101 E	B Ramps			Year	of Count:	2016	Ambie	nt Growt	h: (%): **		Condu	cted by:	G ⁻	тс	Date:	Ja	nuary 20	20
38		'entura E	ВІ			Projec	tion Year:			Pea	ak Hour:	Wkdy LN	Revie	wed by:			Project:	Promei	nade (10k	Seats)
	No. of Pl				3			3				2				2				2
	posed Ø'ing: N/S-1, E/W-2 or Bo		NB 1	SB	0	NB	1 SE	0	NB	1	SB	0	NB	1	SB	0	NB	1	SB	0
Right	Turns: FREE-1, NRTOR-2 or Ol	LA-3 (EB 0	WB	0	EB	0 WE		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+AT	CS-2?			0			0				2	'			2				2
	Override Cap	pacity			0			0				0				0				0
	1101/5115115		203	5 NO BUIL			SC PROJEC			W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane	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
	↑ Left		Volume 0	0	0	0		Volume 0	O	0	0	0	0	0	0	0	O	0	0	0
9	← Left-Through		U	0	U	U		U	U	U	0	U	U	U	0	U	0	U	0	U
NORTHBOUND	↑ Through		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
ВĔ	↑ Through-Right			0							0				0				0	
RT	→ Right		351	0	0	3		0	44	395	0	0	0	395	0	0	0	395	0	0
9	← Left-Through-Right			0							0				0				0	
	Left-Right			0							0				0				0	
	↓ Left	1	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
N	Left-Through		· ·	0	O	0		o	0	Ü	0	Ū		· ·	0	J		O	0	J
00	Through		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
里	← Through-Right			0							0				0				0	
SOUTHBOUND			0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
SO	← Left-I hrough-Right ∠ Left-Right			0							0				0				0	
	Leit-Nigitt																			
	ار Left		214	1	214	3		0	16	230	2	127	0	230	2	127	0	230	2	127
2	→ Left-Through			0							0				0				0	
0	→ Through		244	2	122	3		0	5	249	2	125	0	249	2	125	0	249	2	125
TB	→ Through-Right → Right		0	0 0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left-Through-Right		U	0	U	U		O	0	U	0	U		U	0	U		O	0	U
	۔ ✓ Left-Right			0							0				0				0	
	· · ·																			_
۵			0	0 0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0 0	0
5	√ Leπ-Through ← Through		331	2	117	2		0	9	340	2	120	288	628	2	216	-131	497	2	172
WESTBOUND	Through-Right		001	1		_		3		0.0	1	7	200	020	1	,		101	1	
ST	Right		19	0	19	0		0	1	20	0	20	0	20	0	20	0	20	0	20
WE	Left-Through-Right			0							0				0				0	
			Non	0 th-South:	0	Non	th-South:	0		Nor	th-South:	0		Non	th-South:	0		Nor	th-South:	0
	CRITICAL VOL	UMES		ın-soutn: ast-West:	331	_	ast-West:	0			ast-West:	247			ın-soutn: ast-West:	343			ın-soutn: ast-West:	299
				SUM:	331		SUM:	0			SUM:	247			SUM:	343			SUM:	299
	VOLUME/CAPACITY (V/C) R	RATIO:			0.232			0.000			·	0.165			· · · · · ·	0.229				0.199
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.2							0.000				0.082				0.129				0.100
	LEVEL OF SERVICE (A			Α				Α				Α				Α			
	REMA	`	Future	2035 No B		Non ESC	Project Volu		Delta Vol :	= WCSP Ba	ckground +		Fut +	+ WCSP + N	lon ESC +		wit	h Event Mar	nagement P	
<u> </u>			,	- ,			<u> </u>					ECT IM								
	Version: 1i Beta; 8/4/2011														FKUJ		IACI			

Change in v/c due to project: Significant impacted? -0.150 NO

-0.103 NO

 $\Delta v/c$ after mitigation: -0.132 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street: T	Горапда	Canyon BI			Year	of Count	2016	Ambie	nt Growt	h: (%): **		Condu	cted by:	G	TC	Date:	Ja	nuary 20	20
39	East-West Street: U	JS-101 V	VB Off-ramp)		Project	tion Year	2035		Pea	ak Hour:	Wkdy LN	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. of P posed Ø'ing: N/S-1, E/W-2 or B	oth-3?	NB 0	SB	3 0 1	NB	0 SE	3 0 3 1	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 O		EB 1	WB	0	EB	1 W		EB	1	WB	1	EB	1	WB	1	EB	1	WB	1
	ATSAC-1 or ATSAC+AT Override Ca				0 0			0				2 1500				2 1500				2 1500
			203	5 NO BUILI	D	NON-ES	C PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	SC PROJ		RE W/ WCS		PROJ		WCSP W/ F		W/ EMP
	MOVEMENT		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
٥	Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND	← Left-Through ↑ Through		499	0 3	166	0		0	53	552	0 3	184	0	552	0	184	0	552	0 3	184
BO	↑ Through-Right		433	0	100	U		U	33	332	0	104	U	332	0	104	U	332	0	104
I ₹	Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
Š	Left-Through-Right			0							0				0				0	
	Left-Right			0							0				0				0	
_ I	↓ Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left-Through			0	·			ŭ		ŭ	0	· ·		Ŭ	0	Ů		Ü	0	ŭ
l og	Through		416	3	139	6		0	-27	389	3	130	891	1280	3	427	-419	861	3	287
ᄩ	→ Through-Right		0	0	0	0		0	0	0	0 0	0		0	0	0		0	0	0
DC			0	0	0	U		0	0	U	0	0	0	U	0	0	0	U	0	0
Š	↓ Left-Right			0							0				0				0	
۵	J Left ↑ Left Through		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0 0	0
EASTBOUND	→ Left-Through→ Through		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
ВО	→ Through-Right			0	Ů			·		ŭ	Ö	· ·		Ŭ	0	·		Ü	0	ŭ
\ST	Right	Right 135 0 C Left-Through-Right 0		0	0		0	0	135	0	0	0	135	0	0	0	135	0	0	
E/	★ Left-Through-Right ★ Left-Right	Left-Through-Right 0								0				0				0 0		
I	→ Left-Right			0							U				U				U	
	√ Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND			_	0		_			_	_	0		_	_	0		_	_	0	
∥ ໘ ∥	← Through ← Through-Right		0	0 0	0	0		0	0	0	0	0	0	0	0	0	0	0	0 0	0
STE	Right Left-Through-Right		151	2	83	9		0	10	161	0	0	0	161	0	0	0	161	0	0
WE	Left-Through-Right Left-Right		-	0		-					0				0				0	
	γ···g···		Nort	th-South:	166	Nort	h-South:	0		Nor	th-South:	184		Nor	th-South:	427		Nor	th-South:	287
	CRITICAL VOL	UMES	Ea	ast-West:	83	Ea	st-West:	0		E	ast-West:	0		E	ast-West:	0		E	ast-West:	0
					249		SUM:	0			SUM:	184			SUM:				SUM:	287
,	0.11				0.175			0.000				0.123				0.285				0.191
V/C					0.175			0.000				0.061				0.185				0.096
	LEVEL OF SERVICE (LOS):						Α				Α				Α				Α	
	REMA	ARKS:	Future	2035 No B	uild	Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N		ESC IM		h Event Ma	nagement P	lan

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.114 NO 0.010 NO △v/c after mitigation: -0.079
Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street: To	panga Canyon I	Bl		Year o	of Count:	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
40		arendon St			Projecti	ion Year:	2035		Pea	ak Hour:	Wkdy LN	Revie	wed by:			Project:	Prome	nade (10k	Seats)
Орг	No. of Pha Dosed Ø'ing: N/S-1, E/W-2 or Bot	h-3?	.	3 2 0	N/D	0 00	3 2 3 0	N/D	0	CD.	4 2 0	ND	0	c.p.	4 2 0	ND.	0	CD.	4 2 0
Right	Turns: FREE-1, NRTOR-2 or OLA	A-3? NB 0 EB 2	SB WB	2	NB EB	0 SB 2 WE		NB EB	0	SB WB	3	NB EB	0	SB WB	3	NB EB	0	SB WB	3
	ATSAC-1 or ATSAC+ATC			0			0				2				2				2
	Override Capa		35 NO BUIL		NON-ESC	C PROJEC	•	FUTURI	W/ WCSP	W/ NON-ES	•	FUTU	RE W/ WCS	P W/ FULL	•	FUT W/	WCSP W/ F	ULL PROJ	_
	MOVEMENT		No. of	Lane	Project		Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
		Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
₽	↑ Left✓ Left-Through	10	1 0	10	0		0	1	11	1 0	11	0	11	1 0	11	0	11	1 0	11
NORTHBOUND	↑ Through	520	2	177	8		0	49	569	2	194	0	569	2	194	0	569	2	194
兇	Through-Right		1							1				1				1	
L NC		11	0	11	0		0	1	12	0	12	0	12	0	12	0	12	0	12
ž	Left-Right		0							0				0				0	
₽	↓ Left↓ Left-Through	60	1 0	60	1		0	5	65	1 0	65	0	65	1 0	65	0	65	1 0	65
SOUTHBOUND	Through	261	2	100	6		0	24	285	2	109	367	652	2	232	-131	521	2	188
욷	Through-Right	40	1	40	,				40	1	40	•	40	1	40	•	40	1	40
5		40	0	40	1		0	3	43	0 0	43	0	43	0	43	0	43	0 0	43
တိ	Left-Right		0							0				Ö				0	
1	_ J Left	02	1	55	0		0	9	02	2	E 1	0	02	2	E4	0	02	2	51
₽	→ Left-Through	83	0	55	U		0	9	92	0	51	0	92	0	51	0	92	0	91
EASTBOUND	→ Through	13	0	55	0		0	1	14	0	28	0	14	0	28	0	14	0	28
ET8	→ Through-Right → Right	13	0	0	0		0	1	14	1 0	0	0	14	1	0	0	14	1 0	0
EAS	Left-Through-Right 1		Ü			Ů		14	0	Ü		14	0	O .		14	0	O	
	- ← Left-Right		0							0				0				0	
	√ Left	10	0	10	0		0	1	11	0	11	0	11	0	11	0	11	0	11
WESTBOUND			1		_				_	1		_	_	1			_	1	
BOL	← Through ← Through-Right	5	0	15	0		0	1	6	0 0	17	0	6	0	17	0	6	0 0	17
ST	Right	64	1	64	0		0	7	71	2	0	0	71	2	0	0	71	2	0
×	Left-Through-Right Left-Right		0							0				0				0	
	↓ Leit-Night	No	orth-South:	237	North	h-South:	0		Nor	th-South:	259		Nor	th-South:	259		Nor	th-South:	259
	CRITICAL VOLU	MES	East-West:	119 356	Eas	st-West:	0		E	ast-West:	68		E	ast-West:			E	ast-West:	68
	SUM: 35 VOLUME/CAPACITY (V/C) RATIO: 0.25					SUM:	0 000			SUM:	327			SUM:				SUM:	327
V/C	0.25			0.250			0.000				0.238 0.138				0.238 0.138				0.238 0.138
.,,	5.25			0.250 A			0.000 A				0.138 A				υ.136				0.138 A
	REMARKS: Refer to Traffix Analysis				Non ESC F	Project Volu		Delta Vol	= WCSP Ba	ckground +		Fut -	+ WCSP + N	Non ESC +	ESC	wit	h Event Ma	nagement P	
<u> </u>	Version: 1i Peter 9/4/2011					,	- ,			<u> </u>					IECT IM			J	

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.112 NO -0.112 NO $\Delta v/c$ after mitigation: -0.112 Fully mitigated? N/A







I/S #:	North-South Street: Top	anga Canyon I	Bl		Year o	of Count:	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	TC	Date:	Ja	nuary 20	20
41	East-West Street: Ver	itura Bl			Projecti	on Year:	2035		Pea	ak Hour:	Wkdy LN	Revie	wed by:			Project:	Prome	nade (10k	Seats)
	No. of Pha			4			4				4				4				4
Орр	posed Ø'ing: N/S-1, E/W-2 or Both	1-3? 22 NB 0	SB	0	NB	0 SB	0 3 0	NB	3	SB	0	NB	3	SB	0	NB	3	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA	-3? NB 0	WB	2	EB	0 SE		EB	0	WB	3	EB	0	WB	3	EB	0	WB	3
	ATSAC-1 or ATSAC+ATCS			0			0				2				2				2
	Override Capa			0			0				0				0				0
	MOVEMENT	20	35 NO BUIL		NON-ESC	PROJEC			W/ WCSP				RE W/ WCS				WCSP W/ F		
	IVIO V EIVIEN I	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
	↑ Left	52	1	52	0		0	3	55	1	55	0	55	1	55	0	55	1	55
NORTHBOUND	↓ Left-Through		0							0				0				0	
00	Through	325	3	108	-3		0	33	358	3	119	0	358	3	119	0	358	3	119
를 보고	Through-Right		0							0		_		0		_		0	
l K		87	1	72	-1		0	1	88	1	58	0	88	1	58	0	88	1 0	58
¥	Left-Through-Right Left-Right		0							0				0				0	
	Lett-Night																		
	→ Left	69	1	69	2		0	3	72	2	40	0	72	2	40	0	72	2	40
3	Left-Through	000	0 2	00	7		•		040	0	00	70	040	0 2	457		040	0 2	404
8	↓ Through	238	1	86	/		0	2	240	2	80	78	318	1	157	0	318	1	124
ΙĔΙ	↓ Right	21	0	21	1		0	0	21	i 1	0	288	309	1	0	-131	178	i 1	0
SOUTHBOUND	Left-Through-Right		0							0				0				0	
, , ,			0							0				0				0	
ı	ے Left	150	2	83	3		0	15	165	3	58	0	165	3	58	0	165	3	58
₽	→ Left-Through	100	0	00			Ū	10	100	0	30		100	0	30		100	0	30
EASTBOUND	→ Through	223	2	84	4		0	2	225	2	85	0	225	2	85	0	225	2	85
I B(→ Through-Right		1	00			0		00	1	00		00	1 0	00		00	1 0	00
AS			0	29	0		0	0	29	0	29	0	29	0	29	0	29	0	29
"	Left-Through-Right 0 Left-Right 0								0				0				0		
_	•																		
۵	✓ Left ✓ Left-Through	54	2 0	30	1		0	0	54	2 0	30	0	54	2 0	30	0	54	2 0	30
WESTBOUND	← Through	159	2	80	2		0	2	161	2	81	0	161	2	81	0	161	2	81
)BC	Through-Right		0		_		-			0				0		_		0	-
EST	Right Left-Through-Right	88	1	88	1		0	12	100	2	15	0	100	2	15	0	100	2	15
⋝	Left-Through-Right Left-Right		0							0				0				0	
	↓ Leit-Night	No	orth-South:	177	North	-South:	0		Nor	th-South:	159		Nor	th-South:	212		Nor	th-South:	179
	CRITICAL VOLUI		East-West:			st-West:	0			ast-West:	139			ast-West:				ast-West:	139
			SUM:	348		SUM:	0			SUM:	298			SUM:	351			SUM:	318
	VOLUME/CAPACITY (V/C) RATIO: 0.25						0.000				0.217				0.255				0.231
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.25						0.000				0.117				0.155				0.131
	LEVEL OF SERVICE (LOS):						Α				Α				Α				Α
	REMAR	KS: Futu	re 2035 No E	Build	Non_ESC P	roject Volu	ımes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut	+ WCSP + N	Non_ESC +	ESC	wit	h Event Ma	nagement P	lan
	Version: 1i Peter 9/4/2011												IECT IM						

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.136 NO -0.098 NO Δ v/c after mitigation: -0.122 Fully mitigated? N/A







I/S #:	North-South Street:	Canoga	Av			Year	of Count	2016	Ambie	nt Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Já	nuary 20	20
42	East-West Street:	US 101 \	NB Off Ram	р		Projec	tion Year	2035		Pea	ak Hour:	Wkdy LN	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. o posed Ø'ing: N/S-1, E/W-2 or Turns: FREE-1, NRTOR-2 or		NB 0 EB 0	SB WB	3 2 0 0	NB EB	0 SE		NB EB	0	SB WB	2 0 0 0	NB EB	0	SB WB	2 0 0 0	NB EB	0	SB WB	2 0 0 0
	ATSAC-1 or ATSAC+. Override				0			0				2				2				2
	Overnue	Оараску	203	5 NO BUIL		NON-ES	SC PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	•	FUTU	RE W/ WCS	SP W/ FULI	•	FUT W/	WCSP W/ F	ULL PROJ	_
	MOVEMENT		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 Left-Through Through-Right		201	0 0 3 0	0 67	0 1 0		0	-7 0	0 194 0	0 0 3 0	0 65 0	0	0 194 0	0 0 3 0	0 65	0	0 194 0	0 0 3 0	o 65 0
NOR	Right Left-Through-Right Left-Right		0	0 0 0				0		·	0			ŭ	0 0			·	0	
SOUTHBOUND	Left Left-Through Through Through-Right ✓ Right Left-Through-Right Left-Right		0 396 0	0 0 4 0 0 0	0 99 0	0 12 0		0 0 0	0 14 0	0 410 0	0 0 4 0 0 0	0 103 0	393	0 803 0	0 0 4 0 0 0	0 201 0	79 0	0 882 0	0 0 4 0 0 0	0 221 0
EASTBOUND	→ Left → Left-Through → Through ↑ Through-Right Right → Left-Through-Right ← Left-Right		0 0 0	0 0 0 0 0	0 0 0	0 0 0		0 0 0	0 0	0 0	0 0 0 0 0	0 0 0	0 0	0 0	0 0 0 0 0	0 0 0	0 0	0 0	0 0 0 0 0	0 0 0
WESTBOUND	Left Left-Through Through-Right Right Left-Through-Right Left-Right		56 0 172	1 0 0 0 2 0	56 0 95	0 0 -1		0 0 0	-3 0 -3	53 0 169	1 0 0 0 2 0	53 0 93	0 0	53 0 169	1 0 0 0 2 0 0	53 0 93	0 0	53 0 169	1 0 0 0 2 0	53 0 93
	CRITICAL VOLUMES East-West: 95 SUM: 194					th-South: ast-West: SUM:	0 0 0			th-South: ast-West: SUM:	103 93 196			th-South: ast-West: SUM:	93			th-South: ast-West: SUM:	221 93 314	
V/C				0.136 0.136 A			0.000 0.000 A				0.131 0.065 A				0.196 0.098 A				0.209 0.109 A	
	RE	MARKS:	Future	2035 No B	Build	Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	Non_ESC +	ESC	wit	h Event Ma	nagement F	Plan
Version: 1i Peter 9/4/2011																IECT IM				

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.071 NO -0.038 NO $\Delta v/c$ after mitigation: -0.027 Fully mitigated? N/A







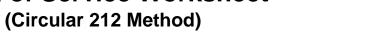
I/S #:	North-South Street:	Canoga /	Av			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G'	тс	Date:	Ja	nuary 20	20
43	East-West Street:	US 101 E	B On Ramp)		Projec	tion Year	2035		Pea	ak Hour:	Wkdy LN	Revie	wed by:			Project:	Promei	nade (10k	Seats)
	No. of F				3			3				2				2				2
Орј	posed Ø'ing: N/S-1, E/W-2 or B	3oth-3?	AVD 0	0.0	0	A/D	0 SE	0	MD	0	0.0	0		0	0.0	0		0	0.0	0
Right	Turns: FREE-1, NRTOR-2 or O	DLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WI	-	NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+AT	TCS-2?	LD	***	0	LD	0 111	0		U	""	2	LD	J	112	2	LD-	U	112	2
	Override Ca	apacity			0			0				0				0				0
			203	5 NO BUIL	D	NON-ES	SC PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	C PROJ	FUTUI	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT			No. of	Lane	Project		Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
ļ	5 1 6		Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
9	↑ Left Left-Through		0	0 0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0 0	0
NORTHBOUND	↑ Through		199	3	66	0		0	-6	193	3	64	0	193	3	64	0	193	3	64
BG	↑ Through-Right		100	0	00	·		ŭ		100	0	0.		100	0	01		100	0	0.
I	Right		77	1	77	0		0	-6	71	1	71	0	71	1	71	0	71	1	71
ğ	Left-Through-Right			0							0				0				0	
_				0							0				0				0	
	l 1-6		000		445	0		0		040		440	007	577		047	70	050		004
9	↓ Left↓ Left-Through		209	2 0	115	6		0	1	210	2 0	116	367	577	2 0	317	79	656	2 0	361
ΙĒ	Through		249	2	125	7		0	9	258	2	129	26	284	2	142	0	284	2	142
¥	Through-Right			0							0				0				0	
SOUTHBOUND	ب Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
SO	Left-Through-Right			0							0				0				0	
	↓ Left-Right			0							0				0				0	
I			0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
₽	→ Left-Through			0	_			_			0				0				0	
l lo	→ 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
AS	Right Left-Through-Right		0	0 0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0 0	0
ш	→ Left-Right			0							0				0				0	
	√ Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND			•	0	0	•		0	0	^	0 0	0	_	0	0	0	_	^	0 0	0
g	← Through ← Through-Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
ST	Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
WE	Left-Through-Right			0							0				0				0	
				0							0				0				0	
	CRITICAL VOL	LIMES		th-South:	192		th-South:	0			th-South:	187			th-South:	388			th-South:	432
	CRITICAL VOL	LUMES	E	ast-West: SUM:	0 192	E	ast-West: SUM:	0 0		E	ast-West: SUM:	0 187		Eá	ast-West: SUM:	0 388		E	ast-West: SUM:	0 432
	VOLUME/CAPACITY (V/C) I	RATIO:		30W.	0.135		JOH.	0.000			30W.	0.125			30W.	0.259			JON.	0.288
VIII	C LESS ATSAC/ATCS ADJUST																			
V/C		0.135			0.000				0.062				0.159				0.188			
<u> </u>	LEVEL OF SERVICE	, ,		000511	A	N 500	Design 137 :	A	D-#- 17 :	W000 5	-1	A		WOCD : :	I F00	A		h F * * *		Α
<u> </u>		ARKS:	Future	suild	Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	скground +	Non_ESC	Fut +	+ WCSP + N				h Event Mar	nagement P	ian	
	Version: 1i Beta; 8/4/2011												PROJ	ECT IM	PACT					

Change in v/c due to project: Significant impacted? -0.073 NO

0.024 NO

 $\Delta v/c$ after mitigation: 0.053 Fully mitigated? N/A







I/S #:	North-South Street: Cano	ga Av			Year of	Count: 2	2016	Ambie	nt Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
44	East-West Street: Ventu	ra Bl			Projection	n Year: 🙎	2035		Pea	ak Hour:	Wkdy LN	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. of Phase			3			ω,				4				4				4
	oosed Ø'ing: N/S-1, E/W-2 or Both-3	ND 0	SB	0	NB	0 SB	0 3	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA-3	EB 0	WB	3		0 WB	3	EB	0	WB	3	EB	0	WB	3	EB	0	WB	3
	ATSAC-1 or ATSAC+ATCS-2			0			0				2				2				2
	Override Capaci			0			0				0				0				0
	MOVEMENT	20	No. of	Lane	Project	PROJECT VO		Delta	W/ WCSP	No. of	Lane	Added	RE W/ WCS	No. of	Lane	Added	WCSP W/ F	No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Traffic		ane Iume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	Left	43	1	43	0		0	-1	42	1	42	0	42	1	42	0	42	1	42
	← Left-Through		0							0				0				0	
l ğ	↑ Through	80	1	47	0		0	-5	75	1	44	0	75	1	44	0	75	1	44
ᄩ	Through-Right	40	1	40			0		40	1	40		40	1	40	•	40	1	40
NORTHBOUND		13	0 0	13	0		0	-1	12	0	12	0	12	0	12	0	12	0	12
Ž	← Left-Right		0							0				0				0	
_	→ Left	65	1	65	2		0	0	65	1	65	0	65	1	65	0	65	1	65
3		93	0	93	3		0	2	95	0 1	95	26	121	0	121	0	121	0 1	121
<u>B</u>	→ Through → Through-Right	93	0	93	3		U	2	95	0	90	20	121	0	121	U	121	0	121
上自	ر Right	84	1	11	3		0	3	87	1	15	0	87	1	15	0	87	1	15
SOUTHBOUND	Left-Through-Right		0							0				0				0	
•	↓ Left-Right		0							0				0				0	
I	- J Left	132	2	73	0		0	-2	130	2	72	0	130	2	72	0	130	2	72
₽	→ Left-Through		0							0				0				0	
8	→ Through	258	2	129	0		0	4	262	2	131	0	262	2	131	0	262	2	131
E I	→ Through-Right	37	0	16	0		0	2	39	0 1	18	0	39	0	18	0	39	0	18
EASTBOUND	Left-Through-Right 0		10	0		U	2	39	0	10	U	39	0	10	U	39	Ö	10	
	Left-Through-Right 0 Left-Right 0								0				0				0		
	C Late	04	1	24			•		24	1	04		24	1	24		04	1	24
<u> </u>	√ Left √ Left-Through	21	1 0	21	0		0	0	21	1 0	21	0	21	0	21	0	21	1 0	21
WESTBOUND	← Through	244	3	81	0		0	1	245	3	82	0	245	3	82	0	245	3	82
∏ Œ	Through-Right		0							0				0				0	
ES.	Right Left-Through-Right	59	1 0	0	0		0	-3	56	1	0	0	56	1	0	0	56	1 0	0
>	Left-Through-Right Left-Right		0							0				0				0	
	, ,		rth-South:	136	North-S	South:	0			th-South:	137		Nor	th-South:				th-South:	163
	CRITICAL VOLUME	S E	ast-West:	154		-West:	0		Ea	ast-West:	154		E	ast-West:			E	ast-West:	154
 	VOLUME/CADACITY (V/C) DATE	\.	SUM:	290		SUM:	0			SUM:	291			SUM:				SUM:	317
1//0	VOLUME/CAPACITY (V/C) RATIO: 0.20						0.000				0.212				0.231				0.231
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.20						0.000				0.112				0.131				0.131
<u></u>	LEVEL OF SERVICE (LOS):						Α				Α	_			Α				Α
L	REMARKS: Future 2035 No Build					oject Volumes	Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N		ESC IM		h Event Ma	nagement F	Plan

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.092 NO -0.073 NO $\Delta v/c$ after mitigation: -0.073 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	De Soto	Av			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	TC	Date:	Já	anuary 20	20
45	East-West Street:	US 101 V	VB Ramps			Projec	tion Year	2035		Pe	ak Hour:	Wkdy LN	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. o posed Ø'ing: N/S-1, E/W-2 o Turns: FREE-1, NRTOR-2 o		NB 0 EB 0	SB WB	3 2 0 2	NB EB	0 SE		NB EB	0	SB WB	3 0 0	NB EB	0	SB WB	3 0 0	NB EB	0	SB WB	3 0 0
	ATSAC-1 or ATSAC-	ATCS-2?	EB 0	VV D	0	EB	O VVI	0	ED	U	VV D	2	ED	U	VVD	2	EB	U	VV D	2
	Override	Сараспу	203	5 NO BUIL		NON-ES	SC PROJEC	•	FUTURE	W/ WCSP	W/ NON-ES	•	FUTU	RE W/ WCS	P W/ FULL	•	FUT W/	WCSP W/ I	III I PROJ	•
	MOVEMENT			No. of	Lane	Project		Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Q	Left		57	1	57	0		0	1	58	1	58	0	58	1	58	0	58	1	58
3	← Left-Through		249	0	125	0		0	-9	240	0 3	80	0	240	0	80	0	240	0 3	80
BO	↑ Through ↑ Through-Right		249	0	120	U		U	-9	240	0	80	U	240	ა 0	00	U	240	0	80
ΗĘ	← Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND	Left-Through-Right			0							0				0				0	
	→ Left-Right			0							0				0				0	
	└ Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
OUTHBOUND	Left-Through		Ĭ	0	ŭ			Ŭ	Ŭ	Ü	0	Ŭ		Ü	0	Ü		Ü	0	Ŭ
l og	Through		338	4	85	9		0	44	382	4	96	26	408	4	102	210	618	4	155
∥≝∣	← Through-Right		140	0	440	3		0	2	144	0 2	70	0	111	0	70	0	111	0 2	79
oo.	✓ Right→ Left-Through-Right		142	0	142	3		U	2	144	0	79	U	144	0	79	U	144	0	79
Ñ	↓ Left-Right			0							0				0				0	
	1		- I -																	
Ω	J Left		0	0 0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0	0
N	→ Through		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
BC	→ Through-Right			0							0				0				0	
EASTBOUND	Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
ш				0 0							0				0				0	
	1 1 20																			
0	✓ Left		62	1	58	0		0	5	67	1	61	0	67	1	61	0	67	1	61
S			0	0	58	0		0	0	0	0 0	61	0	0	0	61	0	0	0	61
B0	Through-Right		J	0	30			U		U	0	01		U	0	01		U	0	01
WESTBOUND	Right		111	1	0	0		0	6	117	1	0	0	117	1	0	0	117	1	0
NE NE	Left-Through-Right			1 0							1 0				1 0				1 0	
	North-South: 199				199	Nor	th-South:	0		Nor	th-South:	154		Nor	th-South:	160		Noi	th-South:	213
	CRITICAL V	OLUMES	E	ast-West:	58	E	ast-West:	0		E	ast-West:	61		E	ast-West:			E	ast-West:	61
					257		SUM:	0			SUM:	215			SUM:				SUM:	274
					0.180			0.000				0.151				0.155				0.192
V/0				0.180			0.000				0.075				0.078				0.096	
	LEVEL OF SERVICE (LOS):							Α				Α				Α				Α
	REMARKS: Refer to Traffix Analysis					Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + 1	Non_ESC +	ESC	wit	th Event Ma	nagement F	lan

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.105 NO -0.102 NO △v/c after mitigation: -0.084
Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street: De Soto	Av			Year of	Count:	2016	Ambie	nt Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Já	nuary 20	20
46	East-West Street: US 101	EB Ramps			Projection	n Year:	2035		Pea	ak Hour:	Wkdy LN	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
1	No. of Phases posed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	3 2 0	NB	0 SB	3 2 0	NB	0	SB	3 0 0	NB	0	SB	3 0 0	NB	0	SB	3 0 0
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	WB	0	EB	0 WB	0	EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity			0 0			0				2 0				2 0				2 0
		203	5 NO BUILI	D	NON-ESC F	PROJECT \	/OLS	FUTURE	W/ WCSP	W/ NON-ES	C PROJ	FUTU	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/	ULL PROJ	W/ EMP
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic		Lane /olume	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
₽	Left	0	0 0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0	0
NORTHBOUND	← Left-Through ↑ Through	177	3	59	-6		0	-5	172	4	43	0	172	4	43	0	172	4	43
P P	† Through-Right		0				_	_		0		_		0				0	
R	→ Right	58	1	58	-2		0	1	59	1	59	0	59	1	59	0	59	1	59
9	→ Left-Through-Right		0							0				0				0	
	→ Left-Right	I	0							0				0				0	
	Left	208	2	114	2		0	-17	191	2	105	0	191	2	105	210	401	2	221
SOUTHBOUND	→ Left-Through		0							0				0				0	
30	Through	195	2	98	2		0	-6	189	2	95	26	215	2	108	0	215	2	108
胃胃	← Through-Right → Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
00	Left-Through-Right		0	· ·			O		O	0	Ū		Ü	0	Ü		Ü	0	Ü
S	↓ Left-Right		0							0				0				0	
		407		64	0		0	_	400	1	04	0	400	1	04	0	400	1	04
₽	→ Left-Through	127	1	64	0		0	-5	122	1	61	0	122	1	61	0	122	1	61
EASTBOUND	→ Through	0	0	64	0		0	0	0	0	61	0	0	0	61	0	0	0	61
BG	→ Through-Right		0							0				0				0	
AS.	Right Left-Through-Right	57	1 0	57	0		0	0	57	1 0	57	0	57	1	57	0	57	1 0	57
ш	↓ Left-Fillough-Right		0							0				0				0	
٥	√ Left √ Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
90	↑ Through-Right	U	0	U	J		U	U	U	0	U	U	U	0	U		U	0	0
EST	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
N N	Left-Through-Right Left-Right		0							0				0				0	
	↓ Leit-Nigiit	Nor	th-South:	173	North-S	South:	0		Non	th-South:	164		Non	th-South:	164		No	th-South:	280
	CRITICAL VOLUMES East-West: 64				-West:	0			ast-West:	61			ast-West:				ast-West:	61	
	SUM: 23					SUM:	0			SUM:	225			SUM:	225			SUM:	341
	VOLUME/CAPACITY (V/C) RATIO: 0.16						0.000				0.158				0.158				0.239
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.16						0.000				0.079				0.079				0.139
	LEVEL OF SERVICE (LOS):		Α			Α				Α				Α				Α	
	REMARKS: Refer to Traffix Analysis				Non_ESC Pro	oject Volume	es Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	Non_ESC +	ESC	wit	th Event Ma	nagement F	Plan
	Version: 1i Beta: 8/4/2011	-				-						DDA	IFCT IM	DAGE			•		

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.087 NO -0.087 NO $\Delta v/c$ after mitigation: -0.027 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	De Soto	Av			Year	of Count	2016	Ambie	nt Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
47	East-West Street:	Ventura	BI			Project	ion Year	2035		Pea	ak Hour:	Wkdy LN	Revie	wed by:			Project:	Promei	nade (10k	Seats)
0		f Phases			3			3				4				4				4
	oosed Ø'ing: N/S-1, E/W-2 o		NB 0	SB	1 2	NB	0 SE	1 3 2	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0 3
Right	Turns: FREE-1, NRTOR-2 o	r OLA-3?	EB 0	WB	2	EB	0 WE		EB	0	WB	3	EB	0	WB	3	EB	0	WB	3
	ATSAC-1 or ATSAC+				0			0				2				2				2
	Override	Capacity	203	5 NO BUIL		NON-ES	C PROJEC	_	CUTURE	W/ WCSP	W/ NON-ES	•	EUTUE	RE W/ WCS	D W/ EIII I	•	FIIT W/	WCSP W/ F	III I BBO I	•
	MOVEMENT		203	No. of	Lane	Project	OTROJEG	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	Left		14	1	14	0		0	1	15	1	15	0	15	1	15	0	15	1	15
NORTHBOUND	Left-Through		47	0					•	50	0			50	0			50	0	
BO	↑ Through ↑ Through-Right		47	1	35	0		0	3	50	2	25	0	50	2	25	0	50	2	25
핕	→ Right		22	0	22	0		0	4	26	1	17	0	26	1	17	0	26	1	17
l or	Left-Through-Right			0				ŭ	•		0				0				0	
	← Left-Right			0							0				0				0	
	1.0		104		07			0	0.5	440		20		440		00		440		00
9			121	2 0	67	-3		0	25	146	2	80	0	146	2	80	0	146	2 0	80
	Through		60	1	60	-1		0	-2	58	1	58	26	84	1	84	0	84	1	84
Ĕ	← Through-Right			0							0				0				0	
SOUTHBOUND	Right		83	1	83	-2		0	6	89	1	8	0	89	1	8	0	89	1	8
So	Left-Through-Right Left-Right			0 0							0				0				0	
	Cent-Night										<u> </u>									
	ر Left		77	1	77	2		0	4	81	1	81	0	81	1	81	0	81	1	81
	→ Left-Through			0							0				0				0	
EASTBOUND	→ Through → Through-Right		261	2	93	6		0	13	274	2 1	97	0	274	2	97	0	274	2	97
STE	Right		17	0	17	0		0	0	17	0	17	0	17	0	17	0	17	0	17
EA	Left-Through-Right			0				_			0				0				0	
	- deft-Right			0							0				0				0	
I	√ Left		15	1	15	0		0	3	18	1	18	0	18	1	18	0	18	1	18
9			13	0	13			3	3	10	0	10	J	10	0	10		10	0	10
	← Through		251	3	84	3		0	5	256	3	85	0	256	3	85	0	256	3	85
WESTBOUND	Through-Right		400	0	,			_	00	405	0 1		_	405	0		_	405	0	
ES	Right Left-Through-Right		102	1 0	102	1		0	33	135	1 0	55	0	135	1 0	55	0	135	1 0	55
<	Left-Right			0							0				0				0	
	_			th-South:	118		h-South:	0			th-South:	105			th-South:	105			th-South:	105
	CRITICAL V	OLUMES	E	ast-West:	179	Ea	st-West:	0		Ea	ast-West:	166		E	ast-West:	166		E	ast-West:	166
	VOLUME/CAPACITY (V/C) RATIO:		SUM:	297		SUM:	0 000			SUM:	271			SUM:	271			SUM:	271
1110	C LESS ATSAC/ATCS ADJU	•			0.208			0.000				0.197				0.197				0.197
V/C					0.208			0.000				0.099				0.099				0.099
	LEVEL OF SERVICE			000511	Α	N 500	5	A	D # 1/ :	14/00D =		Α		. WOOD :	. 500	A				Α
		MARKS:	Future	2035 No B	Build	Non_ESC F	Project Volu	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	+ WCSP + N				h Event Mar	nagement P	lan
Version: 1i Beta; 8/4/2011															PROJ	IECT IM	<u>PACT</u>			

Change in v/c due to project: Significant impacted? -0.109 NO

-0.109 NO

 $\Delta v/c$ after mitigation: -0.109 Fully mitigated? N/A







I/S #:	North-South Street: Topa	nga Canyon B	I		Year of Co	unt: 2016	Ambi	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Já	anuary 20	20
48	East-West Street: Mart	inez St			Projection Y	ear: 2035		Pea	ak Hour:	Wkdy LN	Revie	ewed by:			Project:	Prome	nade (10l	k Seats)
1	No. of Phas posed Ø'ing: N/S-1, E/W-2 or Both-	3?	SB	2 0 0	NB 0	2 0 SB	NB	0	SB	2 0 0	NB	0	SB	2 0 0	NB	0	SB	2 0 0
Right	Turns: FREE-1, NRTOR-2 or OLA-	3? EB 0	WB	0		WB 0	EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATCS-			0		0				2				2				2
	Override Capac		35 NO BUIL		NON-ESC PRO	U	FUTUR	E W/ WCSP	W/ NON-ES	•	FUTU	RE W/ WCS	P W/ FIII I	•	FUT W/	WCSP W/ I	III I PRO	•
	MOVEMENT		No. of	Lane	Project	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
		Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	Left	2	0	2	0	0	-1	1	0	1	0	1	0	1	0	1	0	1
3	← Left-Through ↑ Through	362	1 0	183	-6	0	37	399	1 0	201	0	399	1	201	0	399	1 0	201
BG	↑ Through-Right	002	1	103		O .	"	000	1	201		000	1	201		000	1	201
NORTHBOUND	→ Right	0	0	183	0	0	0	0	0	201	0	0	0	201	0	0	0	201
2	Left-Through-Right		0						0				0				0	
	← Left-Right		0						0				0				0	
	∟ Left	2	0	2	0	0	0	2	0	2	0	2	0	2	0	2	0	2
SOUTHBOUND	Left-Through		1						1				1				1	
BO	↓ Through	317	0 1	162	3	0	-2	315	0 1	161	78	393	0 1	200	0	393	0 1	200
E	بَ Right	3	0	162	0	0	0	3	0	161	0	3	Ö	200	0	3	0	200
301	Left-Through-Right		0						0				0				0	
, ,	↓ Left-Right		0						0				0				0	
ı	J Left	10	0	10	0	0	2	12	0	12	0	12	0	12	0	12	0	12
2	→ Left-Through		0						0				0				0	
EASTBOUND	→ Through → Through-Right	2	0 0	15	0	0	0	2	0	16	0	2	0	16	0	2	0	16
STE	Right	3	0	0	0	0	-1	2	0	0	0	2	0	0	0	2	0	0
EA	Left-Through-Right		1						1				1				1	
	-		0						0				0				0	
ı	√ Left	4	0	4	0	0	0	4	0	4	0	4	0	4	0	4	0	4
Ω			0						0				0			·	0	
WESTBOUND	← Through ← Through-Right	3	0 0	8	0	0	0	3	0	8	0	3	0	8	0	3	0	8
STE	Right	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
WE	Left-Through-Right		1					•	1			•	1			·	1	
	├ Left-Right	A/-	0 ***********	105	Nowth Co.	4. 0		A/	0 45 Carreta	203		A/	0	203		A/	0	203
	North-South: 185 CRITICAL VOLUMES East-West: 15		185 19	North-Sou East-We				th-South: ast-West:	203			th-South: ast-West:				th-South: ast-West:	203	
	3		SUM:	204	SU				SUM:				SUM:				SUM:	223
	VOLUME/CAPACITY (V/C) RAT	0:		0.136		0.000				0.149				0.149				0.149
V/C	C LESS ATSAC/ATCS ADJUSTMEN	IT:		0.136		0.000				0.074				0.074				0.074
	LEVEL OF SERVICE (LO	S):		Α		Α				Α				Α				Α
	REMARKS: Future 2035 No Build			Build	Non_ESC Project	Volumes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut	+ WCSP + 1	Non_ESC +	ESC	wit	h Event Ma	nagement F	Plan
	Version: 1i Reta: 8/4/2011	•											DDO	IECT IN	DAGE			

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.062 NO -0.062 NO Δ v/c after mitigation: -0.062 Fully mitigated? N/A







I/S #:	North-South Street: Top	anga Canyon B	I		Year of	f Count:	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Já	nuary 20	20
49	East-West Street: Mul	holland Dr			Projection	on Year:	2035		Pea	ak Hour:	Wkdy LN	Revie	ewed by:			Project:	Prome	nade (10l	(Seats)
	No. of Pha posed Ø'ing: N/S-1, E/W-2 or Both	1-3?	SB	3 2 0	NB	0 SB-	3 2 - 0	NB	0	SB	4 2 0	NB	0	SB	4 2 0	NB	0	SB	4 2 0
Right	Turns: FREE-1, NRTOR-2 or OLA	-3? EB 0	WB	0	EB	0 WB-		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATCS Override Capa			0			0				2 0				2 0				2 0
		20	35 NO BUIL	D	NON-ESC	PROJECT	VOLS	FUTURE	W/ WCSP	W/ NON-ES	SC PROJ		RE W/ WCS		PROJ		WCSP W/		W/ EMP
	MOVEMENT	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
₽	Left	44	1	44	0		0	12	56	1	56	0	56	1	56	0	56	1 0	56
	← Left-Through ↑ Through	201	0 1	102	0		0	-2	199	0 1	101	0	199	1	101	0	199	1	101
l A	↑ Through-Right	20.	1	.02			ŭ	_	.00	1			.00	1			.00	1	
NORTHBOUND	→ Right	2	0	2	0		0	1	3	0	3	0	3	0	3	0	3	0	3
9	Left-Through-Right		0							0				0				0	
	→ Left-Right		0							0				0				0	
	. Left	5	0	5	0		0	0	5	0	5	0	5	0	5	0	5	0	5
SOUTHBOUND	→ Left-Through		1							1				1				1	
301	Through	136	0	141	0		0	2	138	1 0	72	78	216	1	111	0	216	1	111
l ₹ l	← Through-Right → Right	153	0	114	0		0	8	161	1	120	0	161	1	120	0	161	0 1	120
00	← Left-Through-Right	100	0				Ū		101	0	120		101	0	120		101	0	120
S	↓ Left-Right		0							0				0				0	
	Left	140	1	70	2		0	2	440	1	00	0	112	1	00	0	440	1	00
₽	→ Left-Through	140	1	79	-3		0	3	143	1	82	0	143	1	82	0	143	1	82
EASTBOUND	→ Through	18	0	79	0		0	2	20	0	82	0	20	0	82	0	20	0	82
l BC	→ Through-Right		0							0				0				0	
AS.	Right Ceft-Through-Right	35	1 0	13	-1		0	7	42	1 0	14	0	42	1	14	0	42	1 0	14
ш	Left-Right		0							0				0				0	
	· •	•																	
	√ Left √ Left	4	0	4	0		0	0	4	0	4	0	4	0	4	0	4	0	4
WESTBOUND		12	0 0	28	0		0	0	12	0	25	0	12	0	25	0	12	0	25
B0	Through-Right	12	0	20			Ü		14	0	25		12	0	23		12	0	25
EST	Right	12	0	0	0		0	-3	9	0	0	0	9	0	0	0	9	0	0
×	Left-Through-Right Left-Right		1							1 0				1				1	
	↓ Lett-Night	No	rth-South:	185	North-	-South:	0		Nor	th-South:	176		Nor	th-South:	176		No	th-South:	176
	CRITICAL VOLUM		ast-West:	107		t-West:	0			ast-West:	107			ast-West:				ast-West:	107
			SUM:	292		SUM:	0			SUM:	283			SUM:	283			SUM:	283
	VOLUME/CAPACITY (V/C) RAT			0.205			0.000				0.206				0.206				0.206
V/C	C LESS ATSAC/ATCS ADJUSTME	NT:		0.205			0.000				0.106				0.106				0.106
	LEVEL OF SERVICE (LC	OS):		Α			Α				Α				Α				Α
	REMARKS: Refer to Traffix Analysis			alysis	Non_ESC Pr	roject Volur	mes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	Non_ESC +	ESC	wit	th Event Ma	nagement F	lan
	Version: 1i Reta: 8/4/2011													DDO	IFCT IM	DAGE			

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

-0.099 NO -0.099 NO $\Delta v/c$ after mitigation: -0.099 Fully mitigated? N/A

Intersection #19 Erwin/De Soto

Level Of Service Computation Report

Circular 212 Planning Method (Base Volume Alternative)

************************* Cycle (sec): 100
Loss Time (sec): 0
Optimal Cycle: 22 Critical Vol./Cap.(X):

O Average Delay (sec/veh): xxxxxx 22 Level Of Service: A *****************************

North Bound South Bound East Bound West Bound L - T - R L - T - R Approach: Control: Permitted Permitted Split Phase Split Phase Rights: Include Include Include Include Rights: Include Include Include Min. Green: 0 0 0 0 0 0 0 0 0 0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 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 88 Initial Bse: 33 406 7 5 267 48 58 3 88 2 3 5 267 48 58 3 88 PHF Volume: 33 406 7 Reduct Vol: 0 0 0 Reduced Vol: 33 406 7 0 0 0 0 0 0 0 0 n 5 267 48 58 3 88 2 3 FinalVolume: 33 406 7 10 267 48 64 3 97 2 3 -----| Saturation Flow Module: Lanes: 1.00 2.95 0.05 0.11 2.89 1.00 1.17 0.05 1.78 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

Crit Volume: 138 5 55 **** ****

Crit Moves: *********************************

Level Of Service Computation Report

Circular 212 Planning Method (Base Volume Alternative)

Intersection #37 S	Shoup/Ventura I	Blvd	
******	******	**********	*****
Cycle (sec):	100	<pre>Critical Vol./Cap.(X):</pre>	0.269
Loss Time (sec):	0	Average Delay (sec/veh):	XXXXXX
Optimal Cycle:	25	Level Of Service:	Α

Optimal Cycl	le: 25	Level	Of Service:	Α
*****	*****	*****	*****	*****
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

------|

Control:	Permi	tted	Pr	otecte	d	Spl	it Pha	se	Spl	it Ph	ase [.]
Rights:	Incl	ude		Includ	е		Includ	е		Inclu	de
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										

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 3	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
FinalVolume:	15	124	36	95	37	61	37	236	15	28	309	146
Saturation F	low Mo	odule:	•	-		•	-		•	-		•

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 ******************************

100 Critical Vol./Cap.(X): Cycle (sec): Optimal Cycle: 25 O Average Delay (sec/veh): 25 Level Of Service: XXXXXX

***************************** North Bound South Bound East Bound West Bound L - T - R L - T - R Approach: L - T - R ------| Control: Permitted Protected Split Phase Split Phase Rights: Include Include Include Rights: Include Include Include Min. Green: 0 0 0 0 0 0 0 0 0 0 0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 Y+R: 1 0 2 1 0 1 0 2 1 0 1 0 1! 0 0 0 1 0 0 1 Lanes: -----| Volume Module: 11 Base Vol: 10 520 60 261 40 83 13 13 10 Growth Adj: 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 40 83 13 13 PHF Volume: 10 520 11 60 261 10 0 0 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 11 13 Reduced Vol: 10 520 60 261 40 83 13 10 5 64 FinalVolume: 10 520 11 60 261 40 91 13 13 10 -----| Saturation Flow Module: 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:

Intersection #45 US 101 WB Ramps/De Soto

Level Of Service Computation Report

Circular 212 Planning Method (Base Volume Alternative)

*****	*****	**********	******
Cycle (sec):	100	<pre>Critical Vol./Cap.(X):</pre>	0.184
Loss Time (sec):	0	Average Delay (sec/veh):	XXXXXX
Optimal Cycle:	23	Level Of Service:	Α
*****	*****	***********	******

Optimal Cycle			23 ******							****	****	A *****
Approach:	No	rth B	ound	Sou	uth Bo	ound	Ea	ast Bo	ound	We	st Bo	ound
Movement:												
Control:		Permi	tted	F	Permi	tted	Sp.	Lit Ph	nase	Sp1	it Ph	nase
Rights:												
Min. Green:									0		_	0
Y+R:			110			4.0						4.0
			0 0			0 1						
Volume Module		0.40	•	•	000	4.40	•	•	•	00	•	
			0						0		0	111
•		1.00			1.00	1.00		1.00				1.00
Initial Bse:			_	_		142	1 00	0	1 00	62	1 00	111
User Adj: PHF Adj:					1.00	1.00 1.00		1.00	1.00 1.00	1.00		1.00 1.00
PHF Volume:	57			0.00	338	142	0.00	0.10	0.00	62	0.00	111
	0		_	0	0	0	0	_	0	02	0	0
Reduced Vol:	_	_	_	0	_	142	0	_	_	_	0	111
PCE Adj:			•	_	1.00	1.00		1.00			_	1.00
MLF Adj:				1.00		1.00		1.00	1.00	1.10		1.10
FinalVolume:					338	142		0	0	68	0	122
									_		-	
Saturation F				1		'	1		'	1		1
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 Anal	lysis	Modu	le:									

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: **** **** Crit Moves: ****

Level Of Service Computation Report

Circular 212 Planning Method (Base Volume Alternative)

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

***************************** North Bound South Bound East Bound West Bound L - T - R L - T - R Approach: 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 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 -----| Volume Module: Base Vol: 0 177 58 0 127 0 57 208 195 Initial Bse: 0 177 58 208 195 0 127 0 57 0 0 208 195 0 127 0 57 PHF Volume: 0 177 58 0 0 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 n Reduced Vol: 0 177 58 0 127 0 57 208 195 0 0 0 FinalVolume: 0 177 58 229 195 0 140 0 57 0 0 Saturation Flow Module: $0.00\ 3.00\ 1.00\ 2.00\ 2.00\ 0.00\ 2.00\ 0.00\ 1.00\ 0.00\ 0.00\ 0.00$ Lanes:

Vol/Sat: 0.00 0.04 0.04 0.08 0.07 0.00 0.05 0.00 0.04 0.00 0.00

Crit Volume: 59 114 70 0

Final Sat.: 0 4275 1425 2850 2850 0 2850 0 1425 0 0

Crit Moves: **** ****

Level Of Service Computation Report Circular 212 Planning Method (Base Volume Alternative)

Intersection #49 Topanga Canyon Blvd/Mulholland

****************************** 100 Critical Vol./Cap.(X):

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

***************************** North Bound South Bound East Bound West Bound L - T - R L - T - R Approach: Control: Permitted Permitted Split Phase Split Phase Rights: Include Include Include Include

 Rights:
 Include
 Include
 Include

 Min. Green:
 0
 0
 0
 0
 0
 0
 0

 0 0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 1 0 1 1 0 0 1 0 1 0 0 1 0 0 1! 0 0 -----|-----|------| Volume Module: Base Vol: 44 201 2 5 136 153 140 18 35 Initial Bse: 44 201 2 5 136 153 140 18 35 4 12 12 PHF Volume: 44 201 2 5 136 153 140 18 35 4 12 Reduct Vol: 0 0 0 Reduced Vol: 44 201 2 0 0 0 0 0 0 0 0 0 5 136 140 18 35 12 153 4 12 FinalVolume: 44 201 2 5 136 153 154 18 35 4 12

Saturation Flow Module:

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 -----|

-----|

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







I/S #:	North-South Street:	Shoup A	١V			Year o	of Count:	2016	Ambie	nt Growtl	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
1	East-West Street:	Vanowei	n St			Projecti	ion Year:	2035		Pea	ak Hour:	12 - 1 Sat	Revie	wed by:			Project:	Promei	nade (10k	Seats)
		f Phases			2			2				2				2				2
Opp	oosed Ø'ing: N/S-1, E/W-2 or	Both-3?	NB 0	SB	0	NB	0 SE	0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	EB 0	WB	0	EB	0 SE		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+	ATCS-2?			0			0				2	ľ			2				2
	Override	Capacity			0			0				0				0				0
	MOVEMENT		203	5 NO BUILI			C PROJEC			W/ WCSP				RE W/ WCS				WCSP W/ F		
	IVIOVEIVIENT		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
	↑ Left		91	1	91	2		0	-9	82	1	82	0	82	1	82	0	82	1	82
NORTHBOUND	← Left-Through			0		_		_	_		0				0				0	
l o	Through		616	2	308	14		0	7	623	2	312	0	623	2	312	0	623	2	312
뿔	Through-Right			0							0				0				0	
L IX	Right		87	1	44	2		0	-8	79	1	43	0	79	1	43	0	79	1	43
¥	Left-Through-Right Left-Right			0 0							0				0				0	
I	Y Leit-Right		<u> </u>	0							0				0				0	
	└ Left		60	1	60	1		0	9	69	1	69	0	69	1	69	0	69	1	69
Į	→ Left-Through			0							0				0				0	
80	Through		592	2	296	8		0	-21	571	2	286	0	571	2	286	0	571	2	286
I ₹ I	← Through-Right → Right		75	1	0	1		0	5	80	0 1	1	0	80	1	1	0	80	1	1
SOUTHBOUND	Left-Through-Right		13	0	U			O	3	00	0		U	00	0	'		00	0	
တ	Left-Right			0							0				0				0	
	1																			
۵			159	1 0	159	1		0	0	159	1 0	159	0	159	1 0	159	0	159	1 0	159
S	→ Through		732	1	406	5		0	12	744	2	372	13	757	2	379	0	757	2	379
EASTBOUND	→ Through-Right			1				Ū			0	0.2			0	0.0			0	0.0
\ST	Right		80	0	80	0		0	-1	79	1	38	0	79	1	38	0	79	1	38
Ä	Left-Through-Right			0							0				0				0	
I	- ✓ Left-Right		<u> </u>	0							0				U				U	
1	√ Left		87	1	87	2		0	-15	72	1	72	0	72	1	72	0	72	1	72
₽				0							0				0				0	
l o	← Through		779	2	390	15		0	-9	770	2	385	1	771	2	386	0	771	2	386
WESTBOUND	Through-Right Right		107	0 1	77	3		0	8	115	0 1	81	0	115	0	81	0	115	0 1	81
l ES	Left-Through-Right		107	0	11	3		U	0	113	0	01	U	113	0	01	0	113	0	01
>	├ Left-Right			0							0				0				0	
					387		h-South:	0			th-South:	381			th-South:	381			th-South:	381
	CRITICAL V	OLUMES	Ea	ast-West:	549	Eas	st-West:	0		Eá	ast-West:	544		E	ast-West:	545		E	ast-West:	545
	VOLUME/CAPACITY (V/C) DATIO:		SUM:	936		SUM:	0			SUM:	925			SUM:				SUM:	926
	•	•			0.624			0.000				0.617				0.617				0.617
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.6							0.000				0.517				0.517				0.517
	LEVEL OF SERVIC				В			Α				Α				Α				Α
	RE	MARKS:	Future	2035 No B	uild	Non_ESC F	Project Volu	ımes Only	Delta Vol	= WCSP Bad	ckground +	Non_ESC	Fut +	+ WCSP + N				h Event Mar	nagement P	lan
,	Version: 1i Beta; 8/4/2011														PROJ	IECT IM	PACT			

-0.107 NO

-0.107 NO

 $\Delta v/c$ after mitigation: -0.107 Fully mitigated? N/A







I/S #:	North-South Street:	Topanga	Canyon Bl			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	TC	Date:	Ja	anuary 20	20
2	East-West Street:	Vanowei	n St			Projec	ction Year	2035		Pea	ak Hour:	12 - 1 Sat	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
1	No. o posed Ø'ing: N/S-1, E/W-2 or : Turns: FREE-1, NRTOR-2 or		NB 0	SB	3 0 0	NB	0 SE	3 0 3 0	NB	0	SB	3 0 0	NB	0	SB	3 0 0	NB	0	SB	3 0 0
Kigiit	•		EB 0	WB	0	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ Override				0			0				2 0				2 0				2 0
			203	5 NO BUIL	D	NON-ES	SC PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	C PROJ	FUTU	RE W/ WCS	SP W/ FULL	PROJ	FUT W/	WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT		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
D	Left		121	1	121	3		0	13	134	2	74	1	135	2	74	0	135	2	74
NORTHBOUND	← Left-Through ↑ Through		1138	0 2	569	31		0	45	1183	0 2	592	3	1186	0 2	593	0	1186	0 2	593
l 뿐	Through-Right		219	0 1	169	9		0	83	302	0 2	104	0	302	0	104	0	302	0	104
OR.			219	0	109	9		U	03	302	0	104		302	0	104	"	30∠	0	104
z	Left-Right			0							0				0				0	
			-																	
9	↓ Left↓ Left-Through		223	1 0	223	3		0	6	229	1 0	229	0	229	1	229	0	229	1 0	229
OUTHBOUND	Through		1457	2	547	15		0	-48	1409	2	529	60	1469	2	549	0	1469	2	549
HB(← Through-Right			1							1				1				1	
TO	→ Right		185	0	185	3		0	-8	177	0	177	0	177	0	177	0	177	0	177
SC	← Left-Through-Right			0 0							0				0				0	
			l .																	
	Left		111	1	111	1		0	4	115	2	63	0	115	2	63	0	115	2	63
EASTBOUND	→ Left-Through→ Through		620	0 2	310	4		0	37	657	0 1	401	0	657	0	407	0	657	0	407
BOI	→ Through-Right		020	0	310	4		U	31	037	1	401	U	037	1	407		037	1	407
ST	Right		132	1	72	0		0	12	144	0	144	13	157	0	157	0	157	0	157
E/	Left-Through-Right			0							0				0				0	
	- ≺ Left-Right		I	0							U				U				U	
	√ Left		101	1	101	0		0	24	125	1	125	0	125	1	125	0	125	1	125
WESTBOUND			040	0	474	_		^	4.4	057	0	000	_	057	0	000		057	0	000
BOL	← Through ← Through-Right		643	1	471	1		0	14	657	2	329	0	657	2	329	0	657	2	329
STI	Right Left-Through-Right		298	0	298	2		0	10	308	1	194	0	308	1	194	0	308	1	194
WE	Left-Through-Right Left-Right			0 0							0 0				0				0	
			Nor	th-South:	792	Nor	rth-South:	0		Nor	th-South:	821		Nor	th-South:			Nor	th-South:	822
	CRITICAL V	OLUMES	E	ast-West:	582	E	ast-West:	0		E	ast-West:	526		E	ast-West:			E	ast-West:	532
	VOLUME/CAPACITY (V/C) RATIO:		SUM:	1374		SUM:	0 000			SUM:	1347			SUM:				SUM:	1354
1/4	C LESS ATSAC/ATCS ADJUS	-			0.964			0.000				0.945				0.950				0.950
V/0					0.964 E			0.000				0.845 D				0.850 D				0.850 D
	LEVEL OF SERVICE (LOS): E REMARKS: Future 2035 No Build					Non FOO	Droig et \/-!	A Only	Dolta Val	- WCCD D-	okaro::= d :		F. 4	- MCCD / A	lon ESC :		,	h Event Ma	nogoniant 5	
<u> </u>	RE	ouila	Non_ESC	Project Vol	urnes Only	Deita Vol	= WCSP Ba	ckground +	NOT_ESC	Fut	+ WCSP + 1	NOU_ESC +	ESC	Wil	h Event Ma	nagement F	1idN			

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.119 NO -0.114 Δ*ν*

 $\Delta v/c$ after mitigation: -0.114
Fully mitigated? N/A







I/S #:	North-South Street:	Owensm	outh Av			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
3	East-West Street:	Vanower	n St				tion Year			Pea	ak Hour:	12 - 1 Sat		ewed by:			Project:		nade (10k	
	posed Ø'ing: N/S-1, E/W-2 or : Turns: FREE-1, NRTOR-2 or	OLA-3?	NB 0 EB 0	SB WB	2 0 0 0	NB EB	0 SE 0 W	B 0	NB EB	0	SB WB	3 0 0 0	NB EB	0 0	SB WB	3 0 0 0	NB EB	0	SB WB	3 0 0 0 0
	ATSAC-1 or ATSAC+A Override (0			0				2				2				2
			203	5 NO BUIL	D	NON-ES	SC PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	C PROJ	FUTU	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT		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 Left-Through Through Through-Right		90 237	1 0 2 0	90 119	6 18		0 0	-12 17	78 254	1 0 2 0	78 127	1	78 255	1 0 2 0	78 128	0	78 255	1 0 2 0	78 128
NORTH	Right Left-Through-Right Left-Right		116	1 0 0	16	8		0	-7	109	1 0 0	59	1	110	1 0 0	54	0	110	1 0 0	54
SOUTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right		75 335 114	1 0 1 1 0 0	75 225 114	6 21 7		0 0 0	24 22 7	99 357 121	1 0 2 0 1 0	99 179 47	0 13 0	99 370 121	1 0 2 0 1 0	99 185 47	0 0	99 370 121	1 0 2 0 1 0	99 185 47
EASTBOUND	→ Left → Left-Through → Through-Right → Right → Left-Through-Right ← Left-Right		131 1048 174	1 0 2 0 1 0	131 524 129	1 4 2		0 0 0	17 16 -10	148 1064 164	1 0 3 0 1 0	148 355 125	0 0	148 1064 164	1 0 3 0 1 0	148 355 125	0 0	148 1064 164	1 0 3 0 1 0	148 355 125
WESTBOUND	← Left ← Left-Through ← Through ← Through-Right ← Right ← Left-Through-Right ← Left-Right		201 1012 93	1 0 1 1 0 0	201 553 93	3 18 2		0 0	-18 29 40	183 1041 133	2 0 2 1 0 0	101 391 133	20 0 0	203 1041 133	2 0 2 1 0 0	112 391 133	0 0	203 1041 133	2 0 2 1 0 0	112 391 133
	CRITICAL VO	DLUMES	_	th-South: ast-West: SUM:	315 725 1040		th-South: ast-West: SUM:	0 0 0			th-South: ast-West: SUM:	257 539 796			th-South: ast-West: SUM:	263 539 802			th-South: ast-West: SUM:	263 539 802
V/0	VOLUME/CAPACITY (V/C) C LESS ATSAC/ATCS ADJUS LEVEL OF SERVICE	TMENT:			0.693 0.693			0.000 0.000				0.559 0.459 A				0.563 0.463				0.563 0.463
		WARKS:	Future	2035 No B		Non_ESC	Project Vol		Delta Vol	= WCSP Ba	ckground +		Fut	+ WCSP + N	Non_ESC +		wit	h Event Ma	nagement P	
<u> </u>	V												<u> </u>			IFCT IN	l e			

3

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.234 NO -0.230 Δ*ν*

 $\Delta v/c$ after mitigation: -0.230 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street: Canog	a Av			Year of	Count: 201	Ambi	ent Growt	h: (%): **		Condu	cted by:	G	TC	Date:	Ja	nuary 20	20
4	East-West Street: Vanow				Projection	n Year: 203	5	Pe	ak Hour:	12 - 1 Sa	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. of Phases posed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	2 0 0	NB	0 SB		2	SB	4 0 0	NB	2	SB	4 0 0	NB	2	SB	4 0 0
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	WB	0		0 WB (0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity			0		(2				2 0				2
		203	35 NO BUIL	D	NON-ESC P	PROJECT VOLS	FUTUR	E W/ WCSP	W/ NON-ES	SC PROJ		RE W/ WCS		PROJ		WCSP W/ F		W/ EMP
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Lane Volum		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
Ω	Left	135	1	135	4	(-2	133	1	133	0	133	1	133	0	133	1	133
3	← Left-Through ↑ Through	460	0 3	153	11	(11	471	0	157	1	472	0 3	157	0	472	0 3	157
層	↑ Through-Right	400	0	100		· ·		77.1	0	107		712	0	101		712	0	107
NORTHBOUND	Right	85	1	0	3	(12	97	1	97	0	97	1	97	0	97	1	97
2	← Left-Through-Right		0						0				0				0	
J.	← Left-Right	1	0						0				0				0	
	. Left	146	1	146	1	(14	160	1	160	0	160	1	160	0	160	1	160
SOUTHBOUND	├─ Left-Through		0						0				0				0	
BO	↓ Through	658	2	329	4	(72	730	2	365	7	737	2	369	0	737	2	369
Ӗ	← Tillough-Right ✓ Right	125	1	73	1	(-4	121	1	70	0	121	1	70	0	121	1	70
ŭ	Left-Through-Right		0						0				0				0	
" I	↓ Left-Right	1	0						0				0				0	
1	ے Left	104	1	104	2	(-1	103	1	103	0	103	1	103	0	103	1	103
₽	→ Left-Through		0						0				0				0	
90	→ Through	673	2	337	12	(-15	658	3	219	1	659	3	220	0	659	3	220
TB.	→ Through-Right	72	0 1	5	2	(-2	70	0 1	4	0	70	0 1	4	0	70	0	4
EASTBOUND	Right Left-Through-Right		0	3	2	,	-2	70	0	7	U	70	0	4	U	70	0	7
	- deft-Right		0						0				0				0	
1	√ Left	179	1	179	3		-37	142	1	142	0	142	1	142	0	142	1	142
9	τ Leπ Left-Through	179	0	179	3		-37	142	0	142	U	142	0	142	U	142	0	142
WESTBOUND	← Through	1048	2	524	18	(-146	902	3	301	20	922	3	307	0	922	3	307
Ä	Through-Right	050	0	400		,	70	477	0 1	07	•	477	0	07		477	0	07
ÆS	Right Left-Through-Right	253	0	180	4	(-76	177	0	97	0	177	0	97	0	177	0	97
>	├ Left-Right 0							0				Ö				0		
				464	North-S				th-South:	498			th-South:				th-South:	502
	CRITICAL VOLUMES East-West: 628 SUM: 1092		628 1092		-West: (SUM: (E	ast-West: SUM:	404 902		E	ast-West: SUM:			E	ast-West: SUM:	410 912	
				0.728		0.000			JUNI.	0.656			301/1.	0.663			JUNI.	0.663
V/C	0.12			0.728		0.000				0.556				0.563				0.563
	LEVEL OF SERVICE (LOS):					A				Δ.330				Α				Α
	REMARKS: Future 2035 No Build				Non ESC Pro	ject Volumes Only	Delta Vo	= WCSP Ba	ckground +		Fut -	+ WCSP + N	Non ESC +	ESC	wit	h Event Ma	nagement F	
Ь	Varsian: 1i Pata: 9/4/2011			,	1		3					IECT IM			J			

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.172 NO -0.165 NO $\triangle v/c$ after mitigation: -0.165 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	De Soto	Av			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	anuary 20	20
5	East-West Street:	Vanower	n St			Projec	tion Year	2035		Pea	ak Hour:	12 - 1 Sat		ewed by:			Project:	Prome	nade (10k	(Seats)
1	No. of oposed Ø'ing: N/S-1, E/W-2 or t Turns: FREE-1, NRTOR-2 or		NB 0	SB	3 0 0	NB	0 SE		NB	0	SB	4 0 3	NB	0	SB	4 0 3	NB	0	SB	4 0 3
	ATSAC-1 or ATSAC+A	ATCS-2?	EB 0	WB	0	EB	0 W	3 0 0	EB	3	WB	3 2	EB	3	WB	3 2	EB	3	WB	3 2
	Override (0			0				0				0				0
			203	5 NO BUIL			SC PROJEC	T VOLS		W/ WCSP				RE W/ WCS					FULL PROJ	W/ EMP
	MOVEMENT		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
۵	Left		86	1	86	3		0	17	103	1	103	0	103	1	103	0	103	1	103
NORTHBOUND	← Left-Through ↑ Through		870	0 2	340	17		0	15	885	0 2	369	1	886	0 2	369	0	886	0 2	369
≝	Through-Right		151	1 0	151	4		0	71	222	1 0	222	0	222	1 0	222	0	222	1	222
OR.			151	0	151	4		U	71	222	0	222	0	222	0	222	"	222	0	222
z	Left-Right			0							0				0				0	
	1 1 6		454	_					_	450	4	450		450	_	4-0		450		450
₽	↓ Left↓ Left-Through		154	1 0	154	1		0	5	159	1 0	159	0	159	0	159	0	159	1 0	159
SOUTHBOUND	Through		779	3	260	10		0	206	985	3	328	7	992	3	331	0	992	3	331
≝	Through-Right		045	0 1	405			0	20	0.47	0 1	00		0.47	0	00		047	0 1	00
5			215	0	105	2		0	32	247	0	60	0	247	0	60	0	247	0	60
Ö	↓ Left-Right			0							0				0				0	
	_ J Left		220	1	220	3		0	-33	187	1	407	0	187	1	407	0	187	1	407
₽	→ Left-Through		220	0	220	3		U	-33	107	0	187	0	107	0	187	"	107	0	187
EASTBOUND	→ Through		1135	2	568	15		0	-3	1132	3	377	1	1133	3	378	0	1133	3	378
ΪB	→ Through-Right → Right		141	0	98	3		0	33	174	0 1	71	0	174	0	71		174	0	71
EAS	Left-Through-Right		141	0	90	3		U	33	174	0	7 1	U	174	0	7 1	"	174	0	7 1
	- deft-Right			0							0				0				0	
	V Left		85	1	85	2		0	57	142	1	142	0	142	1	142	0	142	1	142
9	₩ Left Through		00	Ó	03			J.	37	142	0	142		142	Ó	142		142	0	142
l o	← Through		876	1	504	15		0	111	987	2	373	20	1007	2	379	0	1007	2	379
WESTBOUND	← Through-Right ← Right		131	1 0	131	2		0	0	131	1 0	131	0	131	1 0	131	١ ،	131	1 0	131
WES	Right Left-Through-Right		101	0	101	_		0	0	101	0	101		101	0	101		101	0	101
	├─ Left-Right			0	40.4		4.6				0	500			0	F00			0	500
	CRITICAL VOLUMES East-West: 72		494 724	_	th-South: ast-West:	0			th-South: ast-West:	528 560			th-South: ast-West:	528 566			rth-South: ast-West:	528 566		
	SUM: 12			1218		SUM:	0			SUM:	1088			SUM:				SUM:	1094	
				0.855			0.000				0.791				0.796				0.796	
V/	//C LESS ATSAC/ATCS ADJUSTMENT:			0.855			0.000				0.691				0.696				0.696	
	LEVEL OF SERVICE (LOS):			D			Α				В				В				В	
	REMARKS: Future 2035 No Build				Build	Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	lon_ESC +	ESC	wit	h Event Ma	nagement P	lan

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.164 NO -0.159 NO $\Delta v/c$ after mitigation: -0.159 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Shoup A	v			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	anuary 20)20
6	East-West Street:	Victory E	31			Projec	tion Year	2035		Pea	ak Hour:	12 - 1 Sat	Revie	ewed by:			Project:	Prome	nade (10k	k Seats)
0		f Phases			2			2				2				2				2
	posed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	0	NB	0 SE	0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	EB 0	WB	0	EB	0 WE		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+				0			0				2				2				2
	Override (Capacity	203	5 NO BUIL	•	NON-ES	SC PROJEC	U	ELITLIDE	W/ WCSP	W/ NON-ES		FUTU	RE W/ WCS	D W/ EIII I	•	FUT W/	WCSD W/	ULL PROJ	•
	MOVEMENT		203	No. of	Lane	Project	JC FROJEC	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left		213	1	213	6		0	13	226	1	226	0	226	1	226	0	226	1	226
	← Left-Through		0.40	0	0.07	40		•	40	225	0	070	•	005	0	070		205	0	070
ВО	↑ Through ↑ Through-Right		613	1	367	19		0	12	625	1	376	0	625	1	376	0	625	1	376
Ŧ	→ Right		121	0	121	4		0	6	127	0	127	0	127	0	127	0	127	0	127
NORTHBOUND	← Left-Through-Right			0		•		,			0				0				0	
				0							0				0				0	
	↓ Left		84	1	84	1		0	-5	79	1	79	0	79	1	79	0	79	1	79
Q.	Left-Through		04	0	04	'		U	-5	19	0	19	U	19	0	19		19	0	19
SOUTHBOUND	Through		575	1	348	10		0	-16	559	1	338	0	559	1	338	0	559	1	338
뿌	← Through-Right			1							1				1				1	
5			120	0 0	120	1		0	-4	116	0 0	116	0	116	0	116	0	116	0	116
SC	Left-Right			0							0				0				0	
_	1 -																			
۵			114	1 0	114	2		0	-8	106	1 0	106	0	106	1 0	106	0	106	1 0	106
EASTBOUND	→ Through		1012	1	577	33		0	92	1104	2	415	20	1124	2	422	0	1124	2	422
BC	→ Through-Right			1							1				1				1	
ASI	↑ Through-Right ↑ Right ↑ Left-Through-Right		141	0	141	4		0	1	142	0	142	0	142	0	142	0	142	0	142
ш	→ Left-Through-Right Left-Right			0							0				0				0	
	√ Left ←		105	1	105	2		0	14	119	1	119	0	119	1	119	0	119	1	119
WESTBOUND			810	0	445	15		0	96	906	0 2	330	1	907	0	331		907	0 2	331
90	Through-Right		010	1	440	10		U	30	300	1	330	'	301	1	331	"	307	1	331
EST	Right		79	0	79	1		0	6	85	0	85	0	85	0	85	0	85	0	85
×	Left-Through-Right Left-Right			0							0				0				0	
	North-South: 56		561	Nor	th-South:	0		Nor	th-South:	564		Nor	th-South:	564		Nor	th-South:	564		
			682	E	ast-West:	0		E	ast-West:	534		E	ast-West:			E	ast-West:			
<u> </u>	VOLUME/CADACITY (1/2)) DATIO		SUM:	1243		SUM:	0			SUM:	1098			SUM:				SUM:	
11/2	VOLUME/CAPACITY (V/C) RATIO: 0.829 (C LESS ATSAC/ATCS ADJUSTMENT: 0.829					0.000				0.732				0.737				0.737		
V/C					0.829			0.000				0.632				0.637				0.637
<u> </u>	LEVEL OF SERVICE (LOS):				=		A				В			. ====	В		. =		В	
	REMARKS: Future 2035 No Build					Non_ESC	Project Volu	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N		ESC IN	l e	h Event Ma	nagement P	rlan

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.197 NO -0.192 NO $\Delta v/c$ after mitigation: -0.192 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Topanga	Canyon Bl			Year	r of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	anuary 20	20
7	East-West Street:	Victory E	31			Projec	ction Year	2035		Pe	ak Hour:	12 - 1 Sat	Revie	wed by:			Project:	Prome	nade (10l	k Seats)
,	No. o	of Phases			4			4				4				4	_		-	4
Op	posed Ø'ing: N/S-1, E/W-2 o	r Both-3?			0			0				0			ı	0		_		0
Right	Turns: FREE-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 W		NB EB	3	SB WB	0 3	NB EB	3	SB WB	0	NB EB	3	SB WB	0
	ATSAC-1 or ATSAC+	ATCS-2?	ED 0	VV D	0	ED	U VVI	0	ED	U	VV D	2	ED	U	WD	3 2	ED	U	WD	2
	Override				0			0				0				0				0
			203	5 NO BUILI	D	NON-E	SC PROJEC	T VOLS	FUTUR	W/ WCSP	W/ NON-ES	C PROJ	FUTU	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/	ULL PROJ	J W/ EMP
	MOVEMENT			No. of	Lane	Project		Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
L	<u> </u>		Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Ω	Left		182	1	182	3		0	11	193	2	106	1	194	2	107	0	194	2	107
5	← Left-Through ↑ Through		1420	0	590	33		0	182	1602	0 3	534	5	1607	0 3	536	0	1607	0 3	536
BC	↑ Through-Right		1420	1	390	33		U	102	1002	0	334	3	1007	0	330		1007	0	330
NORTHBOUND	Right		350	0	350	9		0	44	394	1	152	0	394	1	152	0	394	1	152
ğ	Left-Through-Right			0							0				0				0	
				0							0				0				0	
			200	1	200	•		0	40	200		454	0	200		454		200		454
9	└→ Left├→ Left-Through		296	0	296	6		0	-16	280	2	154	0	280	2 0	154	0	280	2 0	154
SOUTHBOUND	Through		1449	2	541	32		0	-129	1320	3	440	86	1406	3	469	0	1406	3	469
HB	← Through-Right			1							0				0				0	
5	-√ Right		174	0	174	3		0	15	189	1	116	0	189	1	116	0	189	1	116
SO	Left-Through-Right			0							0				0				0 0	
	↓ Left-Right			U							U				U				U	
	ح Left		214	2	118	6		0	53	267	2	147	0	267	2	147	0	267	2	147
9	→ Left-Through			0							0				0				0	
00	→ Through		788	2	308	23		0	222	1010	3	296	0	1010	3	301	0	1010	3	301
E I	Through-Right Right		135	1 0	135	3		0	38	173	1 0	173	20	193	0	193	0	193	0	193
EASTBOUND	Right Left-Through-Right		100	0	100	3		U	30	173	0	173	20	133	0	190		133	0	190
_	- Left-Right			0							0				0				0	
	C 1-6		407		6.15	4.5				440				4.10				440		
₽	✓ Left ✓ Left-Through		437	2	240	-15		0	3	440	2	242	0	440	2	242	0	440	2 0	242
	← Through		1033	2	422	-35		0	33	1066	3	355	0	1066	3	355	0	1066	3	355
WESTBOUND	Through-Right			1							0		_		0		-		0	
ESI	Right		234	0	234	-9		0	2	236	1	82	0	236	1	82	0	236	1	82
Š	Left-Through-Right Left-Right		0							0				0				0		
	North-South: 88			886	No	rth-South:	0		Nor	th-South:	688		Non	th-South:	690		No	th-South:	690	
	CRITICAL V	OLUMES		ast-West:	548		ast-West:	0			ast-West:	538			ast-West:	543			ast-West:	
				SUM:	1434		SUM:	0			SUM:	1226			SUM:	1233			SUM:	1233
				1.043			0.000				0.892				0.897				0.897	
V/C	C LESS ATSAC/ATCS ADJUSTMENT: 1.0			1.043			0.000				0.792				0.797				0.797	
				F			Α				С				С				С	
	REMARKS: Future 2035 No Build					Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	Non_ESC +	ESC	wi	h Event Ma	nagement F	Plan
<u> </u>	REMARKS: Future 2035 No Build								<u> </u>		_									

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.251 NO $\triangle v/c$ after mitigation: -0.246 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Westfield	d Wy			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	TC	Date:	Ja	nuary 20	20
8	East-West Street:	Victory E	31			Projec	tion Year	2035		Pe	ak Hour:	12 - 1 Sat	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
Op	No. o pposed Ø'ing: N/S-1, E/W-2 o	of Phases r Both-3?	NB 0	SB	3 0 2	NB	0 SE	3 0 3 2	NB	3	SB	4 1 3	NB	3	SB	4 1 3	NB	3	SB	4 1 3
Righ	t Turns: FREE-1, NRTOR-2 o	r OLA-3?	EB 0	ЗБ WB	0	EB	0 SE		EB	3	ЗВ WB	3	EB	3	3Б WВ	3	EB	3	ЗВ WВ	3
	ATSAC-1 or ATSAC+ Override	ATCS-2? Capacity			0	_		0				2				2				2
			203	5 NO BUIL	D	NON-ES	SC PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	C PROJ	FUTU	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT		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
Q	Left		40	0	40	5		0	-2	38	1	26	0	38	1	26	0	38	1	26
NORTHBOUND	← Left-Through Through		12	1 0 0	52	2		0	2	14	0	26	0	14	0	26	0	14	1 0 0	26
ΙĒ	Through-Right Right		60	1	43	8		0	9	69	0	29	0	69	1	29	0	69	1	29
OR	← Left-Through-Right			0	70			- 0		00	0	23		00	0	23		00	0	23
				0							0				0				0	
	_		188	0	188	4		0	51	239	1	239	0	239	1	239	0	239	1	239
N N	Left-Through		100	1	100	4		U	51	239	0	239	U	239	0	239	"	239	0	239
OUTHBOUND	Through		6	0	194	1		0	1	7	1	7	0	7	1	7	0	7	1	7
₩	Through-Right		400	0	400	•		0	_	400	0 1	405		400	0	405		400	0	405
	→ Right → Left-Through-Right → Left-Right		433	0	433	8		0	5	438	0	165	0	438	0	165	0	438	0	165
Š				0							0				0				0	
₽	 J Left → Left-Through 		432	1 0	432	2		0	65	497	2	273	0	497	2	273	0	497	2	273
EASTBOUND	→ Through		1251	3	322	4		0	693	1944	4	486	0	1944	4	486	0	1944	4	486
IBC	→ Through-Right			1		_			_		0		_		0				0	
AS.	Right Left-Through-Right		36	0	36	0		0	5	41	1 0	15	0	41	1	15	0	41	1 0	15
ш	Left-Right			0							0				0				0	
Ω	✓ Left ✓ Left-Through		34	1 0	34	2		0	6	40	1 0	40	0	40	1	40	0	40	1 0	40
WESTBOUND	← Through		1130	3	361	51		0	131	1261	4	315	0	1261	4	315	0	1261	4	315
TBC	Through-Right			1							0				0				0	
ES.	Right Left-Through-Right		312	0	312	17		0	76	388	1 0	149	0	388	1	149	0	388	1 0	149
	├ Left-Right			0							0				0				0	
					473		th-South:	0			th-South:	268			th-South:				th-South:	268
	CRITICAL V	OLUMES	E.	ast-West: SUM:	793 1266	E	ast-West: SUM:	0		E	ast-West: SUM:	588 856		E	ast-West: SUM:			E	ast-West: SUM:	588 856
					0.888		SUW:	0.000			JUIVI:	0.623			SUNI:	0.623			SUNI:	0.623
V/					0.888			0.000				0.623 0.523				0.023				0.523
					0.888 D			0.000 A				0.525 A				0.525 A				0.525 A
	LEVEL OF SERVICE (LOS): REMARKS: Future 2035 No Build					Non ESC	Project Vol		Delta Vol	= WCSP Ba	ckaround +		Fut -	+ WCSP + N	Non ESC +		wit	h Event Ma	nagement P	
<u> </u>	, , , , , , , , , , , , , , , , , , ,		1.02.00			30.00 701		g. ouu .							///					

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.365 NO -0.365 NO $\Delta v/c$ after mitigation: -0.365 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street: C	Owensm	outh Av			Year	of Count:	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
9		/ictory B	31			Project	tion Year:	2035		Pea	ak Hour:	12 - 1 Sat	Revie	wed by:			Project:	Prome	nade (10l	(Seats)
0	No. of P				4 0			4				4				4				4
1	posed Ø'ing: N/S-1, E/W-2 or B		NB 0	SB	0	NB	0 SB	0	NB	3	SB	0 3	NB	3	SB	0	NB	3	SB	0
Right	Turns: FREE-1, NRTOR-2 or O	DLA-3?	EB 0	WB	0	EB	0 WE		EB	3	WB	3	EB	3	WB	3	EB	3	WB	3
	ATSAC-1 or ATSAC+AT				0			0				2				2				2
	Override Ca	apacity	202	5 NO BUIL	0	NON FE	C PROJEC	0	FUTUR	W/ WCSP	W/NON E	0	FUTU	RE W/ WCS	D W// EUL I	0	FLIT W//	WCSP W/ F	THE PRO	0 I W/ EMD
	MOVEMENT		203	No. of	Lane	Project	CPROJEC	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left		139	1	139	1		0	5	144	1	144	0	144	1	144	0	144	1	144
l š	← Left-Through			0							0				0				0	
BOI	↑ Through		291	2	146	4		0	59	350	3	117	2	352	3	117	0	352	3	117
I	Through-Right Right		67	0	33	1		0	5	72	0 1	9	2	74	1	0	0	74	1	0
NORTHBOUND	← Left-Through-Right		07	0	- 55	'		- 0		12	0	3	_	, 4	0	- 3		1-1	0	0
2	→ Left-Right			0							0				0				0	
				,																
9	↓ Left↓ Left-Through		231	1 0	231	24		0	6	237	2 0	130	0	237	2 0	130	0	237	2	130
l ā	Through		466	2	233	48		0	21	487	3	162	40	527	3	176	0	527	3	176
SOUTHBOUND	← Through-Right			0							0				0				0	
5	Right		266	1	215	25		0	-2	264	1	90	0	264	1	90	0	264	1	90
so	← Left-Through-Right ↓ Left-Right			0 0							0				0				0	
	Leit-Right			U							U				<u> </u>				<u> </u>	
_	Left		185	2	102	2		0	131	316	2	174	0	316	2	174	0	316	2	174
	→ Left-Through			0							0				0				0	
EASTBOUND	→ Through → Through-Pight		1218	3	334	9		0	620	1838	3 1	505	0	1838	3	505	0	1838	3	505
STE	Through-Right Right Left-Through-Right		118	0	118	2		0	64	182	0	182	0	182	0	182	0	182	0	182
EA	Right Left-Through-Right			0		_					0				0				0	
	- ✓ Left-Right			0							0				0				0	
	√ Left		123	2	68	16		0	-8	115	2	63	40	155	2	85	0	155	2	85
9			120	0	- 00	10		· ·		. 10	0	- 00	70	100	0	- 00		100	0	- 00
l lo	← Through		1031	3	315	143		0	-2	1029	3	324	0	1029	3	324	0	1029	3	324
E	← Through-Right ← Right		220	1 0	228	36		0	39	267	1 0	267	0	267	1 0	267	0	267	1 0	267
WESTBOUND	Left-Through-Right		228	0	228	30		U	39	201	0	267	U	267	0	267	U	267	0	207
>	Left-Right			0							Ō				0				Ö	
			377		h-South:	0			th-South:	306			th-South:	320			th-South:	320		
			417 794	Ea	st-West: SUM:	0		E	ast-West: SUM:	568 874		E	ast-West: SUM:			E	ast-West: SUM:	590 910		
			0.577		JUIII.	0.000				0.636			com.	0.662			COM.	0.662		
V/0				0.577			0.000				0.536				0.562				0.562	
	LEVEL OF SERVICE							A				Α				0.502 A				0.502 A
					Non ESC	Project Volu		Delta Vol	= WCSP Ba	ckaround +		Fut -	+ WCSP + N	lon ESC +		wit	h Event Ma	nagement F		
<u> </u>	REMARKS: Future 2035 No Build					11011_L00		00 Only	Dona voi	1100i Da	onground T		i ut	11001 11		IEGE IM		voiit ivia	agomont r	

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.041 NO -0.015 NO $\triangle v/c$ after mitigation: -0.015 Fully mitigated? N/A







I/S #:	North-South Street: Cand	ga Av			Year of (Count: 2016	Ambi	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	anuary 20	20
10	East-West Street: Victor	ry Bl			Projection	Year: 2035		Pea	ak Hour:	12 - 1 Sat	Revie	wed by:			Project:	Prome	nade (10k	k Seats)
	No. of Phas			3		3				4				4				4
	oosed Ø'ing: N/S-1, E/W-2 or Both-	ND 0	SB	0	NB	0 0 SB 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA-	? KB 0	WB	0		0 WB 0	EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATCS-			0		0				2				2				2
	Override Capac			0		0				0				0				0
	MOVEMENT	20	35 NO BUIL			ROJECT VOLS		E W/ WCSP			Added	RE W/ WCS	No. of				No. of	
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Lane Volume	Delta Volume	Total Volume	No. of Lanes	Lane Volume	Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	Lanes	Lane Volume
	Left	127	1	127	7	0	22	149	1	149	0	149	1	149	0	149	1	149
2	→ Left-Through		0						0				0				0	
00	Through	807	2	335	33	0	-48	759	3	253	1	760	3	253	0	760	3	253
뿔	Through-Right	407	1	407	44	0	7.5	070	0	000	•	070	0	000		070	0	000
NORTHBOUND		197	0 0	197	11	0	75	272	1 0	206	0	272	1	206	0	272	1 0	206
ž	← Left-Right		0						0				0				0	
Ω	→ Left	151	1	151	-1	0	30	181	2	100	0	181	2	100	0	181	2	100
3		1189	0 2	484	-11	0	31	1220	0 2	499	7	1227	0 2	501	0	1227	0 2	501
SOUTHBOUND	→ Through ← Through-Right	1109	1	404	-11	· ·	31	1220	1	433	,	1221	1	301	U	1221	1	301
5	Right	262	0	262	-2	0	15	277	0	277	0	277	0	277	0	277	0	277
SOI	Left-Through-Right		0						0				0				0	
	↓ Left-Right		0						0				0				0	
	Ĵ Left	122	1	122	4	0	-1	121	1	121	0	121	1	121	0	121	1	121
₽			0						0				0				0	
00	→ Through → Through-Right	733	3	207	46	0	421	1154	4 0	289	2	1156	4	289	0	1156	4 0	289
l ä	Right Left-Through-Right		0	95	4	0	17	112	1	38	0	112	1	38	0	112	1	38
EASTBOUND			0	00		ŭ			0	00			0	00			0	00
	- ✓ Left-Right		0						0				0				0	
1	√ Left	216	1	216	13	0	24	240	2	132	0	240	2	132	0	240	2	132
₽		210	0	210	13	· ·	24	240	0	132	0	240	0	132		240	0	132
WESTBOUND	← Through	1114	3	319	73	0	290	1404	3	386	40	1444	3	396	0	1444	3	396
Ē	Through-Right	400	1	400	7	0	00	440	1 0	4.40		4.40	1	4.40		440	1	4.40
ÆS	Right Left-Through-Right	160	0 0	160	7	0	-20	140	0	140	0	140	0	140	0	140	0	140
5	├ Left-Right 0							0				0				0		
				611	North-S				th-South:	648			th-South:				rth-South:	650
	CRITICAL VOLUMES East-West: 44 SUM: 105			441	East-l	West: 0 SUM: 0		E	ast-West: SUM:	507 1155		E	ast-West: SUM:			E	ast-West: SUM:	517 1167
				0.738	,	0.000			SUNI:	0.840			SUIVI:	0.849			SUIVI:	0.849
V/C				0.738						0.840 0.740				0.849 0.749				
¥/C	6.75					0.000 A				0.740 C				0.749 C				0.749 C
-	LEVEL OF SERVICE (LOS): C EMARKS: Enture 2025 No Build				Non ESC B:	ect Volumes Only	Delta Val	= WCSP Ba	okaround :		E1.4	+ WCSP + N	Von ESC :	_	,	h Event Ma	nagement P	
<u> </u>	REMARKS: Future 2035 No Build					ect volumes Only	Della Vol	- WUSP Ba	ickground +	INOII_ESC	Fut ·	+ 44C3P + I		IECT IM		ıı ⊵venı Ma	lagement P	riail

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

0.002 NO 0.011 $\Delta v/c$ afte

 $\triangle v/c$ after mitigation: 0.011 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street: Varie	l Av			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	TC	Date:	Ja	nuary 20	020
11	East-West Street: Victor	ry Bl			Projec	tion Year	2035		Pe	ak Hour:	12 - 1 Sat	Revie	wed by:			Project:	Prome	nade (10	k Seats)
	No. of Phas			3			3				4				4				4
	oosed Ø'ing: N/S-1, E/W-2 or Both-	MD 0	SB	1	NB	0 SE	1 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right '	Turns: FREE-1, NRTOR-2 or OLA-	? KB 0	WB	0	EB	0 3L		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATCS-			0			0				2	'			2				2
	Override Capac			0			0				0				0				0
	MOVEMENT	20	35 NO BUIL			SC PROJEC			W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT	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
	↑ Left	126	1	126	2		0	-54	72	1	72	0	72	1	72	0	72	1	72
NORTHBOUND	← Left-Through		0		_				. –	0				0	. –			0	
00	Through	0	0	212	13		0	418	418	2	209	0	418	2	209	0	418	2	209
男	Through-Right		1							0	_			0	_			0	_
K		212	0	0	1		0	-178	34	1 0	5	0	34	1 0	5	0	34	1 0	5
ž	Left-Right		0							0				0				0	
•																			
۵	→ Left	0	0	0	2		0	29	29	1	29	0	29	1	29	0	29	1	29
S	Left-Through Through	0	0	0	25		0	241	241	0 2	101	0	244	0 2	101	0	244	0 2	121
<u>8</u>	→ Through → Through-Right	U	0	U	25		U	241	24 1	0	121	U	241	0	121	"	241	0	121
🗧	Right	0	0	0	11		0	98	98	1	0	0	98	1	0	0	98	1	0
SOUTHBOUND	Left-Through-Right		0							0				0				0	
	↓ Left-Right		0							0				0				0	
	- J Left	0	1	0	8		0	215	215	1	215	0	215	1	215	0	215	1	215
9	→ Left-Through		0							0				0				0	
8	→ Through	1333	3	367	67		0	489	1822	4	456	2	1824	4	456	0	1824	4	456
E I	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐		0	133	5		0	-26	107	0 1	71	0	107	0 1	71	0	107	0 1	71
EAS	Right Left-Through-Right		0	100			Ü	20	107	0	, ,		107	0	, ,	Ĭ	107	0	
	- deft-Right - Left-Right		0							0				0				0	
	Left	174	1	174	2		0	-68	106	2	58	0	106	2	58	0	106	2	58
9	√ Left-Through	174	0	1/4	_		J	-00	100	0	50		100	0	50		100	0	- 50
WESTBOUND	← Through	1518	3	380	55		0	527	2045	3	528	40	2085	3	538	0	2085	3	538
I B	Through-Right		1				•	00	00	1	00		00	1	00		00	1	00
ÆS	Right Left-Through-Right	0	0	0	2		0	66	66	0 0	66	0	66	0	66	0	66	0 0	66
>									0				0				0		
			212		th-South:	0			th-South:	238			th-South:				th-South:		
	CRITICAL VOLUMES East-West: 541 SUM: 753		541 752	Eá	ast-West:	0		E	ast-West:	743		E	ast-West:			E	ast-West:		
					SUM:	0 000			SUM:	981			SUM:				SUM:		
WO	. ,			0.528			0.000				0.713				0.721				0.721
V/C				0.528			0.000				0.613				0.621				0.621
	LEVEL OF SERVICE (LOS): A PERMAPICO: Futuro 2025 No Build				Non Egg	Desired V. J	A	D-H-1/1	WOOD 5	alamana A. S	B	F	WOOD : 1	I F0C :	B		h F		В
	REMARKS: Future 2035 No Build					Project Vol	ımes Only	Delta Vol	= WCSP Ba	скground +	Non_ESC	Fut +	+ WCSP + N		ESC IN		h Event Ma	nagement F	Plan

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? 0.085 NO 0.093 NO $\Delta v/c$ after mitigation: 0.093 Fully mitigated? N/A







I/S #:	North-South Street: De Soto	Av			Year of Coun	t: 2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	TC	Date:	Já	anuary 20)20
12	East-West Street: Victory E	ВІ			Projection Yea	r: 2035		Pea	ak Hour:	12 - 1 Sa	Revie	ewed by:			Project:	Prome	nade (10l	k Seats)
	No. of Phases posed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 3	SB	4 0 0	<i>NB</i> 3 S	4 0 0	NB	3	SB	4 0 0	NB	3	SB	4 0 0	NB	3	SB	4 0 0
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	ЗВ WВ	3	EB 0 V		NВ ЕВ	0	ЗВ WВ	2	EB	0	ЗВ WВ	2	EB	0	ЗВ WВ	2
	ATSAC-1 or ATSAC+ATCS-2?			0		0				2				2				2
	Override Capacity			0		0				0				0				0
	MOVEMENT	203	5 NO BUILI		NON-ESC PROJE			W/ WCSP				RE W/ WCS				WCSP W/I		
	INIO VEINIEIN I	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
	↑ Left	108	1	108	2	0	137	245	2	135	0	245	2	135	0	245	2	135
NORTHBOUND	← Left-Through		0						0				0				0	
l So	↑ Through	736	2	348	7	0	-10	726	3	242	1	727	3	242	0	727	3	242
∥≝∣	Through-Right	007	1	007		•	l .	044	0	004		044	0	004		044	0	00.4
DR.		307	0	307	3	0	4	311	1 0	224	0	311	1	224	0	311	1 0	224
ž	Left-Right		0						0				0				0	
Q	Left	100	1	100	2	0	-4	96	2	53	0	96	2	53	0	96	2	53
SOUTHBOUND		787	0 2	336	15	0	115	902	0 4	226	7	909	0	227	0	909	0 4	227
BO	→ Through → Through-Right	101	1	330	15	U	115	902	0	220	,	909	0	221	0	909	0	221
	Right	220	0	220	4	0	71	291	1	229	0	291	1	229	0	291	1	229
301	Left-Through-Right		0						0				0				0	
•	人, Left-Right		0						0				0				0	
	ح Left	206	2	113	7	0	20	226	2	124	0	226	2	124	0	226	2	124
9	→ Left-Through		0						0				0				0	
EASTBOUND	→ Through	1166	3	325	44	0	148	1314	4	329	2	1316	4	329	0	1316	4	329
ΪB	→ Through-Right → Right	134	1 0	134	6	0	75	209	0 1	142	0	209	0	142	0	209	0	142
-AS	Left-Through-Right	134	0	134	0	U	/5	209	0	142	U	209	0	142	•	209	0	142
ш Ш	- ↓ Left-Right		0						0				0				0	
				70			4.5	450				450				450		0.7
₽	✓ Left ✓ Left-Through	143	2 0	79	6	0	15	158	2	87	0	158	2	87	0	158	2 0	87
WESTBOUND	← Through	1288	3	429	65	0	495	1783	3	474	40	1823	3	484	0	1823	3	484
1 20	Through-Right		0						1				1				1	
ES	Right	98	1	0	4	0	14	112	0	112	0	112	0	112	0	112	0	112
>	Left-Through-Right Left-Right		0						0				υ 0				0	
	North-South: 4				North-South	. 0		Nor	th-South:	364		Nor	th-South:	364		Noi	rth-South:	364
				542	East-West			E	ast-West:	598		E	ast-West:			E	ast-West:	
<u> </u>					SUM				SUM:	962			SUM:				SUM:	
	0.11					0.000				0.700				0.707				0.707
V/0				0.720		0.000				0.600				0.607				0.607
	LEVEL OF SERVICE (LOS):				Α				Α				В				В	
	REMARKS:	uild	Non_ESC Project Vo	lumes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut	+ WCSP + N	Non_ESC +	ESC	wi	th Event Ma	nagement F	Plan		
	Version: 1i Reta: 8/4/2011										000	IFCT IN	- A A T					

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.120 NO -0.113 Δ*ν/*0

 $\Delta v/c$ after mitigation: -0.113 Fully mitigated? N/A







I/S #:	North-South Street: Sho	up Av			Year of	f Count:	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Já	nuary 20	20
13	East-West Street: Erw	n St			Projection	on Year:	2035		Pea	ak Hour:	12 - 1 Sat	Revie	ewed by:			Project:	Prome	nade (10k	(Seats)
0	No. of Pha			3			3				4				4				4
	oosed Ø'ing: N/S-1, E/W-2 or Both	MD 0	SB	2	NB	0 SB-	- 2 0	NB	0	SB	2	NB	0	SB	2	NB	0	SB	2
Right	Turns: FREE-1, NRTOR-2 or OLA	s	WB	2	EB	0 WB		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATCS Override Capac			0			0				2				2				2
	Override Capad		35 NO BUIL	_	NON-ESC	PROJEC1	•	FUTURE	W/ WCSP	W/ NON-ES	•	FUTU	RE W/ WCS	P W/ FULL	•	FUT W/	WCSP W/ I	ULL PROJ	
	MOVEMENT		No. of	Lane	Project		Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
		Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Ω	Left	8	1	8	0		0	1	9	1	9	0	9	1	9	0	9	1	9
NORTHBOUND	← Left-Through ↑ Through	777	0 1	428	-1		0	23	800	0 2	400	0	800	0	400	0	800	0	400
層	† Through-Right		1	420			Ŭ	20	000	0	400		000	0	400		000	0	400
Ϋ́	Right	78	0	78	0		0	47	125	1	83	0	125	1	83	60	185	1	143
2	← Left-Through-Right		0							0				0				0	
I	← Left-Right		0							0				0				0	
	. Left	98	1	98	9		0	8	106	1	106	0	106	1	106	0	106	1	106
SOUTHBOUND	Left-Through		0							0				0				0	
<u>8</u>	↓ Through	668	1	335	47		0	-36	632	1	317	0	632	1	317	0	632	1	317
푸	✓ Right	2	0	2	0		0	0	2	0	2	0	2	0	2	0	2	0	2
000	← Left-Through-Right	_	0	_			ŭ		_	0	_		_	0	_		_	0	_
<i>o</i> ,	↓ Left-Right		0							0				0				0	
1		10	0	10	0		0	2	12	0	12	0	12	0	12	0	12	0	12
₽	→ Left-Through	10	Ö	10			Ü	_	12	0	12		12	0	12		12	0	12
l lo	→ Through	2	0	22	0		0	1	3	0	28	0	3	0	28	0	3	0	28
Ē	→ Through-Right	10	0 0	0	0		0	3	13	0	0	0	13	0	0	0	13	0	0
EASTBOUND	Right Left-Through-Right		1	U	U		U	3	13	1	U	0	13	1	U	U	13	1	U
	- ✓ Left-Right		0							0				0				0	
	√ Left	100	1	C4	40		0	47	407	1	0.5	0	407	1	0.5	0	407	1	0.5
₽	√ Left-Through	120	1	61	10		0	47	167	1	85	0	167	1	85	0	167	1	85
WESTBOUND	← Through	2	0	61	0		0	0	2	0	85	0	2	0	85	0	2	0	85
I B(Through-Right	400	0	400	40		•		004	0	4.40	•	004	0	4.40		004	0	4.40
ÆS	Right Left-Through-Right	193	0	193	12		0	8	201	1 0	148	0	201	1	148	0	201	0	148
>									0				0				0		
			526		-South:	0			th-South:	506			th-South:				th-South:	506	
				215 741	Eas	st-West: SUM:	0 0		E	ast-West: SUM:	176 682		E	ast-West: SUM:			E	ast-West: SUM:	176 682
			0.520		JUIVI.	0.000			JUNI:	0.496			JUNI.	0.496			SUW:	0.496	
V/C				0.520			0.000				0.490				0.496				0.490
	LEVEL OF SERVICE (LOS):						A				Ο.390				Δ				0.590 A
	REMARKS: Future 2035 No Build				Non ESC Pr	roject Volu		Delta Vol	= WCSP Ba	ckground +		Fut -	+ WCSP + N	lon ESC +	ESC	wit	th Event Ma	nagement F	
<u> </u>	REMARKS: Future 2035 No Build					,001 1010									IECT IM				

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.124 NO -0.124 NO $\Delta v/c$ after mitigation: -0.124 Fully mitigated? N/A







I/S #:	North-South Street:	Randi A	v/Nevada Av	/		Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
14	East-West Street:	Erwin St	t			Project	tion Year:	2035		Pea	ak Hour:	12 - 1 Sa	Revie	wed by:			Project:	Promei	nade (10k	Seats)
		f Phases			2			2				2				2				2
	posed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	0	NB	0 SE	0 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	EB 0	WB	0	EB	0 WE		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+				0			0				2				2				2
	Override	Capacity		5 NO DIW	0	Nov. 50	0.000.00	0				0	==		D.W/ E.U.	0				0
	MOVEMENT		203	5 NO BUIL No. of	Lane	Project	C PROJEC	Lane	Delta	W/ WCSP	No. of	Lane	Added	RE W/ WCS	No. of	Lane	Added	WCSP W/ F	No. of	Lane
	IIIO V EIII EIVI		Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left		13	0	13	0		0	-3	10	0	10	0	10	0	10	0	10	0	10
NORTHBOUND	← Left-Through			0							0				0				0	
l g	↑ Through		22	0	75	0		0	2	24	0	93	0	24	0	93	0	24	0	93
∥≝∣	Through-Right		40	0	0			0	40	50	0	0	•	50	0	0		50	0	0
OR.			40	0	0	-1		0	19	59	0	0	0	59	0	0	0	59	0	0
ž	Left-Right			0							0				0				0	
			<u> </u>																	
Q	→ Left		37	0	37	0		0	11	48	0	48	0	48	0	48	0	48	0	48
S	Left-Through		24	1 0	00			•	0	24	1 0	70	0	24	1 0	70		24	1 0	70
BO	↓ Through		31	0	68	0		0	0	31	0	79	U	31	0	79	0	31	0	79
ΙĒ	بُ Right		29	1	20	0		0	9	38	1	30	0	38	1	30	0	38	1	30
SOUTHBOUND	Left-Through-Right			0							0				0				0	
0,	J Left 19 J Left 19 1										0				0				0	
	Jleft		10	1	19	3		0	-2	17	1	17	0	17	1	17	0	17	1	17
₽	→ Left-Through		13	0	13	3		U	-2	17	0	.,	U	17	0	.,		17	0	.,
Ď	→ Through		185	1	107	42		0	43	228	1	125	7	235	1	128	59	294	1	158
EASTBOUND	→ Through-Right			1		_			_		1		_		1				1	
AS.	Right Left-Through-Right		28	0 0	28	3		0	-7	21	0 0	21	0	21	0	21	0	21	0	21
ш				0							0				0				0	
)		1																	
	✓ Left		39	1	39	4		0	10	49	1	49	0	49	1	49	0	49	1	49
WESTBOUND			254	0	200	30		0	49	400	0 1	227	1	401	0	227	0	401	0	227
BÖ	Through-Right		351	1	200	30		U	49	400	1	237	'	401	1	237	U	401	1	237
ST	Right		48	0	48	6		0	25	73	0	73	0	73	0	73	0	73	0	73
WE	Left-Through-Right			0							0				0				0	
	├ Left-Right 0 North-South:					•••		0			0	444			0	444			0	444
	CRITICAL VOLUMES East-West: 2						h-South: st-West:	0			th-South: ast-West:	141 254			th-South: ast-West:	141 254			th-South: ast-West:	141 254
	OKITICAL V	CLUMILO	[SUM:	219 331	Ea	SUM:	0		E	SUM:	395		E	SUM:			E	SUM:	395
	VOLUME/CAPACITY (V/C) RATIO:			0.221			0.000				0.263				0.263				0.263
V/0	C LESS ATSAC/ATCS ADJUS	0.221			0.000				0.163				0.163				0.163			
	LEVEL OF SERVICE	A			A				Α				Α				Α			
		MARKS:	Future	2035 No E		Non ESC	Project Volu		Delta Vol	= WCSP Ba	ckaround +		Fut -	+ WCSP + N	lon ESC +		wit	h Event Mar	nagement P	
<u> </u>			I ratare						20.14 701		ground		I Tat						90011.1	
	Version: 1i Beta; 8/4/2011														PRU	IECT IM	FACI			

-0.058 NO

 $\Delta v/c$ after mitigation: -0.058 Fully mitigated? N/A

Change in v/c due to project: Significant impacted? -0.058 NO







I/S #:	North-South Street:	Topanga	Canyon Bl			Year	of Count:	2016	Ambie	nt Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
15	East-West Street:	Erwin St				Project	ion Year:	2035		Pea	ak Hour:	12 - 1 Sat	Revie	wed by:			Project:	Promei	nade (10k	Seats)
		f Phases			2			2				4				4				4
	oosed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	0	NB	0 SB	0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0 0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	EB 0	WB	0	EB	0 WE		EB	0	WB	3	EB	0	WB	3	EB	0	WB	3
	ATSAC-1 or ATSAC+				0			0				2	·			2				2
	Override	Capacity		5 NO DIW	0	11011 50		0	=::=::::			0	==		D.W/ E.U.	0				0
	MOVEMENT		203	5 NO BUIL No. of	Lane	Project	C PROJEC	Lane	Delta	W/ WCSP	No. of	Lane	Added	RE W/ WCS	No. of	Lane	Added	WCSP W/ F	No. of	Lane
	mo vement		Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left		50	1	50	7		0	26	76	1	76	0	76	1	76	0	76	1	76
NORTHBOUND	← Left-Through			0							0				0				0	
301	† Through		1775	2	628	43		0	20	1795	3	473	3	1798	3	474	0	1798	3	474
崔	Through-Right		110	1 0	110	9		0	-14	96	1	96	0	96	1 0	96	0	96	1 0	96
OR.			110	0	110	9		U	-14	90	0	90	U	90	0	96	U	90	0	90
Ž	Left-Right			0							0				0				0	
₽	Left		159	1	159	118		0	-117	42	1	42	34	76	1	76	0	76	1	76
			1689	0 2	579	-22		0	-13	1676	0 2	577	73	1749	0 2	601	0	1749	0 2	601
BG	Through-Right		1003	1	313	-22		ŭ	-10	1070	1	3//	73	1743	1	001		1743	1	001
上片	بَ Right		49	0	49	-1		0	5	54	0	54	0	54	0	54	0	54	0	54
SOUTHBOUND	Left-Through-Right			0							0				0				0	
	J Left-Right 0 J Left 69 1										0				0				0	
	→ Left-Through					10		0	21	90	1	90	0	90	1	90	0	90	1	90
9				0							0				0				0	
00	→ Through		135	1	119	20		0	42	177	1	177	0	177	1	177	60	237	1	226
EASTBOUND	→ Through-Right → Right		102	1 0	102	23		0	105	207	1 0	169	7	214	1 0	176	0	214	1 0	214
EAS	Left-Through-Right		102	0	102	23		U	103	207	0	109	'	214	0	170	0	214	0	214
	- ✓ Left-Right			0							0				0				0	
	Cloft		444	1	444	4		_		140	2	70		140		70		140	2	70
₽	✓ Left ✓ Left-Through		144	0	144	-1		0	-2	142	2 0	78	0	142	2 0	78	0	142	2	78
WESTBOUND	← Through		217	1	152	-1		0	19	236	2	118	1	237	2	119	0	237	2	119
TB(← Through-Right			1							0				0				0	
ES.	Right		86	0	86	-1		0	-2	84	1	42	3	87	1 0	11	0	87	1 0	11
>	Left-Through-Right Left-Right			0							0				0				0	
	,g	787	Norti	h-South:	0		Nor	th-South:	653		Non	th-South:	677		Nor	th-South:	677			
	CRITICAL V	OLUMES	E	ast-West:	263	Ea	st-West:	0		E	ast-West:	255		Ea	ast-West:	255		E	ast-West:	304
<u> </u>	VALUE (0.1.0.1.2.1.2.1.2.1.2.1.2.1.2.1.2.1.2.1.		-	SUM:			SUM:	0			SUM:	908			SUM:				SUM:	981
	VOLUME/CAPACITY (V/C	•	Î		0.700			0.000				0.660				0.678				0.713
V/C	LESS ATSAC/ATCS ADJUS	0.700			0.000				0.560				0.578				0.613			
	LEVEL OF SERVIC	В			Α				Α				Α				В			
	RE	MARKS:	Future	2035 No E	Build	Non_ESC F	Project Volu	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	WCSP + N			· ·	does not inc	lude 3% TO	O credit)
	Version: 1i Beta; 8/4/2011														PROJ	IECT IM	PACT			

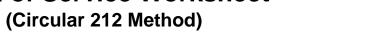
Change in v/c due to project: Significant impacted? -0.140 NO

-0.122

NO

 $\Delta v/c$ after mitigation: -0.087 Fully mitigated? N/A







I/S #:	North-South Street:	Warner I	Drive North			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G'	тс	Date:	Ja	nuary 20	20
16	East-West Street:	Erwin St	reet			Project	tion Year	2035		Pea	ık Hour:	12 - 1 Sat	Revie	wed by:			Project:	Promei	nade (10k	(Seats)
		f Phases			0			0				3				3				3
Opp	posed Ø'ing: N/S-1, E/W-2 or	Both-3?	NB 0	SB	0	NB	0 SE	0 3	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	NB 0 EB 0	ЗВ WВ	0	EB	0 SE		EB	0	3Б WВ	0	NВ ЕВ	0	3В WВ	0	EB	0	3В WВ	0
	ATSAC-1 or ATSAC+	ATCS-2?			0			0				2				2				2
	Override	Capacity			1200			1200				0				0				0
			203	5 NO BUIL			C PROJEC	T VOLS		W/ WCSP		SC PROJ		RE W/ WCS				WCSP W/ F		W/ EMP
	MOVEMENT			No. of	Lane	Project		Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
	5 Latt		Volume	Lanes	Volume 0	Traffic 121		Volume	Volume 121	Volume 121	Lanes 2	Volume 67	Volume	Volume 124	Lanes	Volume 68	Volume 0	Volume 124	Lanes	Volume 68
₽	↑ Left Left-Through		0	0	U	121		0	121	121	0	07	3	124	2	00	U	124	2 0	00
NORTHBOUND	↑ Through		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
B	† Through-Right			0							0				0				0	
ļ	Right		0	1	0	478		0	478	478	1	402	4	482	1	392	0	482	1	392
ğ	Left-Through-Right			0							0				0				0	
	Left-Right			0							0				0				0	
9			0	0 0	0	0		0	0	0	0	0	0	0	0	0	0	0	0 0	0
Ž	Through		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
₽	✓ Through-Right			0	·			·		Ū	0	· ·		Ū	0	U		O	0	U
SOUTHBOUND	Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
ĭŏ	Left-Through-Right			0							0				0				0	
, , , , , , , , , , , , , , , , , , ,	↓ Left-Right			0							0				0				0	
1	ے Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
₽	→ Left-Through		U	0	U	U		U	U	U	0	U	U	U	0	U	U	U	0	U
5	→ Through		0	1	0	73		0	371	371	2	186	0	371	2	186	0	371	2	186
EASTBOUND	→ Through-Right			1					-		0				0				0	
\ST	Right		0	0	0	184		0	184	184	1	151	34	218	1	184	59	277	1	243
, ,	Left-Through-Right			0							0				0				0	
I	-		<u>l</u>	0							0				0				0	
ı	√ Left		0	1	0	153		0	153	153	1	153	27	180	1	180	0	180	1	180
9				0				•			0				0				0	
WESTBOUND	← Through		0	2	0	0		0	682	682	2	341	0	682	2	341	0	682	2	341
ΪŘ	Through-Right		_	0	_	_			_	_	0		_	_	0		_		0	
ES	Right		0	0 0	0	0		0	0	0	0	0	0	0	0	0	0	0	0 0	0
>	Left-Through-Right Left-Right			0							0				0				0	
	,g		Nor	th-South:	0	Nort	h-South:	0		Nort	th-South:	402		Nor	th-South:	392		Nor	th-South:	392
	CRITICAL VOLUMES East-West:			0		st-West:	0			st-West:	341			ast-West:	366			ast-West:	423	
					0		SUM:	0			SUM:	743			SUM:	758			SUM:	815
	VOLUME/CAPACITY (V/C) RATIO: 0.00				0.000			0.000				0.521				0.532				0.572
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.00				0.000			0.000				0.421				0.432				0.472
	LEVEL OF SERVICE (LOS):							Α				Α				Α				Α
	REMARKS: Not analyzed under WCSP						Project Volu		Delta Vol	= WCSP Ba	ckground +		Fut +	+ WCSP + N	lon_ESC +	ESC	w/ EMP (does not inc	lude 3% TO	CO credit)
<u> </u>	Version: 1i Beta: 8/4/2011										-		<u> </u>			JECT IN	,			

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? 0.421 NO 0.432 Δ*v/d*

△v/c after mitigation: 0.472
Fully mitigated? N/A







I/S #:	North-South Street:	Owensm	outh Av			Year o	of Count:	2016	Ambie	nt Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
17	East-West Street:	Erwin St				Projecti	on Year:	2035		Pea	ak Hour:	12 - 1 Sat	Revie	wed by:			Project:	Promei	nade (10k	Seats)
		f Phases			2			2				4				4				4
	posed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	0	NB	0 SB	0	NB	3	SB	0	NB	3	SB	0	NB	3	SB	0 0
Right	Turns: FREE-1, NRTOR-2 or	r OLA-3?	EB 0	WB	0	EB	0 3B		EB	3	WB	3	EB	3	WB	3	EB	3	ЗВ WВ	3
	ATSAC-1 or ATSAC+	ATCS-2?			0			0				2	'			2				2
	Override	Capacity			0			0				0				0				0
	MOVEMENT		203	5 NO BUIL			PROJEC			W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT		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
	Left		58	1	58	-5		0	32	90	2	50	0	90	2	50	0	90	2	50
NORTHBOUND	← Left-Through			0					-		0				0				0	
l o	Through		312	1	170	-17		0	-7	305	2	153	1	306	2	153	0	306	2	153
무	Through-Right			1							0				0				0	
l RC	Right		28	0	28	-2		0	8	36	1	0	1	37	1	0	0	37	1 0	0
\(\begin{array}{c} \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	Left-Through-Right			0 0							0				0				0	
	Leit-Right		<u> </u>	<u> </u>							0				0				U	
	→ Left		63	1	63	11		0	8	71	1	71	0	71	1	71	0	71	1	71
	Left-Through			0							0				0		_		0	
l l	↓ Through		402	1	290	70		0	69	471	2	236	60	531	2	266	0	531	2	266
ᄑ	→ Right		177	0	177	36		0	69	246	2	81	20	266	2	91	0	266	2	91
SOUTHBOUND	Left-Through-Right			0				ŭ	00	2.10	0	01		200	0	0.		200	0	01
S				0							0				0				0	
	J Left		440		4.40	400		0	F7	400		400	2	202		444	0	202	2	444
₽	J Left		142	1 0	142	133		0	57	199	2 0	109	3	202	2 0	111	0	202	2	111
	→ Through		310	1	187	236		0	44	354	2	177	1	355	2	178	0	355	2	178
EASTBOUND	→ Through-Right			1							0				0				0	
ASI	Right		63	0	63	49		0	11	74	1	24	0	74	1	24	0	74	1	24
Ē				0 0							0				0				0	
	Leit-Ngiit		l																U	
	√ Left		44	1	44	3		0	10	54	1	54	27	81	1	81	0	81	1	81
WESTBOUND				0							0		_		0		_		0	
30 I	← Through ← Through-Right		389	1	231	29		0	114	503	2	252	7	510	2	255	0	510	2	255
STE	Right		72	Ó	72	6		0	16	88	1	17	0	88	1	17	0	88	1	17
ŅĖ	Left-Through-Right			0						-	0				0				0	
				0	348						0				0				0	
	CRITICAL VOLUMES East-West:						-South:	0			th-South:	286			th-South:	316			th-South:	316
	CRITICAL V	OLUMES	E	ast-west: SUM:	373 721	Eas	st-West: SUM:	0 0		E	ast-West: SUM:	361 647		E	ast-West: SUM:	366 682		E	ast-West: SUM:	366 682
	VOLUME/CAPACITY (V/C) RATIO:		JOIN.	0.481		3311.	0.000			30111.	0.471			30	0.496			JOIN.	0.496
V/C	C LESS ATSAC/ATCS ADJUS	0.481			0.000				0.471 0.371				0.496				0.496 0.396			
	LEVEL OF SERVIC							0.000 A				0.371 A								_
			F	202E No P	A	Non FCC 5	Project \/s!:		Dolto Val	- MCCD D-	okaro::= d :		F.A.	- WCCD - A	lon ECC :	A ESC	w/ EMD /	door not in	ludo 20/ TO	A Consodit
											ckground +	NON_ESC	Fut -	+ WCSP + N			· ·	does not inc	iuue 3% TC	C credit)
	Version: 1i Beta; 8/4/2011														<u>PROJ</u>	ECT IM	<u>PACT</u>			

Change in v/c due to project: Significant impacted? -0.110 NO

-0.085 NO

 $\Delta v/c$ after mitigation: -0.085 Fully mitigated? N/A







I/S #:	North-South Street: Canoga	Av			Year of	Count:	2016	Ambie	nt Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	anuary 20	20
18	East-West Street: Erwin St				Projection	n Year:	2035		Pea	ak Hour:	12 - 1 Sat	Revie	wed by:			Project:	Prome	nade (10k	k Seats)
	No. of Phases posed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	3 0 0	NB	0 SB	3 0 0	NB	0	SB	4 0 0	NB	0	SB	4 0 0	NB	0	SB	4 0 0
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	WB	0	EB	0 WB	0	EB	2	WB	2	EB	2	WB	2	EB	2	WB	2
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity			0 0			0				2 0				2				2
		203	5 NO BUIL	D	NON-ESC F	PROJECT V	OLS	FUTURE	W/ WCSP	W/ NON-ES	SC PROJ	FUTU	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/ F	ULL PROJ	J W/ EMP
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic		Lane olume	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
Ω	Left	166	1	166	8		0	12	178	2	98	0	178	2	98	0	178	2	98
N	← Left-Through ↑ Through	1051	0	397	44		0	50	1101	0	395	0	1101	0 2	395	0	1101	0	395
BC	† Through-Right	1001	1	331			U	30	1101	1	333	U	1101	1	333		1101	1	333
₹	Right	141	0	141	3		0	-56	85	0	85	0	85	0	85	0	85	0	85
NORTHBOUND	← Left-Through-Right		0							0				0				0	
	→ Left-Right		0							0				0				0	
	└- Left	35	1	35	3		0	35	70	1	70	0	70	1	70	0	70	1	70
SOUTHBOUND	→ Left-Through		0		_					0				0				0	
30.	Through	1064	2	401	47		0	-29	1035	2	418	0	1035	2	420	0	1035	2	420
l ≝ l	← Through-Right → Right	139	1 0	139	11		0	80	219	1 0	219	7	226	1 0	226	0	226	1 0	226
OG.	Left-Through-Right	139	0	139	11		U	80	219	0	219	,	220	0	220	U	220	0	220
Ň	↓ Left-Right		0							0				0				0	
	1																		
Ω	 J Left → Left-Through 	78	1 0	78	11		0	33	111	2	61	1	112	2	62	0	112	2	62
EASTBOUND	→ Through	197	1	174	24		0	41	238	2	119	1	239	2	120	0	239	2	120
BC	→ Through-Right		1							0				0				0	
ASI	Right	150	0 0	150	14		0	2	152	1 0	152	0	152	1	152	0	152	1 0	152
ш			0							0				0				0	
	✓ Left	66	1	66	1		0	-21	45	2	25	0	45	2	25	0	45	2	25
WESTBOUND		192	0	129	6		0	19	211	0 2	106	27	238	0	119	0	238	0 2	119
BO	↑ Through-Right	192	1	129	O		U	19	211	0	100	21	230	0	119	U	230	0	119
ST	Right	65	0	65	3		0	50	115	1	115	0	115	1	115	0	115	1	115
WE	Left-Through-Right		0							0				0				0	
	├ Left-Right	Nor	th-South:	567	North-S	South:	0		Non	th-South:	516		Non	th-South:	518		Nor	th-South:	518
	CRITICAL VOLUMES East-West: 240		240		-West:	0			ast-West:	177			ast-West:				ast-West:	181	
	SUM: 80					SUM:	0			SUM:	693			SUM:	699			SUM:	699
	VOLUME/CAPACITY (V/C) RATIO: 0.56						0.000				0.504				0.508				0.508
V/0	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.5						0.000				0.404				0.408				0.408
				Α			Α				Α				Α				Α
	REMARKS:	Future	2035 No B	uild	Non_ESC Pro	oject Volume	s Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	lon_ESC +	ESC	wit	h Event Ma	nagement F	Plan
	Version: 1i Reta: 8/4/2011									•		DDO	IFCT IM	DAGE					

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.162 NO -0.158 NO △v/c after mitigation: -0.158
Fully mitigated? N/A







I/S #:	North-South Street: De	Soto Av				Year	of Count	2016	Ambie	nt Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
19	East-West Street: Erv	vin St				Projec	tion Year	2035		Pea	ak Hour:	12 - 1 Sat	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. of Pha posed Ø'ing: N/S-1, E/W-2 or Botl Turns: FREE-1, NRTOR-2 or OLA	h-3?		SB WB	3 2 0 0	NB EB	0 SE		NB EB	0	SB WB	3 2 0 0	NB EB	0	SB WB	3 2 0 0	NB EB	0	SB WB	3 2 0 0
	ATSAC-1 or ATSAC+ATCS Override Capa				0			0				2				2				2
	Override Capa	icity	2035	NO BUILI		NON-ES	SC PROJEC	•	FUTURE	W/ WCSP	W/ NON-ES	•	FUTUI	RE W/ WCS	P W/ FULL	•	FUT W/	WCSP W/ F	ULL PROJ	
	MOVEMENT	Vo	lume	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
	↑ Left		118	1	118	-2		0	13	131	1	131	0	131	1	131	0	131	1	131
BOUNE	Left-Through Through		1054	0 2	357	-17		0	74	1128	0 2	382	0	1128	0 2	382	0	1128	0 2	382
NORTHBOUND	↑ Through-Right ↑ Right ↑ Left-Through-Right		17	0	17	0		0	1	18	1 0 0	18	0	18	0	18	0	18	1 0 0	18
Z	Left-Right			0							0				0				0	
9	→ Left → Left-Through		12	1	12	0		0	1	13	1 0	13	0	13	1	13	0	13	1 0	13
IBOUR	↓ Through		975	2 1	355	20		0	39	1014	4	254	0	1014	4 0	254	0	1014	4	254
SOUTHBOUND	→ Right ← Left-Through-Right		89	0 0	89	2		0	29	118	1 0	79	7	125	1 0	86	0	125	1 0	86
"	↓ Left-Right			0							0				0				0	
Ð	✓ Left→ Left-Through	Т	89	1	78	2		0	15	104	1 0	79	1	105	1 0	79	0	105	1	79
EASTBOUND	→ Through → Through-Right		13	0 0 1	78 0	0		0 0	-14	14 118	0 0 1	79 0	0	15 118	0 0 1	79 0	0	15 118	0 0 1	79 0
EAS	Right 132 1 Left-Through-Right 1 Left-Right 0		1 0	U	3		U	-14	110	1 0	U	U	110	1 0	U	U	110	1 0	U	
٥	✓ Left ✓ Left-Through	Ī	12	1	12	0		0	1	13	1 0	13	0	13	1	13	0	13	1	13
WESTBOUND	← Through ← Through-Right		12	1 1	12	0		0	4	16	1 1	16	20	36	1 1	27	0	36	1 1	27
WEST	Right Left-Through-Right Left-Right		17	0 0 0	11	0		0	0	17	0 0 0	11	0	17	0 0 0	17	0	17	0 0 0	17
				473 90 563		th-South: ast-West: SUM:	0 0 0			th-South: ast-West: SUM:	395 95 490			th-South: ast-West: SUM:	106			th-South: ast-West: SUM:	395 106 501	
					0.395		JU. 11.	0.000				0.344				0.352				0.352
V/0	. ,				0.395			0.000				0.244				0.252				0.252
	LEVEL OF SERVICE (LOS):			Α			Α				Α				Α				Α	
	REMAR	KS:	Refer to	Traffix Ana	llysis	Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	+ WCSP + N		ESC IM		h Event Ma	nagement P	lan

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.151 NO -0.143 NO $\Delta v/c$ after mitigation: -0.143 Fully mitigated? N/A







I/S #:	North-South Street:	Topanga	Canyon Bl			Year o	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	TC	Date:	Ja	nuary 20	20
20	East-West Street:	Calvert S	St/Promenac	de Blvd		Project	ion Year:	2035		Pea	ak Hour:	12 - 1 Sat	Revie	wed by:			Project:	Promei	nade (10k	Seats)
	No. of posed Ø'ing: N/S-1, E/W-2 or Turns: FREE-1, NRTOR-2 or		NB 0	SB	3 0 0	NB	0 SE		NB	0	SB	4 0 0	NB	0	SB	4 0 0	NB	0	SB	4 0 0
19	ATSAC-1 or ATSAC+A		EB 0	WB	2	EB	0 WE	3 2	EB	0	WB	3 2	EB	0	WB	3 2	EB	0	WB	3 2
	Override C				0			0				0				0				0
			203	5 NO BUIL	D	NON-ESC	C PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	SC PROJ	FUTUI	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT		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
D	Left		144	1	144	-5		0	7	151	1	151	0	151	1	151	0	151	1	151
N	← Left-Through ↑ Through		2036	0	741	-80		0	158	2194	0 3	624	0	2194	0 3	641	0	2194	0 3	666
l ĕ	Through-Right		2000	1		00		ŭ		2.0.	1	02.		2.0.	1	• • • • • • • • • • • • • • • • • • • •		2.0.	1	555
NORTHBOUND	→ Right		186	0	186	303		0	117	303	0	303	66	369	0	369	100	469	0	469
2	← Left-Through-Right ← Left-Right			0 0							0				0				0	
J	Y Leit-Right		<u></u>	U							<u> </u>				<u> </u>				<u> </u>	
Δ	→ Left		145	1	145	120		0	-25	120	1	120	46	166	1	166	0	166	1	166
SOUTHBOUND	Left-Through Through		1822	0 2	911	88		0	-222	1600	0 2	800	34	1634	0 2	817	0	1634	0 2	817
層	→ Through-Right		1022	0	311	00		Ů	-222	1000	0	000	34	1004	0	017	•	1004	0	017
5	Right		71	1	71	5		0	38	109	1	109	0	109	1	109	0	109	1	109
S	← Left-Through-Right ↓ Left-Right			0							0				0				0 0	
ı	•		I.																	
	Left		0	0	0	0		0	0	0	1	0	0	0	1	0	0	0	1	0
N S	→ Left-Through→ Through		0	0	0	0		0	0	0	0 0	79	0	0	0 0	79	0	0	0 0	79
EASTBOUND	→ Through-Right			0	ŭ	· ·		ŭ		Ü	1			Ü	1			Ü	1	.0
AST	Right 97 1		1	25	28		0	-18	79	0 0	0	0	79	0	0	0	79	0	0	
ш	Left-Right			0							0				0				0	
	*																			
ا ۵	✓ Left ✓ Left-Through		0	0	0	324		0	324	324	2	178	10	334	2	184	0	334	2	184
WESTBOUND	√ Leπ-Through ← Through		0	0	0	0		0	0	0	0	247	0	0	0	249	0	0	0	249
1 28	Through-Right			0							1				1				1	
ĘŞ.	Right Left-Through-Right		246	2	135	494		0	248	494	1 0	0	3	497	1	0	0	497	1 0	0
>	Left-Right			0							0				0				0	
			1055		h-South:	0			th-South:	951			th-South:				th-South:	968		
	CRITICAL VOLUMES East-West: 135 SUM: 1190			135 1190	Ea	st-West: SUM:	0		E	ast-West: SUM:	257 1208		E	ast-West: SUM:			E	ast-West: SUM:	263 1231	
				0.835		00.01.	0.000			00.W.	0.879			GOW.	0.895			00.W.	0.895	
V/C					0.835			0.000				0.779				0.795				0.795
	LEVEL OF SERVICE	E (LOS):			D			A				C				C				C
	REN	MARKS:	Future	2035 No B	uild	Non_ESC F	Project Volu	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	+ WCSP + N	lon_ESC +	ESC	w/ EMP (does not inc	lude 3% TO	CO credit)
ш	Version: 4: Peter 9/4/2014															IECT IM				

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.056 NO -0.040 NO $\Delta v/c$ after mitigation: -0.040 Fully mitigated? N/A







I/S #:	North-South Street:	Owensm	nouth Av			Year o	f Count:	2016	Ambie	nt Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
21	East-West Street:	Promena	ade Blvd			Projection	on Year:	2035		Pea	ak Hour:	12 - 1 Sat	Revie	wed by:			Project:	Promei	nade (10k	Seats)
		f Phases			2			2				2				2				2
	oosed Ø'ing: N/S-1, E/W-2 o		NB 0	SB	0	NB	0 SB	0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 o	r OLA-3?	EB 2	WB	0	EB	2 WE		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+				0			0				2	'			2				2
	Override	Capacity			0			0				0				0				0
	MOVEMENT		203	5 NO BUIL No. of	Lane	NON-ESC Project	PROJEC		Delta	W/ WCSP	No. of	Lane	Added	RE W/ WCS	No. of	Lane	Added	WCSP W/ F	No. of	W/ EMP
	MOVEMENT		Volume	Lanes	Volume	Traffic		Lane Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	Left		74	1	74	59		0	-15	59	1	59	0	59	1	59	0	59	1	59
NORTHBOUND	Left-Through			0							0				0				0	
l go	Through		357	1	182	-43		0	-2	355	1	183	0	355	1	183	0	355	1	183
≝	Through-Right			1					_		1		_		1			4.4	1	
l R	Right		6	0	6	-2		0	5	11	0	11	0	11	0	11	0	11	0	11
ž	Left-Through-Right			0							0				0				0	
	Lon rugin																			
٥	→ Left		49	1	49	84		0	63	112	1	112	0	112	1	112	0	112	1	112
S	→ Left-Through		440	0	007	50		•	45	457	0 1	070	07	404	0	045		40.4	0	045
BO	↓ Through ← Through-Right		442	1	267	-56		0	15	457	1	272	27	484	1	315	0	484	1	315
ΙĔΙ	→ Right		92	0	92	86		0	-6	86	0	86	60	146	0	146	0	146	0	146
SOUTHBOUND	Left-Through-Right			0							0				0				0	
0)	↓ Left-Right			0							0				0				0	
	ے Left		57	0	57	12		0	-45	12	0	12	2	14	0	14	0	14	0	14
9	→ Left-Through		31	1	31	12		U	-45	12	1	12	2	14	1	14	U	14	1	144
	→ Through		11	0	59	4		0	-7	4	0	11	0	4	0	11	0	4	0	11
EASTBOUND	Through-Right			1							1				1				1	
AS.	Right Left-Through-Right		50	0 0	59	7		0	-43	7	0 0	0	0	7	0	0	0	7	0	0
ш	→ Left-Right			0							0				0				0	
	√ Left		3	0	3	0		0	0	3	0	3	0	3	0	3	0	3	0	3
			7	1 0	7	0		0	-7	0	1 0	•	0	0	1	,	0	0	1 0	,
WESTBOUND	← Through ← Through-Right		/	1	′	U		0	-7	U	1	3	U	U	1	3	0	U	1	3
ST	Right		4	0	7	0		0	1	5	0	0	0	5	0	0	0	5	0	0
WE	Left-Through-Right			0							0				0				0	
	├ Left-Right			0	341	M- d	0	0			0	224			0	074			0	27.6
	CRITICAL VOLUMES East-West:						-South: t-West:	0 0			th-South: ast-West:	331 15			th-South: ast-West:	374 17			th-South: ast-West:	374 17
	ONITIOAL V	CLUMILO	[SUM:	64 405	Las	SUM:	0		E	SUM:	346		E	SUM:	391		E	SUM:	391
	VOLUME/CAPACITY (V/C) RATIO:			0.270			0.000				0.231				0.261				0.261
V/C	LESS ATSAC/ATCS ADJU	0.270			0.000				0.131				0.161				0.161			
	LEVEL OF SERVICE	A			A				Α				Α				Α			
		MARKS:	Future	2035 No F		Non ESC Pr	roiect Volu		Delta Vol	= WCSP Ba	ckaround +		Fut -	+ WCSP + N	lon ESC +		w/ EMP (does not inc	lude 3% TO	
														,			. 5 5.5uit)			
	Version: 1i Beta; 8/4/2011														PROJ	ECT IM	FAC I			

Change in v/c due to project: Significant impacted? -0.139 NO

-0.109 NO

 $\Delta v/c$ after mitigation: -0.109 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street: Shoup	Av			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	anuary 20)20
22	East-West Street: Oxnard	St			Project	tion Year	2035		Pea	ak Hour:	12 - 1 Sat	Revie	wed by:			Project:	Prome	nade (10	k Seats)
	No. of Phases			2			2				4				4				4
	oosed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	0	NB	0 SE	0 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	WB	0	EB	0 3L		EB	0	WB	0	EB	0	WB	0	EB	0	<i>WB</i>	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0				2	'			2				2
	Override Capacity			0			0				0				0				0
	MOVEMENT	203	35 NO BUIL			SC PROJEC			W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT	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
	↑ Left	36	1	36	0		0	0	36	1	36	0	36	1	36	0	36	1	36
NORTHBOUND	← Left-Through		0		_		· ·		-	0				0				0	
nog I	Through	734	1	410	7		0	27	761	2	381	0	761	2	381	60	821	2	411
男	Through-Right		1							0		_		0				0	
돈	Right	86	0	86	1		0	15	101	1	67	0	101	1 0	67	0	101	1	67
ž	Left-Through-Right Left-Right		0							0				0				0 0	
	Lett-Right																		
	→ Left	66	1	66	0		0	11	77	1	77	0	77	1	77	0	77	1	77
S	⇒ Left-Through	000	0 1	000	-		•	0.5	70.4	0 1	405		704	0	405	_	70.4	0 1	405
BO	↓ Through	639	1	362	7		0	95	734	1	405	0	734	1	405	0	734	1	405
I E	→ Right	85	0	85	1		0	-10	75	0	75	0	75	0	75	0	75	0	75
SOUTHBOUND	Left-Through-Right		0							0				0				0	
, , , , , , , , , , , , , , , , , , ,	∠ Left-Right		0							0				0				0	
	ح Left	62	1	62	0		0	-6	56	1	56	0	56	1	56	0	56	1	56
₽	→ Left-Through	02	0	02			Ü		00	0	30		00	0	30		00	0	30
l lo	→ Through	180	2	90	0		0	1	181	2	91	7	188	2	94	53	241	2	121
TB(→ Through-Right	30	0	40			0		00	0 1	40		00	0	40	_	00	0	40
EASTBOUND			0	12	0		0	0	30	0	12	0	30	0	12	0	30	0	12
ш			0							0				0				0	
۵	√ Left √ Left-Through	51	1 0	51	7		0	17	68	1 0	68	0	68	1 0	68	0	68	1 0	68
WESTBOUND	⊮ Leπ-inrougn ← Through	183	1	183	17		0	-8	175	1	175	1	176	1	176	0	176	1	176
BO	Through-Right	100	0				· ·			0		•		0				0	•
ISI	Right	73	1	40	8		0	17	90	1	52	0	90	1	52	0	90	1	52
×	Left-Through-Right Left-Right		0							0				0				0	
	North-South: 470				Nort	th-South:	0		Nor	th-South:	458		Non	th-South:	458		Nor	th-South:	488
	CRITICAL VOLUMES East-West: 245		245		ast-West:	0			ast-West:	231			ast-West:				ast-West:		
			721		SUM:	0			SUM:	689			SUM:	690			SUM:	720	
				0.481			0.000				0.501				0.502				0.524
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.48			0.481			0.000				0.401				0.402				0.424
				Α			Α				Α				Α				Α
	REMARKS:	Futur	e 2035 No B	luild	Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	+ WCSP + N	lon_ESC +	ESC	wit	h Event Ma	nagement F	Plan
	Varsian: 1i Pata: 9/4/2011												IECT IM						

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.080 NO $\Delta v/c$ after mitigation: -0.057 Fully mitigated? N/A







I/S #:	North-South Street:	Farralon	e Avenue			Year	of Count	2016	Ambie	ent Growt	:h: (%): **		Condu	cted by:	G	TC	Date:	Já	nuary 20)20
23	East-West Street:	Oxnard S	Street			Projec	tion Year	2035		Pe	ak Hour:	12 - 1 Sa	Revie	wed by:			Project:	Prome	nade (10	k Seats)
	oosed Ø'ing: N/S-1, E/W-2 o		NB 0	SB	2 0 0	NB	0 SE	2 0 3 0	NB	0	SB	2 0 0	NB	0	SB	2 0 0	NB	0	SB	2 0 0
Right	Turns: FREE-1, NRTOR-2 o	r OLA-3?	EB 0		0	EB	0 3L		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+				0			0				2	·			2				2
	Override	Capacity		205 NO DIIII	0	NON F	20 000 150	0	FUTUR	- 14// 14/000	W/NON F	0	FUTU	DE W/ W00	D W// E111 1	0	FUT W	W000 W/		0
	MOVEMENT		2	No. of	Lane	Project	SC PROJEC		Delta	Total	W/ NON-ES	Lane	Added	RE W/ WCS	No. of	Lane	Added	WCSP W/ F	No. of	Lane
	MOVEMENT		Volume	Lanes	Volume	Traffic		Lane Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left		0	0	0	0		0	2	2	0	2	0	2	0	2	0	2	0	2
N N	← Left-Through			0							0				0				0	
30	Through		0	0	0	0		0	1	1	0	25	0	1	0	25	0	1	0	25
革	Through-Right Right		0	0	0	0		0	22	22	0	0	0	22	0	0	0	22	0	0
NORTHBOUND	Left-Through-Right			1	U			0		~~	1	U		22	1	U		~~	1	U
2				0							0				0				0	
_									4.1									4.		
9			0	0	0	0		0	44	44	0 0	44	0	44	0	44	0	44	0 0	44
SOUTHBOUND	Through		0	0	0	0		0	2	2	0	74	0	2	0	74	0	2	0	74
Ř	← Through-Right			0							0				0				0	
5	→ Right		0	0	0	0		0	28	28	0 1	0	0	28	0	0	0	28	0	0
SO	← Left-Through-Right ↓ Left-Right			0							0				0				0	
ı	24 Lott Hight																			
	Left		0	1	0	0		0	34	34	1	34	0	34	1	34	0	34	1	34
볼	→ Left-Through → Through		0	0	0	12		0	275	275	0 1	100	7	202	0	106	F2	125	0	222
EASTBOUND	→ Through Through-Right		U	1	U	12		U	375	375	1	192	·	382	1	196	53	435	1	222
ST	Right		0	0	0	0		0	9	9	0	9	0	9	0	9	0	9	0	9
EA	Left-Through-Right			0							0				0				0	
I	- ≺ Left-Right			0							0				0				0	
	√ Left		0	1	0	0		0	37	37	1	37	0	37	1	37	0	37	1	37
S S				0							0				0				0	
ا ق	← Through ← Through-Right		0	1	0	23		0	695	695	1	396	1	696	1	396	0	696	1	396
STE	Right		0	0	0	0		0	96	96	0	96	0	96	0	96	0	96	0	96
WESTBOUND	Left-Through-Right		Ĭ	0							0				0				0	
				0	0		d. O d	^			0	70			0	70			0	70
				0 0		th-South: ast-West:	0			th-South: ast-West:	76 430	1		th-South: ast-West:				th-South: ast-West:		
	SUM:		0		SUM:	0			SUM:	506			SUM:				SUM:			
			0.000			0.000				0.337				0.337				0.337		
V/C				0.000			0.000				0.237				0.237				0.237	
	LEVEL OF SERVICE (LOS):		Α			Α				Α	1			Α				Α		
	RE	MARKS:	Not an	alyzed under		Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	+ WCSP + N	Non_ESC +	ESC	wi	h Event Ma	nagement F	Plan
ш	Version: 1i Reta: 8/4/2011							-				•			DDO	IECT IN				

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

0.237 NO 0.237 NO $\triangle v/c$ after mitigation: 0.237 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Topanga	Canyon Bl			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	anuary 20	020
24	East-West Street:	Oxnard S	St			Projec	ction Year			Pe	ak Hour:		Revie	wed by:			Project:	Prome	nade (10	k Seats)
000		f Phases			3			3				4				4				4
	osed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	0	NB	0 SE	_	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or		EB 0	WB	3	EB	0 W		EB	3	WB	3	EB	3	WB	3	EB	3	WB	3
	ATSAC-1 or ATSAC+				0			0				2				2				2
	Override	Capacity	203	5 NO BUIL		NON-E	SC PROJEC	•	EUTUDE	W/ WCSP	W/ NON-ES	•	EUTU	RE W/ WCS	D W/ EIII I	•	FUT W/	WCSP W/ F	III I BBO	U
	MOVEMENT		203	No. of	Lane	Project	3C FROJEC	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left		147	1	147	11		0	16	163	1	163	0	163	1	163	0	163	1	163
IJ	← Left-Through			0							0				0				0	
BO	↑ Through ↑ Through-Right		1977	2	728	132		0	-121	1856	3 0	619	180	2036	3 0	679	6	2042	3 0	681
핕	Right		208	0	208	23		0	116	324	1	227	119	443	1	345	-119	324	1	226
NORTHBOUND	Left-Through-Right			0	203					J_ 1	0				0	0.5		ŭ _ !	0	
	← Left-Right			0							0				0				0	
	↓ Left		207	1	207	-10		0	-6	201	2	111	34	235	2	129	0	235	2	129
9	⇒ Leπ Left-Through		207	0	207	-10		U	-0	201	0	111	34	235	0	129	"	235	0	129
9	Through		1579	2	541	282		0	-311	1268	2	437	9	1277	2	440	0	1277	2	440
SOUTHBOUND	Through-Right			1		_			_		1				1				1	
5			45	0 0	45	-2		0	-3	42	0 0	42	1	43	0	43	0	43	0	43
SS	Left-Right			0							0				0				0	
	•																			
	Left		133	1	133	4		0	7	140	1	140	7	147	1	147	27	174	1	174
3	→ Left-Through→ Through		306	0	153	10		0	27	333	0 2	167	7	340	0	170	27	367	0 2	184
EASTBOUND	→ Through-Right		000	0	100	10				000	0	107	,	040	0	170		007	0	104
\ST	Right		149	1	76	5		0	29	178	1	15	0	178	1	15	0	178	1	15
<u> 1</u>				0							0				0 0				0 0	
	- Leit-Right			U							U				U				U	
	√ Left		215	1	215	-42		0	137	352	2	194	6	358	2	197	0	358	2	197
WESTBOUND			000	0	440	_		_	00	050	0	400		000	0	400		000	0	400
) g	← Through ← Through-Right		226	0	113	0		0	33	259	2	130	1	260	0	130	0	260	2 0	130
STI	Right		122	1	0	20		0	-9	113	1	2	60	173	1	44	0	173	1	44
WE	Left-Through-Right			0							0				0				0	
			Nor	th-South:	935	No	rth-South:	0		Nor	0 th-South:	730		Non	0 th-South:	808		Nor	0 th-South:	810
	CRITICAL V	OLUMES		ast-West:	368		ast-West:	0			ast-West:	361			ast-West:				ast-West:	
	SUM: 1303			1303		SUM:	0			SUM:	1091			SUM:				SUM:		
				0.914			0.000				0.793				0.855				0.866	
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.9				0.914			0.000				0.693				0.755				0.766
	LEVEL OF SERVICE (LOS):			E			Α				В				С				С	
	RE	MARKS:	Future	2035 No B	uild	Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	lon_ESC +	ESC	w/ EMP (does not in	clude 3% T	CO credit)
	V : Al D : CHICAL															IEOT IN				

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.221 NO -0.159 NO $\Delta v/c$ after mitigation: -0.148 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street: V	Warner D	rive South			Year o	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
25	East-West Street: C	Oxnard S	St			Project	ion Year	2035		Pea	ak Hour:	12 - 1 Sat	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
Opr	No. of P posed Ø'ing: N/S-1, E/W-2 or Be				3			3				4				4 0				4 0
	Turns: FREE-1, NRTOR-2 or O		NB 0	SB	2	NB	0 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
	ATSAC-1 or ATSAC+AT		EB 0	WB	0	EB	0 WE	3 0 0	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	Override Ca				Ő			0				0				0				0
			203	5 NO BUIL			C PROJEC	T VOLS		W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT		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
	Left		69	0	69	1		0	-14	55	1	55	0	55	1	55	0	55	1	55
NORTHBOUND	← Left-Through		6	0	146	0		•	-6	0	0	37	0	0	0	37	0	0	0	37
BO	↑ Through ↑ Through-Right		0	0	146	U		0	-0	U	1	31	U	U	1	31	U	U	1	31
¥	Right		71	0	0	2		0	3	74	1	0	0	74	1	0	0	74	1	0
<u>S</u>	← Left-Through-Right			1							0				0				0	
I	→ Left-Right			0							0				0				0	
	Left		87	0	87	174		0	87	174	1	174	7	181	1	181	0	181	1	181
SOUTHBOUND	Left-Through			1							0				0				0	
BO			2	0	89	20		0	18	20	0 1	191	0	20	0 1	195	0	20	0 1	195
₹	Right		155	1	155	362		0	207	362	1	0	7	369	1	0	0	369	1	0
SOL	Left-Through-Right			0							0				0				0	
	↓ Left-Right			0							0				0				0	
	ے Left		294	1	294	166		0	-128	166	2	91	159	325	2	179	-93	232	2	128
EASTBOUND	→ Left-Through			0							0				0				0	
) g	→ Through → Through-Right → Through-Right → Through-Right → Through-Right → Through-Right → Through-Right → Through → T		423	2	212	122		0	202	625	1	323	0	625	1	323	0	625	1	323
STE	Right		33	1	0	4		0	-12	21	0	21	0	21	Ö	21	0	21	0	21
EA				0							0				0				0	
I	- ✓ Left-Right			0							0				0				0	
	√ Left		6	1	6	1		0	0	6	1	6	0	6	1	6	0	6	1	6
WESTBOUND			400	0		40			400	506	0			0.46	0	225		0.46	0	225
BOL	← Through ← Through-Right		400	2 0	200	49		0	189	589	2	295	60	649	2 0	325	0	649	2	325
STI	Right Left-Through-Right		141	1	98	97		0	-44	97	1	10	93	190	1	100	0	190	1	100
WE	Left-Through-Right Left-Right			0							0				0				0	
	North-South: 301				301	North	h-South:	0		Nor	th-South:	246		Nor	th-South:	250		Nor	th-South:	250
	CRITICAL VOLUMES East-West: 494				Ea	st-West:	0		E	ast-West:	386		E	ast-West:			E	ast-West:	453	
-					795		SUM:	0			SUM:	632			SUM:				SUM:	703
146					0.558			0.000				0.460				0.548				0.511
V/C	0.00				0.558			0.000				0.360				0.448				0.411
	LEVEL OF SERVICE (LOS): A					Non ESC F	Project Val	A Only	Delta Val	= WCSP Ba	ckaround :	A Non ESC	E _{1,7} 4	+ WCSP + N	lon ESC :	A	w/ EMD /	does not inc	dude 20/ TO	A CO credit)
	REMARKS: Future 2035 No Build					NOII_ESC F	-roject volt	unies Only	Della VOI	- WOOP Ba	ckground +	NOII_ESC	Fut ·	+ 44C9F + IV		IECT IM	· ·	uoes not int	nude 5% TC	o creait)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.198 NO -0.110 Δ*v/c* after mitigation: -0.147
NO Fully mitigated? N/A







I/S #:	North-South Street:	Owensm	outh Av			Year o	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
26	East-West Street:	Oxnard S	St			Projecti	ion Year:	2035		Pea	ak Hour:	12 - 1 Sat	Revie	wed by:			Project:	Prome	nade (10k	Seats)
	posed Ø'ing: N/S-1, E/W-2 or E		NB 0	SB	2 0 0	NB	0 SE	2 0 3	NB	0	SB	2 0 0	NB	0	SB	2 0 0	NB	0	SB	2 0
Right	Turns: FREE-1, NRTOR-2 or 0		EB 0	WB	0	EB	0 WE		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+A Override C				0			0				2 0				2 0				2 0
			203	5 NO BUILI			PROJEC			W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT		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
₽	↑ Left		42	1 0	42	-10		0	11	53	1	53	7	60	1	60	0	60	1 0	60
NORTHBOUND	← Left-Through ↑ Through		214	1	119	-39		0	-7	207	0 1	119	0	207	1	119	0	207	1	119
Æ	† Through-Right			1							1				1				1	
R	Right		24	0	24	-6		0	6	30	0	30	0	30	0	30	0	30	0	30
2	Left-Through-Right Left-Right			0							0				0				0	
<u> </u>	Y Leit-Right			U							U				<u> </u>				0	
۵	Left		91	1	91	1		0	15	106	1	106	0	106	1	106	0	106	1	106
SOUTHBOUND			314	0 1	203	2		0	1	315	0 1	204	0	315	0	217	0	315	0 1	217
<u>8</u>	Through-Right		314	1	203	2		U	'	313	1	204	U	313	1	217	U	313	1	217
5	با Right		92	0	92	1		0	0	92	0	92	27	119	0	119	0	119	0	119
SO	← Left-Through-Right ↓ Left-Right			0							0				0				0 0	
I	Leit-Right			U							U				<u> </u>				0	
	بر Left		80	1	80	45		0	23	103	1	103	0	103	1	103	0	103	1	103
EASTBOUND	→ Left-Through→ Through		342	0 2	171	148		0	-11	331	0 2	166	6	337	0 2	169	0	337	0 2	169
BOI	→ Through-Right		342	0	171	140		U	-11	331	0	100	0	331	0	109	U	331	0	109
\ST	Right		36	1	15	28		0	24	60	1	34	1	61	1	31	0	61	1	31
Á	Left-Through-Right		0							0				0				0		
I	- Leit-Right			U							U				U				U	
	√ Left		93	1	93	3		0	14	107	1	107	0	107	1	107	0	107	1	107
WESTBOUND			320	0	160	10		0	50	370	0 2	185	119	489	0	245	0	489	0 2	245
BO	← Through-Right		320	0	100	10		U	30	370	0	100	119	409	0	245	U	409	0	243
EST	Right Left-Through-Right		17	1	0	0		0	2	19	1	0	0	19	1	0	0	19	1	0
×	Left-Through-Right Left-Right			0							0				0				0	
	North-South: 245				245	North	n-South:	0		Nor	th-South:	257		Nor	th-South:	277		Nor	th-South:	277
	CRITICAL VO	LUMES	E	ast-West:	264	Eas	st-West:	0		E	ast-West:	288		E	ast-West:			E	ast-West:	348
					509		SUM:	0			SUM:	545			SUM:				SUM:	625
VIC					0.339			0.000				0.363				0.417				0.417
V/C				0.339			0.000 A				0.263 A				0.317 A				0.317	
	LEVEL OF SERVICE (LOS): A Figure 2025 No Build					Non ESC F	Project Volu		Delta Vol	= WCSP Ba	ckaround ±		Fut.	+ WCSP + N	Non ESC ±		w/ EMP /	does not inc	lude 3% To	CO credit)
<u> </u>	REMARKS: Future 2035 No Build					14011_E30 F	roject voit	anics Only	Della VIII	- WOOF Da	onground +	INOII_LOC	i ut	, 44 COF T I		IECT IM		uocs not int	nuuc J/o I (JO Gledit)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.076 NO -0.022 NO $\Delta v/c$ after mitigation: -0.022 Fully mitigated? N/A







I/S #:	North-South Street: Canoga	Av			Year of (Count: 2016	Ambi	ent Growt	th: (%): **		Condu	cted by:	G	TC	Date:	Já	anuary 20)20
27	East-West Street: Oxnard	St			Projection	Year: 203	;	Pe	ak Hour:	12 - 1 Sa	Revie	ewed by:			Project:	Prome	nade (10	k Seats)
	No. of Phases			2		2				3				3				3
	posed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	0 0	NB	0 SB 0		0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	3В WВ	0		0 SB 0 0 WB 0	EB	0	3B WB	0	EB	0	3B WB	0	NB EB	0	3B WB	0
	ATSAC-1 or ATSAC+ATCS-2?			0		0				2				2				2
	Override Capacity			0		0				0				0				0
	MOVEMENT	203	5 NO BUILI			ROJECT VOLS		E W/ WCSP				RE W/ WCS					FULL PRO	
	MOVEMENT	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
	↑ Left	62	1	62	2	Volume		72	2	40	100	172	2	95	0	172	2	95
9	← Left-Through	02	0	02	_				0	.0	100		0	00		.,_	0	00
NORTHBOUND	Through	1140	2	412	31	0	-95	1045	3	348	0	1045	3	348	0	1045	3	348
	Through-Right		1						0				0				0	
L IX	Right	97	0	97	4	0	10	107	1	73	0	107	1	73	0	107	1	73
¥	← Left-Through-Right ← Left-Right ← L		0						0				0				0 0	
I	Y Leit-Right		0						<u> </u>								0	
	→ Left	120	1	120	-2	0	7	127	1	127	0	127	1	127	0	127	1	127
SOUTHBOUND	Left-Through		0						0				0				0	
80	↓ Through	190	2	95	-4	0	3	193	3	64	0	193	3 0	64	0	193	3 0	64
I Ĕ	✓ Right	117	0	104	-2	0	-4	113	1	101	0	113	1	101	0	113	1	101
000	← Left-Through-Right		0		_				0				0				0	
, o	∠ Left-Right		0						0				0				0	
1	ر Left	27	1	27	4	0	-3	24	1	24	0	24	1	24	0	24	1	24
₽	→ Left- → Left-Through	21	0	21	4	O	-5	24	0	24		24	0	24		24	0	24
EASTBOUND	→ Through	1156	2	578	242	0	114	1270	2	635	1	1271	2	636	0	1271	2	636
I BC	→ Through-Right		0						0		_		0				0	
AS	Right Left-Through-Right	209	1 0	178	42	0	13	222	1 0	202	5	227	1	180	0	227	1 0	180
ш	↓ Left-Right		0						0				0				0	
	- t																	
	← Left	59	1	59	5	0	10	69	1	69	0	69	1	69	0	69	1	69
WESTBOUND		220	0	159	20	0	54	274	0 2	137	20	294	0	147	0	294	0 2	147
BO	↑ Through-Right	220	1	109	20	O	34	214	0	137	20	234	0	147		234	0	147
ST	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 North-South: 532				North-S	outh: 0		No	0 rth-South:	475		Nor	0 th-South:	475		No	0 rth-South:	475
	CRITICAL VOLUMES East-West: 637			East-l				ast-West:	704			ur-souur: ast-West:				ast-West:		
	SUM: 1169			1169		SUM: 0			SUM:				SUM:				SUM:	
			0.779		0.000				0.827				0.828				0.828	
V/C			0.779		0.000				0.727				0.728				0.728	
	LEVEL OF SERVICE (LOS):		С		Α				С				С				С	
	REMARKS: Future 2035 No Build				Non_ESC Proj	ect Volumes Only	Delta Vol	= WCSP Ba	ackground +	Non_ESC	Fut	+ WCSP + N	Non_ESC +	ESC	wi	h Event Ma	nagement F	Plan
<u> </u>	Version: 1i Reta: 8/4/2011				-1			_	L		-	IECT IN						

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.052 NO -0.051 NO $\Delta v/c$ after mitigation: -0.051 Fully mitigated? N/A







I/S #:	North-South Street:	De Soto	Av			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
28	East-West Street: (Oxnard S	St			Project	tion Year	2035		Pea	ak Hour:	12 - 1 Sat	Revie	wed by:			Project:	Prome	nade (10k	Seats)
	No. of F				2			2				2				2				2
	oosed Ø'ing: N/S-1, E/W-2 or B		NB 0	SB	0	NB	0 SE	0 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0 0
Right	Turns: FREE-1, NRTOR-2 or O	DLA-3?	EB 0	WB	0	EB	0 SL		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+AT				0			0				2				2				2
	Override Ca	apacity			0			0				0				0				0
	MOVEMENT	ŀ	203	No. of	Lane	Project	C PROJEC		Delta	W/ WCSP	W/ NON-ES	Lane	Added	RE W/ WCS	No. of	Lane	Added	WCSP W/ F	No. of	
	MOVEMENT		Volume	Lanes	Volume	Traffic		Lane Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Lane Volume
	↑ Left		102	1	102	-1		0	-7	95	1	95	7	102	1	102	0	102	1	102
NORTHBOUND	← Left-Through			0							0				0				0	
ğ	↑ Through		1065	2	374	-9		0	55	1120	3	373	0	1120	3	373	0	1120	3	373
ᄬ	Through-Right		50	1	50			0	40	00	0	00	0	00	0	00	0	68	0	00
S.			58	0	58	-1		0	10	68	0	33	U	68	1	33	U	68	0	33
Ž	Left-Right			0							0				0				0	
Ω	Left		38	1	38	-1		0	2	40	1	40	0	40	1	40	0	40	1	40
3			1009	0 2	356	-10		0	83	1092	0 4	273	0	1092	0	273	0	1092	0 4	273
<u>B</u>	→ Through → Through-Right		1009	1	330	-10		U	03	1092	0	213	U	1092	0	213	U	1092	0	213
占	بَ Right		59	0	59	0		0	5	64	1	35	0	64	1	35	0	64	1	35
SOUTHBOUND	Left-Through-Right			0							0				0				0	
	↓ Left-Right			0							0				0				0	
	_ J Left		65	1	65	6		0	-7	58	1	58	0	58	1	58	0	58	1	58
₽	→ Left-Through			0							0				0				0	
9	→ Through		121	1	121	11		0	-15	106	1	106	0	106	1	106	0	106	1	106
ETB	→ Through-Right → Right		142	0	91	16		0	14	156	0 1	109	4	157	0	106	0	157	0 1	106
EASTBOUND			91	10		U	14	130	0	109	· ·	137	0	100	U	137	0	100		
_	i								0				0				0			
	Clatt		40	1	40				00	74	1	74		74	1	74		74	1	74
₽	✓ Left ✓ Left-Through		48	1 0	48	3		0	23	71	1 0	71	0	71	0	71	0	71	1 0	71
WESTBOUND	← Through		134	1	79	6		0	-8	126	1	76	0	126	1	76	0	126	1	76
B	Through-Right			1							1				1				1	
ES.	Right Left-Through-Right		24	0	24	1		0	2	26	0	26	0	26	0	26	0	26	0	26
>	├─ Left-Right 0								0				0				0			
	γ =g···		Nor	th-South:	458	Nort	h-South:	0		Nor	th-South:	413		Nor	th-South:	413		Nor	th-South:	413
	CRITICAL VOL	LUMES	Ea	ast-West:	169	Ea	st-West:	0		E	ast-West:	180		E	ast-West:			E	ast-West:	177
-				627		SUM:	0			SUM:	593			SUM:				SUM:	590	
				0.418			0.000				0.395				0.393				0.393	
V/C				0.418			0.000				0.295				0.293				0.293	
	LEVEL OF SERVICE (LOS):						Α				Α				Α				Α	
	REMARKS: Future 2035 No Build					Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	lon_ESC +	ESC	wit	h Event Mai	nagement P	lan
	Varcion: 1i Poto: 9/4/2011															IECT IM				

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.123 NO -0.125 Δv

△v/c after mitigation: -0.125
Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Canoga	Av			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
29	East-West Street:	Califa St				Projec	tion Year	2035		Pea	ak Hour:	12 - 1 Sat	Revie	wed by:			Project:	Promei	nade (10l	(Seats)
		f Phases			2			2				2				2				2
	posed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	0	NB	0 SE	0 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	EB 2	WB	0	EB	2 WE		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+	ATCS-2?			0	_		0				2				2				2
	Override	Capacity			0			0				0				0				0
	MOVEMENT		203	5 NO BUIL		ļ	SC PROJEC			W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT		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
	Left		96	1	96	1		0	15	111	1	111	0	111	1	111	0	111	1	111
NORTHBOUND	← Left-Through			0				-			0				0				0	
l o	Through		1505	2	506	18		0	-21	1484	2	501	100	1584	2	535	0	1584	2	535
뿔	Through-Right			1		_					1				1		_		1	
띪	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	
			<u> </u>																	
۵	_ Left		20	1	20	1		0	7	27	1	27	0	27	1	27	0	27	1	27
3	Left-Through		4440	0	005	00		•	47	4400	0	004	_	4407	0 2	000		4407	0 2	000
SOUTHBOUND	↓ Through		1149	1	395	32		0	-17	1132	2 1	391	5	1137	1	392	0	1137	1	392
=	بار Right		35	0	35	1		0	5	40	0	40	0	40	0	40	0	40	0	40
301	Left-Through-Right			0							0				0				0	
l "I	↓ Left-Right		l .	0							0				0				0	
	ے Left		78	1	78	10		0	-19	59	1	59	0	59	1	59	0	59	1	59
₽	Left-Through		10	0		10		ŭ	10	00	0	00		00	0	00		00	0	00
l lo	→ Through		20	1	20	5		0	8	28	1	28	0	28	1	28	0	28	1	28
ΪB	→ Through-Right		67	0	67	9		0	-13	54	0 1	0	0	54	0	0	0	54	0	0
EASTBOUND			0	67	9		U	-13	34	0	U	U	34	0	U	U	34	0	U	
	- Left-Right			0							0				0				0	
۾	✓ Left ✓ Left-Through		14	1 0	14	0		0	0	14	1 0	14	0	14	1 0	14	0	14	1 0	14
	Q		23	1	23	0		0	9	32	1	32	0	32	1	32	0	32	1	32
l B	Through-Right			1							0				0				0	
ESI	Right		26	0	16	0		0	-2	24	1	11	0	24	1	11	0	24	1	11
>	Left-Through-Right Left-Right 0								0				0				0 0			
	North-South: 526				526	Nor	th-South:	0		Nor	th-South:	528		Nor	th-South:	562		Nor	th-South:	562
	CRITICAL V	OLUMES	E	ast-West:	101	E	ast-West:	0		E	ast-West:	91		E	ast-West:			E	ast-West:	91
<u> </u>				627		SUM:	0			SUM:	619			SUM:				SUM:	653	
	VOLUME/CAPACITY (V/C) RATIO: 0.418						0.000				0.413				0.435				0.435	
V/C			0.418			0.000				0.313				0.335				0.335		
				Α			Α				Α				Α				Α	
	REMARKS: Future 2035 No Build					Non_ESC	Project Volu	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N		ESC IN		h Event Mar	nagement F	Plan

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.105 NO -0.083 NO $\triangle v/c$ after mitigation: -0.083 Fully mitigated? N/A







I/S #:	North-South Street:	De Soto	Av			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	TC	Date:	Ja	nuary 20	20
30	East-West Street:	Califa St					ction Year			Pea	ak Hour:	12 - 1 Sat		ewed by:			Project:		nade (10k	
	No. o oposed Ø'ing: N/S-1, E/W-2 or	f Phases Both-3?	NB 0	SB	3 2 0	NB	0 SI	3 2 0	NB	0	SB	2 0 0	NB	0	SB	2 0 0	NB	0	SB	2 0 0
Righ	t Turns: FREE-1, NRTOR-2 or	r OLA-3?	NB 0 EB 2	3B WB	0	NB EB	2 W		EB	0	3В WВ	0	NB EB	0	3B WB	0	NB EB	0	3B WB	0
	ATSAC-1 or ATSAC+. Override				0			0				2 0				2				2
			203	5 NO BUIL	D	NON-E	SC PROJEC	CT VOLS	FUTURE	W/ WCSP	W/ NON-ES	C PROJ	FUTU	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT		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
۵	Left		22	1	22	0		0	2	24	1	24	0	24	1	24	0	24	1	24
3	← Left-Through ↑ Through		1189	0	396	-3		0	29	1218	0 3	406	7	1225	0	408	0	1225	0 3	408
BG	↑ Through-Right		1103	0	330	-5		O	23	1210	0	400	,	1225	0	400	U	1220	0	400
l ₽	Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND	Left-Through-Right			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
SOUTHBOUND	Left-Through		· ·	0	U			Ü		O	0	Ū		J	0	· ·		Ū	0	Ü
l g	Through		1280	2	429	15		0	-43	1237	3	412	1	1238	3	413	0	1238	3	413
置	Through-Right		•	1 0	0			•		47	0 1	47	•	47	0	47		47	0 1	47
			6	0	6	0		0	11	17	0	17	0	17	0	17	0	17	0	17
Š	Left-Right			0							0				0				0	
	 J Left → Left-Through 		0	0 0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0 0	0
EASTBOUND	→ Through		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
BO	→ Through-Right		, and the second	0	Ŭ			·		ŭ	0	ŭ		Ü	0	ŭ		ŭ	0	ŭ
	Right 41 1			41	3		0	17	58	2	20	0	58	2	20	0	58	2	20	
E				0							0				0				0	
			<u> </u>	<u> </u>							0								<u> </u>	
	√ Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND				0							0			•	0				0	
žõ	← Through ← Through-Right		0	0 0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0 0	0
STE	Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
WE	Left-Through-Right 0								0				0		-		0			
	Left-Right 0 North-South: 451				454			0			0	400			0	407			0	407
	CRITICAL V	OLUMES		th-South: ast-West:	451 41		rth-South: ast-West:	0			th-South: ast-West:	436 20			th-South: ast-West:	437 20			th-South: ast-West:	437 20
	- CHITCHE V			SUM:	492	<i>-</i>	SUM:	0			SUM:	456			SUM:		<u></u>		SUM:	457
					0.345			0.000				0.304				0.305				0.305
V	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.34							0.000				0.204				0.205				0.205
	LEVEL OF SERVICE (LOS):						A				A				A				A	
	REMARKS: Future 2035 No Build					Non_ESC	Project Vol		Delta Vol	= WCSP Ba	ckground +		Fut	+ WCSP + N	Non_ESC +		wit	h Event Mai	nagement F	
<u>ш</u>	V					·				1			IECT IN	<u> </u>						

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.141 NO -0.140 NO

 $\Delta v/c$ after mitigation: -0.140 Fully mitigated? N/A







I/S #:	North-South Street: Shou) Av			Year of	Count: 2	2016	Ambie	nt Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
31	East-West Street: Burba	nk Bl			Projection	n Year: 🙎	2035		Pea	ak Hour:	12 - 1 Sat	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. of Phase			2			2				4				4				4
Opp	posed Ø'ing: N/S-1, E/W-2 or Both-3	? NB 0	SB	0	NB	0 SB	0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA-3	EB 0	WB	0	EB	0 VB	0	EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATCS-2			0			0				2				2				2
	Override Capaci			0			0				0				0				0
	MOVEMENT	20	35 NO BUIL			PROJECT VO			W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	-	ane Iume	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
	↑ Left	60	1	60	1	701	0	12	72	1	72	0	72	1	72	0	72	1	72
NORTHBOUND	✓ Left-Through		0				_			0				0				0	
00	Through	728	1	391	2		0	44	772	1	420	0	772	1	420	0	772	1	420
置	Through-Right		1							1				1				1	
K		54	0 0	54	0		0	13	67	0	67	0	67	0	67	0	67	0	67
ž	Left-Right		0							0				0				0	
Ω	Left	66	1	66	4		0	-2	64	1	64	0	64	1	64	0	64	1	64
3		648	0	349	49		0	77	725	0 1	387	0	725	0	387	0	725	0 1	387
<u>8</u>	→ Through → Through-Right	040	1	349	49		ŭ	- ' '	125	1	307	U	125	1	307	U	123	1	307
SOUTHBOUND	راً Right	49	0	49	3		0	-1	48	0	48	0	48	0	48	0	48	0	48
SOI	Left-Through-Right		0							0				0				0 0	
I	↓ Left-Right		0							0				U				U	
1	Ĵ Left	96	1	96	1		0	9	105	1	105	0	105	1	105	60	165	1	165
₽	→ Left-Through		0							0				0				0	
l g	→ Through → Through-Right → Through-Right → Through-Right → Through-Right → Through-Right → Through 184	1 0	184	0		0	17	201	1 0	201	7	208	1	208	0	208	1 0	208	
EASTBOUND	Right	44	1	14	0		0	11	55	1	19	0	55	1	19	0	55	1	19
EAS						ŭ		00	0			00	0			00	0		
	-		0							0				0				0	
1	√ Left	35	1	35	3		0	2	37	1	37	0	37	1	37	0	37	1	37
₽		00	0	- 00			Ü	_	0,	0	0,		0,	Ö	01		0,	0	- 01
WESTBOUND	← Through	106	0	163	9		0	-6	100	0	156	1	101	0	157	0	101	0	157
TB	Through-Right Right	57	1 0	0	5		0	-1	56	1 0	0	0	56	1 0	0	0	56	1 0	0
ES	Right Left-Through-Right	57	0	U	5		U	-1	50	0	U	U	50	0	U	U	50	0	U
>	├ Left-Right		0							0				0				0	
	CDITION VOLUME		rth-South:	457	North-S		0 0			th-South:	484			th-South:				th-South:	484
	CRITICAL VOLUME	` <i>"</i>	ast-West: SUM:	259 716	East-	-West: SUM:	0		E	ast-West: SUM:	261 745		E	ast-West: SUM:			E	ast-West: SUM:	322 806
	VOLUME/CAPACITY (V/C) RATIO: 0.477						0.000				0.542				0.543				0.586
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.477						0.000				0.442				0.443				0.486
	LEVEL OF SERVICE (LOS):						A				Α				Δ				Α
	REMARKS: Future 2035 No Build				Non ESC Pro	oject Volumes		Delta Vol	= WCSP Ba	ckground +		Fut -	+ WCSP + N	Non ESC +	ESC	wit	h Event Mai	nagement P	
<u> </u>	REMARKS: Future 2035 No Build					-,- 2. 73.400	J,	_ 5.1.0. 1.01	., o o . Du			. ut			IECT IM				

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.035 NO -0.034 NO $\triangle v/c$ after mitigation: 0.009 Fully mitigated? N/A







I/S #:	North-South Street: US 101	WB Onramp	1		Year of	Count:	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Já	anuary 20	20
32	East-West Street: Burbanl	(BI			Projectio	on Year:	2035		Pea	ak Hour:	12 - 1 Sat	Revie	ewed by:			Project:	Prome	nade (10k	k Seats)
	No. of Phases posed Ø'ing: N/S-1, E/W-2 or Both-3? Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	3 1 0	NB	0 SB-	3 1 0	NB	0	SB	3 0 0	NB	0	SB	3 0 0	NB	0	SB	3 0 0
Right	•	EB 0	WB	0	EB	0 WB-		EB	2	WB	0	EB	2	WB	0	EB	2	WB	0
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity			0 0			0				2 0				2				2
		203	5 NO BUIL	D	NON-ESC	PROJECT	VOLS	FUTURE	W/ WCSP	W/ NON-ES	C PROJ	FUTU	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/	ULL PROJ	J W/ EMP
	MOVEMENT	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
₽	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
l è	↑ Through-Right		0	· ·			ŭ		· ·	0	ŭ		· ·	0			ŭ	0	· ·
NORTHBOUND	→ Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
일	← Left-Through-Right		0							0				0				0	
	→ Left-Right	<u> </u>	0							0				0				0	
	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	→ Left-Through		0							0				0				0	
301	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
l ∄ l	← Through-Right → Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
l o	Left-Through-Right		1	U			U		O	1	U	0	O	1	O		O	1	O
S	↓ Left-Right		0							0				0				0	
	1 1 254		1	0	0		0	0		1	0	0	0	1	0	0		1	0
₽	 J Left → Left-Through 	0	0	0	0		0	0	0	1 0	0	0	0	0	0	0	0	0	0
EASTBOUND	→ Through	358	1	192	11		0	22	380	1	207	7	387	1	210	0	387	1	210
l BC	→ Through-Right		1							1				1				1	
AS.	Right	25	0	25	1		0	8	33	0	33	0	33	0	33	0	33	0	33
ш	¥		0							0				0				0	
	*	•																	
	√ Left √	763	2	420	16		0	4	767	2	422	3	770	2	424	0	770	2	424
WESTBOUND		301	0	301	7		0	52	353	0 1	177	1	354	0 1	177	0	354	0 1	177
BO	← Through-Right	301	1	301	'		U	32	333	1	177	'	334	1	177		334	1	177
IS:	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	Nor	th-South:	0	North-	South:	0		Nor	th-South:	0		Nor	th-South:	0		No	th-South:	0
	CRITICAL VOLUMES		ast-West:	612		t-West:	0			ast-West:	629			ast-West:				ast-West:	634
	SUM: 612					SUM:	0			SUM:	629			SUM:	634			SUM:	634
				0.429			0.000				0.441				0.445				0.445
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.429			0.429			0.000				0.341				0.345				0.345
	LEVEL OF SERVICE (LOS):		Α			Α				Α				Α				Α	
	REMARKS: Future 2035 No Build				Non_ESC Pro	oject Volur	mes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut	+ WCSP + N	Non_ESC +	ESC	wit	h Event Ma	nagement F	Plan
	Version: 1i Reta: 8/4/2011									•		DDA	IECT IN	DAGE					

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.088 NO -0.084 $\Delta v/c$ aft

 $\triangle v/c$ after mitigation: -0.084 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street: Topan	ga Canyon B	I		Year of	Count: 20	016	Ambie	nt Growt	h: (%): **		Condu	cted by:	G	TC	Date:	Já	anuary 20	20
33	East-West Street: Burba	nk Bl			Projection	n Year: 20)35		Pea	ak Hour:	12 - 1 Sat	Revie	ewed by:			Project:	Prome	nade (10l	(Seats)
	No. of Phases			3			3				3				3				3
Op	posed Ø'ing: N/S-1, E/W-2 or Both-3		0.0	0	NB	0 00	0	MD	0	0.0	0	4/0	0	0.0	0		0	00	0
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0		0 SB 0 WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2	_	2	0		0 112	0			2	2			2	2				2
	Override Capacity	,		0			0				0				0				0
		203	35 NO BUIL	D	NON-ESC P	PROJECT VOL	S	FUTURE	W/ WCSP	W/ NON-ES	SC PROJ	FUTU	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/	ULL PROJ	W/ EMP
	MOVEMENT	l	No. of	Lane	Project	Lan		Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
	Left	Volume 298	Lanes	Volume 298	Traffic 7	Volu	me 0	Volume 99	Volume 397	Lanes 2	Volume 218	Volume 0	Volume 397	Lanes 2	Volume 218	Volume	Volume 397	Lanes 2	Volume 218
9	⊢ Leπ	290	0	290	/		U	99	391	0	210	U	397	0	210	U U	397	0	210
) j	↑ Through	2153	3	718	32		0	-113	2040	3	570	292	2332	3	643	-112	2220	3	615
Ψ̈́	↑ Through-Right		0							1				1				1	
NORTHBOUND	→ Right	210	1	118	3		0	30	240	0	240	0	240	0	240	0	240	0	240
2	← Left-Through-Right		0							0				0				0	
	→ Left-Right		0							0				0				0	
	└ Left	61	1	61	1		0	-12	49	1	49	0	49	1	49	0	49	1	49
SOUTHBOUND	Left-Through		0	٠.						0		Ů		0				0	
l og	Through	1261	3	420	29		0	-9	1252	3	417	12	1264	3	421	0	1264	3	421
≝	Through-Right		0	004	40				400	0	005		407	0	000		407	0	000
5		444	0	394	10		0	-11	433	1 0	385	4	437	1	386	0	437	0	386
SC	↓ Left-Right		0							0				0				0	
		•																	
	Left	101	1	101	2		0	-5	96	1	96	7	103	1	103	0	103	1	103
Į	→ Left-Through→ Through	145	0	145	4		0	-6	139	0 1	139	0	120	0	139	0	139	0	139
EASTBOUND	→ Through Through-Right	145	1	145	4		U	-0	139	1	139	U	139	1	139	U U	139	1	139
STI	Right	173	0	24	7		0	29	202	0	93	0	202	0	93	0	202	0	93
EA	Left-Through-Right		0							0				0				0	
	-		0							0				0				0	
	√ Left	184	1	184	1		0	28	212	2	117	0	212	2	117	0	212	2	117
₽		104	0	104	, '			20	- 12	0			- 1 -	0			-12	0	
WESTBOUND	← Through	323	1	193	2		0	-11	312	2	120	0	312	2	120	0	312	2	120
TB.	Through-Right	0.5	1	20	,			40		1		_		1				1	
ÆS	Right Left-Through-Right	63	0 0	63	1		0	-16	47	0	47	0	47	0	47	0	47	0	47
>	Left-Right		0							0				0				0	
			rth-South:	779	North-S		0			th-South:	635			th-South:				th-South:	664
	CRITICAL VOLUMES	E	ast-West:	329		-West:	0		E	ast-West:	256		E	ast-West:			E	ast-West:	256
<u> </u>				1108		SUM:	0			SUM:	891			SUM:				SUM:	920
	0.770			0.778		0.0					0.625				0.665				0.646
V/C			0.778		0.0					0.525				0.565				0.546	
	LEVEL OF SERVICE (LOS):		С		Α	_				Α				Α				Α	
	REMARKS: Future 2035 No Build					ject Volumes O	nly	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	Non_ESC +	ESC	w/ EMP	does not in	clude 3% To	CO credit)
	Version: 1i Beta: 8/4/2011	·							·	·	·	DD0	IECT IN	DAOT					

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.253 NO $\Delta v/c$ after mitigation: -0.232 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Owensm	outh Av			Year	of Count	2016	Ambie	ent Growt			Condu	cted by:	G	тс	Date:	Ja	nuary 20)20
34	East-West Street:	Burbank	BI			Projec	tion Year	2035		Pe	ak Hour:	12 - 1 Sat	Revie	wed by:			Project:	Prome	nade (10l	k Seats)
		f Phases			2			2				2				2				2
	osed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	0 2	NB	0 SE	0 3 2	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right 7	Turns: FREE-1, NRTOR-2 or	r OLA-3?	EB 0	WB	0	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+				0	•		0				2	,			2				2
	Override	Capacity			0			0				0				0				0
	MOVEMENT		203	5 NO BUILI			SC PROJEC			W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT		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
	↑ Left		28	1	28	0		0	5	33	1	33	0	33	1	33	0	33	1	33
2	← Left-Through			0							0				0				0	
l g	Through		16	0	56	0		0	-2	14	0	50	0	14	0	50	0	14	0	50
∥≝∣	Through-Right		40	1	•				١.		1			00	1	•			1	•
NORTHBOUND			40	0 0	0	0		0	-4	36	0	0	0	36	0	0	0	36	0	0
ž	Left-Right			0							0				0				0	
•																				
۵	→ Left		118	1	118	2		0	-35	83	1	83	0	83	1	83	0	83	1	83
3	Left-Through Through		25	0 1	25	1		0	1	26	0 1	26	0	26	0	26	0	26	0 1	26
<u>8</u>	→ Through → Through-Right		23	0	20			U	'	20	0	20	U	20	0	20	"	20	0	20
<u> </u>	Right		196	1	196	6		0	-2	194	1	140	0	194	1	140	0	194	1	140
SOUTHBOUND	Left-Through-Right			0							0				0				0	
			<u> </u>	0							0				0				0	
	ے Left		113	1	113	-11		0	-4	109	1	109	0	109	1	109	0	109	1	109
₽	→ Left-Through			0							0				0				0	
8	→ Through		241	2	121	-21		0	-19	222	2	111	0	222	2	111	0	222	2	111
E I	→ Through-Right → Right		39	0 1	25	-4		0	4	43	0 1	27	0	43	0 1	27	0	43	0 1	27
EAS	Left-Through-Right		33	0	20	-4		O	_	40	0	21		40	0	21		40	0	21
	ய் \ Left-I hrough-kight -{ Left-Right		0							0				0				0		
	√ Loft		21	1	21	0		0	-3	18	1	18	0	18	1	18	0	18	1	18
₽	✓ Left ✓ Left-Through		21	0	21	U		U	-3	10	0	10	"	10	0	10		10	0	10
á	Through ← Through		232	1	160	3		0	-18	214	1	142	0	214	1	142	0	214	1	142
l ğ	Through-Right			1							1				1				1	
ES	Right Left-Through-Right		87	0	87	1		0	-17	70	0	70	0	70	0	70	0	70	0	70
>	├ Left-Right 0								0		1		0				0			
-	-			th-South:	224		th-South:	0			th-South:	173			th-South:				th-South:	
	CRITICAL VOLUMES East-West: 273 SUM: 497			273	E	ast-West:	0		E	ast-West:	251		Ea	ast-West:			E	ast-West:		
	VOLUME/CAPACITY (V/C) RATIO: 0.33					SUM:	0			SUM:	424			SUM:				SUM:		
V/0	()						0.000				0.283				0.283				0.283	
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.33						0.000				0.183				0.183				0.183	
	LEVEL OF SERVICE (LOS):				=		Α				A	_		. ===	Α		. =		Α	
	REMARKS: Future 2035 No Build					Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	+ WCSP + N		ESC IM		h Event Ma	nagement F	Plan

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

-0.148 NO -0.148 NO $\Delta v/c$ after mitigation: -0.148 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Canoga	Av			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
35	East-West Street:	Burbank	BI			Projec	tion Year	2035		Pea	ak Hour:	12 - 1 Sat	Revie	wed by:			Project:	Prome	nade (10l	k Seats)
		f Phases			3			3				3				3				3
	posed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	0	NB	0 SE	0 3	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or	r OLA-3?	EB 0	WB	0	EB	0 SE		EB	0	ЗВ WВ	3	EB	0	WB	3	EB	0	WB	3
	ATSAC-1 or ATSAC+	ATCS-2?			0	-		0				2				2				2
	Override	Capacity			0			0				0				0				0
	MOVEMENT		203	5 NO BUIL			SC PROJEC			W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT		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
	↑ Left		40	1	40	0		Volume 0	15	55	2	30	0	55	2	30	0	55	2	30
9	← Left-Through		40	0	40			•	10	00	0	00		00	0	00		00	0	00
NORTHBOUND	Through		1181	2	436	5		0	120	1301	3	434	100	1401	3	467	0	1401	3	467
9	Through-Right			1							0				0				0	
RT	Right		126	0	126	0		0	3	129	2	0	0	129	2	0	0	129	2	0
2	Left-Through-Right			0							0				0				0	
l l	→ Left-Right			U							U				U				U	
	└ Left		74	1	74	3		0	2	76	1	76	0	76	1	76	0	76	1	76
SOUTHBOUND	→ Left-Through			0							0				0				0	
) g	Through		71	2	33	3		0	4	75	2	36	5	80	2	38	0	80	2	38
≝	← Through-Right → Right		28	1 0	28	1		0	5	33	1 0	33	0	33	1 0	33	0	33	1 0	33
S.	Left-Through-Right		20	0	20	·		U	5	33	0	33	U	33	0	33	U	33	0	33
Š	↓ Left-Right			0							0				0				0	
_																				
	Left		107	1	107	2		0	3	110	1	110	0	110	1	110	0	110	1	110
EASTBOUND	→ Left-Through→ Through		1001	0	347	28		0	-52	949	0 2	332	0	949	0	332	0	949	0	332
BO	→ Through-Right		1001	1	341	20		U	-52	343	1	332	0	343	1	332	U	343	1	332
STI	Right		40	0	40	1		0	6	46	0	46	0	46	0	46	0	46	0	46
EA									0				0				0			
	-{ Left-Right			0							0				0				0	
I	√ Left		168	1	168	1		0	-21	147	1	147	0	147	1	147	0	147	1	147
8			0				•			0				0				0		
l lo	QD		155	2	78	1		0	-5	150	2	75	0	150	2	75	0	150	2	75
ΞE	Through-Right Right		00	0	45			0		00	0 1	44		00	0	4.4		00	0	4.4
/ES	ໄດ້ Right Left-Through-Right		82	0	45	1		0	8	90	0	14	0	90	0	14	0	90	0	14
>									Ö				0				0			
	_			th-South:	510		th-South:	0			th-South:	510			th-South:	543			th-South:	543
	CRITICAL V	OLUMES	E	ast-West:	515	E	ast-West:	0		E	ast-West:	479		E	ast-West:			E	ast-West:	479
1	SUM: 1025 VOLUME/CAPACITY (V/C) RATIO: 0.719				1025		SUM:	0			SUM:	989			SUM:				SUM:	
1400							0.000				0.694				0.717				0.717	
V/C				0.719			0.000				0.594				0.617				0.617	
	LEVEL OF SERVICE (LOS):						A				Α				В				В	
	REMARKS: Future 2035 No Build					Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N		ESC IN		h Event Mai	nagement F	Plan

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

-0.125 NO -0.102 NO $\Delta v/c$ after mitigation: -0.102 Fully mitigated? N/A





(Circular 212 Method)

Column C	I/S #:	North-South Street:	De Soto	Av			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
Composed Girst, WS-1, EMP-2 or Both-37 Right Turns: FREE-1, NRTOR-2 or OLA-37 AB- 0 SB- 0 WB- 0 EB- 0 WB- 0 SB- 0 WB- 0	36	East-West Street:	Burbank	BI			Project	tion Year	2035		Pea	ak Hour:	12 - 1 Sat	Revie	wed by:			Project:	Prome	nade (10l	(Seats)
Right Turns: FREE-1, NRTOR-2 or OLA-37 Right Turns: FREE-1, NRTOR-2 or OLA	Орр																				2
ATSAC-I or ATSAC-ATSAC-PROPERTY 2005 NO BUILD NON-ESC PROJECT VOLS FUTURE W WCSP W FULL PROJ FUTUR W WCSP W FUTUR PROJ FUTUR W FUTUR	Right	Turns: FREE-1, NRTOR-2 or C	DLA-3?			0															0
Note Company Note Company Note Company Note Company Note Company Note Company Note Not		ATSAC-1 or ATSAC+AT	TCS-2?	EB 0	WB	-	EB	U WI	_	EB	U	WB		EB	U	WB		EB	U	WB	0 2
MOVEMENT Volume Lane Volume Lane Volume Lane Volume Lane Volume								0												0	
Celt Left				203				C PROJEC	T VOLS												W/ EMP
Center Through		MOVEMENT		Volume																	Lane Volume
Through				43	1	43	0		0	22	65	1	65	0	65	1	65	0	65	1	65
Through	3	_		1006		400	2		0	60	1006		420	7	1202		424	0	1202		431
Ceft-Right	8			1220		409	-3		U	60	1200		429		1293	•	431	U	1293		431
Through	₹	γ'		0		0	0		0	0	0		0	0	0	0	0	0	0		0
Through	ğ				0											0				0	
Left-Through-Right					0							0				0				0	
Left-Through-Right	1	↓ Left		0	0	0	0		0	0	n	0	0	0	n	0	0	0	0	0	0
Left-Right	₽			V		0			Ü		O		Ü		O		· ·		Ü		O
Left-Right	g			1084	2	392	32		0	-2	1082		393	1	1083	2	393	0	1083		393
Left-Right	∥≝∥			00	1	00	0		0	_	00		00		00	1	00		00	•	00
Left-Right	5			93		93	3		U	3	96		96	U	96	•	96	U	96	-	96
Carrical Volumes North-South: 458 North-South: 458 Sum: 516 Sum:	Š															0				_	
Children		1																			
Ceft-Right 0				110	_	61	-1		0	-5	105		58	0	105		58	0	105		58
Ceft-Right 0	3			0		0	0		0	0	0		0	0	0	•	0	0	0		0
Ceft-Right 0	98	→ Through-Right														0					
Ceft-Right 0	AST	7 -		86		26	-1		0	9	95		20	0	95	2	20	0	95		20
C) j													0				•			
CRITICAL VOLUMES CRITICAL VOLUMES CRITICAL VOLUMES SUM: 496 SUM: VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: 0.348 0.000 0.0																				<u> </u>	
Left-Right				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
Left-Right	BO			U		U	U		U	U	U		U	U	U	U	U	U	U	•	U
Left-Right	ST	Right		0		0	0		0	0	0	0	0	0	0	0	0	0	0		0
North-South: 435 North-South: 0 North-South: 458 North-South:	N N	,														0				-	
CRITICAL VOLUMES East-West: SUM: 61 496 East-West: SUM: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-	Lon-rayar		Nor		435	Nort	th-South:	0		Nor		458		Nor	th-South:	458		Nor		458
VOLUME/CAPACITY (V/C) RATIO: 0.348 0.000 0.344 0.344 0.344 V/C LESS ATSAC/ATCS ADJUSTMENT: 0.348 0.000 0.244 0.244 0.244		CRITICAL VOL	LUMES		ast-West:	61		ast-West:	0			ast-West:	58			ast-West:	58			ast-West:	58
V/C LESS ATSAC/ATCS ADJUSTMENT: 0.348 0.244 0.244								SUM:				SUM:				SUM:				SUM:	
0.010		0.010																			0.344
I EVEL OF SERVICE (LOS): I	V/C	0.010															0.244				0.244
		LEVEL OF SERVICE (LOS):						Α				Α				Α				Α	
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		REMARKS: Future 2035 No Build					Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N				h Event Ma	nagement F	Plan

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.104 NO -0.104 NO $\Delta v/c$ after mitigation: -0.104 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Shoup A	v			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	anuary 20	20
37	East-West Street:	Ventura	BI			Projec	tion Year	2035		Pe	ak Hour:	12 - 1 Sa	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
On	No. o posed Ø'ing: N/S-1, E/W-2 o	of Phases			3 2			3 2				4				4	-		•	4
1	Turns: FREE-1, NRTOR-2 o		NB 2	SB	0	NB	2 SE	3 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 W	B 2 0	EB	U	WB	0 2	EB	U	WB	0 2	EB	U	WB	0 2
		Capacity			0			0				0				0				0
			203	5 NO BUIL	D		SC PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	SC PROJ		RE W/ WCS		PROJ		WCSP W/ F		W/ EMP
	MOVEMENT		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
	↑ Left		66	0	66	0		Volume 0	1	67	0	67	0	67	0	67	0	67	0	67
N O	Left-Through			1	00			· ·	·	O,	1	O.		0,	1	01		0,	1	01
l og	Through		207	0	260	2		0	-19	188	0	263	0	188	0	263	0	188	0	263
NORTHBOUND	Through-Right		180	1	260	2		0	23	203	1	263	0	203	1	263	0	203	1 0	263
8			160	0	200	2		U	23	203	0 0	203	U	203	0	203	"	203	0	203
Z	Left-Right			0							0				0				0	
9	└→ Left ├→ Left-Through		407	1	260	27		0	108	515	1	311	0	515	1	311	0	515	1	311
OUTHBOUND	Through		112	0	260	6		0	-5	107	0	311	0	107	0	311	0	107	0	311
单	← Through-Right			0							0				0				0	
5	✓ Right✓ Left-Through-Right		271	1 0	204	14		0	6	277	1 0	210	0	277	1	210	0	277	1 0	210
S	Left-Right			0							0				0				0	
	J Left→ Left-Through		135	1 0	135	3		0	0	135	1 0	135	0	135	1	135	0	135	1 0	135
3	→ Leπ-Inrough		1208	2	434	17		0	10	1218	2	434	27	1245	2	443	0	1245	2	443
99	→ Through-Right			1				_			1				1				1	
EASTBOUND			93	0	93	0		0	-10	83	0	83	0	83	0	83	0	83	0	83
ш	Left-Right			0 0							0 0				0				0	
	. *																			
	✓ Left		125	1	125	0		0	25	150	1	150	0	150	1	150	0	150	1	150
WESTBOUND			1330	0 3	443	-6		0	83	1413	0 2	510	4	1417	0 2	511	0	1417	0	511
B0	Through-Right		1000	0	110			· ·		1110	1	0.0			1	0			1	0
ESJ	Right Left-Through-Right		486	1	486	-2		0	141	627	1	0	0	627	1	0	0	627	1	0
>									0 0				0				0			
			Nor	th-South:	520	Nor	th-South:	0		Nor	th-South:	574		Nor	th-South:	574		Nor	th-South:	574
	CRITICAL V	OLUMES	E	ast-West:	920	E	ast-West:	0		E	ast-West:	645		E	ast-West:	646		E	ast-West:	646
	VOLUME/CAPACITY (V/C	C) RATIO:		SUM:	1440		SUM:	0 000			SUM:	1219			SUM:	1220			SUM:	1220
W	V/C LESS ATSAC/ATCS ADJUSTMENT: 1.0				1.011			0.000				0.887				0.887				0.887
V/					1.011 F			0.000 A				0.787 C				0.787 C				0.787 C
						Non ESC	Project Vol		Delta Vol	= WCSP Ba	ckground ±		Fut.	+ WCSP + 1	Non ESC ±	_	\u00e4nit	h Event Ma	nagement E	
<u> </u>	REMARKS: Refer to Traffix Analysis						rioject vol	umes Offiy	Della vol	- MOSP B8	ickyrouria +	INUITE90	rut ·	* ***USP + I	4011_E3C +	LOU	WII	ıı ⊏ve⊓ı ıvla	nayement P	ıdli

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.224 NO -0.224 NO

 $\Delta v/c$ after mitigation: -0.224 Fully mitigated? N/A







I/S #:	North-South Street: US	101 EB Ramps			Year of Co	ount: 2016	Ambi	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
38	East-West Street: Ven	tura Bl			Projection `	Year: 2035		Pe	ak Hour:	12 - 1 Sa	Revie	wed by:			Project:	Prome	nade (10k	k Seats)
	No. of Phas			3		3				2				2				2
	oosed Ø'ing: N/S-1, E/W-2 or Both	ND 1	SB	0	NB 1	SB 0	NB	1	SB	0	NB	1	SB	0	NB	1	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA	3? EB 0	WB	0		WB 0	EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATCS			0		0				2				2				2
	Override Capa			0		0				0				0				0
	MOVEMENT	20	35 NO BUIL		NON-ESC PRO			W/ WCSP				RE W/ WCS	No. of			WCSP W/ I	No. of	
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Lane Volume	Delta Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND	← Left-Through		0						0				0				0	
ŭ	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ᄩ	Through-Right	4004	0	0	40	0	400	4500	0	0	440	4040	0	0	440	4500	0	0
S.		1334	0	0	12	0	169	1503	0	0	113	1616	0	U	-113	1503	0	U
Ž	← Left-Right		0						0				0				0	
		•																
Ω	→ Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3		0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<u>B</u>	→ Through → Through-Right	U	0	U	U	U	"	U	0	U		U	0	U	U	U	0	U
上自	ر 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	
		1467	1	1467	19	0	109	1576	2	867	0	1576	2	867	0	1576	2	867
₽			0						0				0				0	
9	→ Through	930	2	465	12	0	18	948	2	474	27	975	2	488	0	975	2	488
E E	→ Through-Right → Right	0	0 0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left-Through-Right 0		U	U	O		U	0	U	"	U	0	O		O	0	O	
_	- Left-Right		0						0				0				0	
ı	√ Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	v Left	0	0	U	U	U	"	U	0	U		U	0	U		U	0	U
WESTBOUND	t Left-Through 0 ← Through 1021 2 3:		357	6	0	28	1049	2	367	4	1053	2	368	0	1053	2	368	
I B	Through-Right		1						1				1				1	
ES	Right Left-Through-Right	49	0	49	0	0	3	52	0	52	0	52	0	52	0	52	0	52
>								0				0				0		
			rth-South:	0	North-So				th-South:				th-South:				th-South:	0
	CRITICAL VOLUM	ES E	East-West:	1824 1824	East-W			Е	ast-West:			E	ast-West:			E	ast-West:	1235
	SUM: 1824 VOLUME/CAPACITY (V/C) RATIO: 1.280				3	UM: 0 0.000			SUM:	1234 0.823			SUM:	1235 0.823			SUM:	1235 0.823
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT: 1.28					0.000				0.823 0.723				0.823 0.723				0.823 0.723
1,70	LEVEL OF SERVICE (LOS):					0.000 A				0.723 C				0.723 C				0.723 C
	. ,				Non ESC Projec		Delta Val	= WCSP Ba	okaround ±	_	Eust :	+ WCSP + N	Non ESC ±	_	14.00	h Event Ma	nagement F	
<u> </u>	REMARKS: Future 2035 No Build					A VOIUMES ONLY	Deita voi	- WOOP Ba	ickyrouria +	MOII_ESC	Fut -	* ************************************		IECT IM		ıı Evelil ivla	nayement P	ıdlı

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.557 NO

-0.557 NO $\Delta v/c$ after mitigation: -0.557 Fully mitigated? N/A







I/S #:	North-South Street: T	Горапда	Canyon BI			Year	of Count	2016	Ambie	nt Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
39	East-West Street: U	JS-101 V	VB Off-ramp)		Project	tion Year	2035		Pea	ak Hour:	12 - 1 Sat	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. of P posed Ø'ing: N/S-1, E/W-2 or B	oth-3?	NB 0	SB	3 0 1	NB	0 SE	3 0 3 1	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 O		EB 1	WB	0	EB	1 W		EB	1	WB	1	EB	1	WB	1	EB	1	WB	1
	ATSAC-1 or ATSAC+AT Override Ca				0			0				2 1500				2 1500				2 1500
	***********		203	5 NO BUIL			C PROJEC			W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT		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
₽	Left		0	0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0 0	0
5	← Left-Through ↑ Through		1972	3	657	2		0	210	2182	3	727	159	2341	3	780	-113	2228	3	743
H H	† Through-Right		-	0							0				0				0	
NORTHBOUND	→ Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
2	Left-Through-Right			0							0				0				0	
L	₩ Left-Right			U							U				U				U	
	→ Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND			1738	0 3	579	23		0	-116	1622	0 3	541	12	1634	0 3	545	0	1634	0 3	545
<u>8</u>	→ Through → Through-Right		1730	0	5/9	23		U	-110	1022	0	541	12	1034	0	545	U	1034	0	343
5	Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
SOI	Left-Through-Right			0							0				0				0	
I	↓ Left-Right			0							0				U				U	
_ [ے Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
물	→ Left-Through		0	0	0	•			0	0	0		0	0	0	•		0	0	•
EASTBOUND	→ Through → Through-Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
STE	Right 566 0		0	0		0	-3	563	0	0	0	563	0	0	0	563	0	0		
EA	Left-Through-Right 0								0				0				0			
I	-			0							0				0				0	
	√ Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND			_	0		_			_	_	0		_	_	0		_	_	0	
∥ gg ∣	← Through ← Through-Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0 0	0
STI	Right Left-Through-Right		714	2	393	43		0	46	760	0	0	133	893	0	0	0	893	0	0
WE	Left-Through-Right Left-Right			0 0							0 0				0				0 0	
				th-South:	657		h-South:	0			th-South:	727			th-South:				th-South:	743
	CRITICAL VOL	LUMES	Ea	ast-West: SUM:	393 1050	Ea	st-West: SUM:	0		E	ast-West: SUM:	0 727		E	ast-West: SUM:			E	ast-West: SUM:	0 743
	VOLUME/CAPACITY (V/C) RATIO: 0.73						GUW:	0.000			GOIVI:	0.485			JUNI.	0.520			JUNI:	0.495
V/C	0.10				0.737			0.000				0.465				0.320				0.495
				C			0.000 A				Δ				Δ				0.393 A	
	REMARKS: Future 2035 No Build					Non ESC I	Project Vol		Delta Vol	= WCSP Ba	ckground +		Fut -	+ WCSP + N	lon ESC +	ESC	wit	h Event Ma	nagement P	
<u> </u>	REMARKS: Future 2035 No Build					.10.1_2001			_50.00 .01	., cc. ba			. ut			IECT IM		275.11.710		

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.352 NO -0.317 NO $\Delta v/c$ after mitigation: -0.342 Fully mitigated? N/A





(Circular 212 Method)

MOVEMENT I/S #:	North-South Street: To	panga Canyor	BI		Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20	
Commonweight Comm	40	East-West Street: Cla	arendon St			Project	ion Year	2035		Pea	ak Hour:	12 - 1 Sat	Revie	wed by:			Project:	Prome	nade (10l	(Seats)
Right Turns: FREE-1, NRTOR-2 or OLA-37 ATSAC-4TCS-27 ATSAC-2TCS-27 ATSAC-2TCS-27 ATSAC-2TCS-27 ATSAC-2TCS-27 ATSAC-2TCS-27 ATSAC-2TCS-27 ATSAC-2TCS-27 ATSAC-2TCS-27 ATSAC-2TCS-27 ATS	Opp																			4 2
ATSAC-1 or ATSAC-ATCS-27		_	Δ-32 NB		0			3 0				0				0				0
Our		EB	2 WB		EB	2 WE		EB	0	WB		EB	0	WB		EB	0	WB	3 2	
MOVEMENT Volume								_												0
Celt Volume Lanes Volume Lanes Volume Volume Lanes Volume Volume Lanes					.D	NON-ES	C PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	C PROJ		RE W/ WCS		PROJ		WCSP W/ F		W/ EMP
Part		MOVEMENT	Volum																	Lane Volume
Through		↑ Left	6	2 1	62	0		0	8	70	1	70	0	70	1	70	0	70	1	70
Through			0.40			0.4		•	000	2000			450	0.405	0		440	0000		
Through	BO		213		737	31		0	203	2336		808	159	2495	2	861	-113	2382	2	823
Through	핕	r,	7		79	0		0	9	88		88	0	88	0	88	0	88	0	88
Through	Š							-							0				0	
Left-Through-Right 1326 2 501 28 0 117 1443 2 545 5 1448 2 547 0 1448 2 547 1 1 1 1 1 1 1 1 1				0							0				0				0	
Left-Through-Right		Laft	22	7 1	227	6		0	20	356	1	356	0	356	1	356	0	356	1	356
Celt-Right Cel	9		32		321	U		U	25	330		330	0	330	•	330	U	330	-	330
Section Color Co	l o	Through	132	6 2	501	28		0	117	1443	2	545	5	1448	2	547	0	1448	2	547
Celt-Right Cel	뿐	, ,	4-	1	470	•		•	4-	400		400		400	1	400		400	•	400
Celt-Right Cel	5		17		176	3		0	17	193		193	0	193	•	193	0	193	_	193
CRITICAL VOLUMES CRITICAL VO	SS	• •													•				_	
CRITICAL VOLUMES CRITICAL VO																				
Ceft-Right 0			26		190	0		0	30	296		163	0	296		163	0	296		163
Ceft-Right 0	<u>8</u>		5		190	0		0	6	59		127	0	59		127	0	59		127
Ceft-Right 0	98			•	.00			·		00	1			00	1				1	
Ceft-Right O	AST	7 -	6	1 0	0	0		0	7	68		0	0	68	0	0	0	68		0
Colume/Capacity (V/C) Ratio: 1.009 Colume/Capacity (V/C) Ratio: 1.008 Colume/Capacity (V/C) Ratio: 1.009 Colume/Capacity	E/	1 -		1											0				•	
Through 1																				
CRITICAL VOLUMES			3	3 0	33	0		0	4	37		37	0	37	0	37	0	37	0	37
CRITICAL VOLUMES			4	1	50	0		0	2	22	•	E 0	0	22	1	5 0	0	22	1	59
CRITICAL VOLUMES	BO		'	-	52	U		U	3	22		39	U	22	U	39	U	22	•	39
CRITICAL VOLUMES	ST	Right	18		184	0		0	21	205	2	0	0	205	2	0	0	205	2	0
North-South: 1064 North-South: 0 North-South: 1164 North-South: 1217 North-South: 117	ME.														0				-	
CRITICAL VOLUMES East-West: SUM: 374 1438 East-West: SUM: 0 East-West: SUM: 222 1386 East-West: SUM: 222 1439 222 1439 222 1439 <		, Lon-right			1064	Norti	h-South:	0		Nor		1164		Nor	th-South:	1217		Nor		1179
VOLUME/CAPACITY (V/C) RATIO: 1.009 0.000 1.008 1.047 1.047 V/C LESS ATSAC/ATCS ADJUSTMENT: 1.009 0.000 0.908 0.947 0.947		CRITICAL VOLU			374			0			ast-West:	222				222				222
V/C LESS ATSAC/ATCS ADJUSTMENT: 1.009 0.000 0.998 0.947				SUM			SUM:				SUM:				SUM:				SUM:	1401
0.000		, ,																		1.019
LEVEL OF SERVICE (LOS):	V/C																			0.919
			,		F			Α				Е				Е				Е
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		REMAR	RKS: Ref	er to Traffix Ar	alysis	Non_ESC I	Project Volu	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	Non_ESC +	ESC	wit	h Event Ma	nagement F	Plan

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.101 NO -0.062 NO $\triangle v/c$ after mitigation: -0.090 Fully mitigated? N/A







I/S #:	North-South Street: Top	oanga Canyon I	31		Year of	Count: 2016	Ambi	ent Growt	h: (%): **		Condu	cted by:	G	TC	Date:	Ja	nuary 20	20
41	East-West Street: Ver	ntura Bl			Projection	n Year: 2035		Pe	ak Hour:	12 - 1 Sa	Revie	wed by:			Project:	Prome	nade (10l	(Seats)
	No. of Pha			4		4				4				4				4
	posed Ø'ing: N/S-1, E/W-2 or Boti	ND 0	SB	0	NB	0 SB 0		3	SB	0	NB	3	SB	0	NB	3	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA	-3? NB 0	WB	2		0 WB 2	EB	0	WB	3	EB	0	<i>WB</i>	3	EB	0	WB	3
	ATSAC-1 or ATSAC+ATCS			0		0				2				2				2
	Override Capa			0		0				0				0				0
	MOVEMENT	2	35 NO BUIL			PROJECT VOLS		E W/ WCSP				RE W/ WCS				WCSP W/ F		
	IVIO V EIVIEN I	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
	↑ Left	145	1	145	-1	0		154	1	154	0	154	1	154	0	154	1	154
NORTHBOUND	← Left-Through		0						0				0				0	
00	Through	1103	3	368	-10	0	110	1213	3	404	20	1233	3	411	0	1233	3	411
뿔	Through-Right		0		_				0		_		0		_		0	
L K		251	1	202	-2	0	2	253	1	153	0	253	1	153	0	253	1 0	153
ž	Left-Through-Right Left-Right		0 0						0				0				0	
J	, Leit-Night																	
	→ Left	286	1	286	10	0	13	299	2	164	0	299	2	164	0	299	2	164
SOUTHBOUND	→ Left-Through	004	0	007				070	0	004		070	0	004		070	0	004
8		864	2	327	26	0	8	872	2	291	1	873	2	291	0	873	2	291
Ӗ	✓ Right	116	0	116	4	0	0	116	1	0	4	120	1	0	0	120	1	0
000	Left-Through-Right		0						0		-		0				0	
0,	↓ Left-Right		0						0				0				0	
		610	2	336	12	0	61	671	3	235	139	810	3	284	-112	698	3	244
9	→ Left-Through	010	0	330	12	U	01	071	0	233	139	010	0	204	-112	090	0	244
EASTBOUND	→ Through	755	2	295	14	0	7	762	2	296	0	762	2	296	0	762	2	296
Ī	Through-Right		1		_				1		_		1		_		1	
AS	Right Left-Through-Right	130	0	130	2	0	-4	126	0	126	0	126	0	126	0	126	0	126
ш			0						0				0				0	
-	•																	
	√ Left √ L # TI	179	2	98	2	0	2	181	2	100	0	181	2	100	0	181	2	100
WESTBOUND		785	0 2	393	11	0	10	795	0 2	398	0	795	0 2	398	0	795	0 2	398
BO	↑ Through-Right	703	0	393		U	10	195	0	390	U	195	0	390	U	195	0	390
ST	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	N/	orth-South:	654	North-S	South: 0		Nor	th-South:	568		Nor	th-South:	575		Nor	0 th-South:	575
	CRITICAL VOLUI		East-West:			-West: 0			ur-souur: ast-West:	633			นา-จอนนา: ast-West:				นา-รอนนา: ast-West:	642
			SUM:			SUM: 0			SUM:				SUM:				SUM:	
	VOLUME/CAPACITY (V/C) RA	TIO:		1.009		0.000			·	0.873				0.914				0.885
V/C	LESS ATSAC/ATCS ADJUSTME	NT:		1.009		0.000				0.773				0.814				0.785
	LEVEL OF SERVICE (LO	os):		F		Α				С				D				С
	REMAR	KS: Futu	re 2035 No E	Build	Non_ESC Pro	oject Volumes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	Non_ESC +	ESC	wit	h Event Ma	nagement F	Plan
ь	Varcion: 1i Poto: 9/4/2011			<u> </u>	-							IECT IM						

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.236 NO $\triangle v/c$ after mitigation: -0.224 Fully mitigated? N/A







I/S #:	North-South Street:	Canoga	Av			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G'	тс	Date:	Ja	nuary 20	20
42	East-West Street:	US 101 V	VB Off Ram	р		Projec	tion Year	2035		Pea	ak Hour:	12 - 1 Sat	Revie	wed by:			Project:	Promei	nade (10k	Seats)
		f Phases			3			3				2				2				2
Opp	osed Ø'ing: N/S-1, E/W-2 or	Both-3?			2		0 05	2		0		0		0		0		0		0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WI	-	NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0 0
	ATSAC-1 or ATSAC+	ATCS-2?	LD== 0	VV D	0	LD	0 771	0	LD	U	WD	2	LD	U	VV D	2	LD	U	VV D	2
	Override (Capacity			0			0				0				0				0
			203	5 NO BUIL	D	NON-ES	SC PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	C PROJ	FUTUI	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT			No. of	Lane	Project		Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
۵	Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND	Left-Through		000	0	000			0	0.4	000	0	222	_	070	0	004		670	0	004
8	↑ Through		690	3 0	230	4		0	-24	666	3 0	222	7	673	3 0	224	0	673	3 0	224
푸	↑ Through-Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
R	← Left-Through-Right		U	0	U	U		U	U	U	0	U	U	U	0	U	0	U	0	U
Ž	Left-Right			0							0				0				0	
			<u></u>								-									
	- Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
<u>\$</u>	→ Left-Through			0							0				0				0	
ĕ	Through		1239	4	310	37		0	45	1284	4	321	5	1289	4	322	0	1289	4	322
ᄩ	← Through-Right → Right		0	0 0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left-Through-Right		U	0	U	U		U	U	U	0	U	U	U	0	U	U	U	0	U
Š	Left-Right			0							0				0				0	
	ر Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
2	→ Left-Through			0							0				0				0	
٥	→ Through		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
<u> </u>	→ Through-Right → Right		0	0 0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0 0	0
EASTBOUND	Left-Through-Right		U	0	U	U		U	U	U	0	U	0	U	0	U	0	U	0	U
	∠ Left-Right			0							0				0				0	
_	*																			
	✓ Left		260	1	260	0		0	-13	247	1	247	0	247	1	247	0	247	1	247
I			_	0 0	0			_	0	0	0 0	0		0	0	0		0	0 0	0
WESTBOUND	← Through ← Through-Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
STE	Right		613	2	337	-2		0	-12	601	2	331	93	694	2	382	0	694	2	382
ÿ	Left-Through-Right		0.0	0	•••	_		ŭ			0	•			0				0	
_	├ Left-Right			0							0				0				0	
				th-South:	310		th-South:	0			th-South:	321			th-South:	322			th-South:	322
	CRITICAL VO	OLUMES	E	ast-West:	337	E	ast-West:	0		Ea	ast-West:	331		Ea	ast-West:	382		E	ast-West:	382
-	VOLUME/CARACITY (1/O) DATIO:		SUM:			SUM:	0			SUM:	652			SUM:	704			SUM:	704
	VOLUME/CAPACITY (V/C)				0.454			0.000				0.435				0.469				0.469
V/C	LESS ATSAC/ATCS ADJUS				0.454			0.000				0.335				0.369				0.369
	LEVEL OF SERVIC	E (LOS):	<u> </u>		Α			Α				Α				Α				Α
	RE	MARKS:	Future	2035 No E	Build	Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	+ WCSP + N	lon_ESC +	ESC	wit	h Event Mar	nagement P	lan
-	/ersion: 1i Beta; 8/4/2011														PROJ	ECT IM	PACT			

Change in v/c due to project: Significant impacted? -0.119 NO

-0.085 NO

 $\Delta v/c$ after mitigation: -0.085 Fully mitigated? N/A







I/S #:	North-South Street:	Canoga /	Αv			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Já	anuary 20	20
43	East-West Street:	US 101 E	B On Ramp)		Projec	tion Year	2035		Pea	ak Hour:	12 - 1 Sat	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	posed Ø'ing: N/S-1, E/W-2 or B Turns: FREE-1, NRTOR-2 or C	OLA-3?	NB 0 EB 0	SB WB	3 0 0	NB EB	0 SE 0 WE	3 0	NB EB	0	SB WB	2 0 0 0	NB EB	0	SB WB	2 0 0 0	NB EB	0	SB WB	2 0 0 0
	ATSAC-1 or ATSAC+AT Override Ca				0			0				2				2				2
		цравиј	203	5 NO BUIL	D	NON-ES	SC PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	C PROJ	FUTU	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/	ULL PROJ	W/ EMP
	MOVEMENT		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
OND	← Left Left-Through		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND	↑ Through ↑ Through-Right		692 346	3 0 1	231 346	2		0	-21 -24	671 322	3 0 1	224 322	7	678 322	3 0 1	226 322	0	678 322	3 0 1	226 322
NOR	Left-Right		0 1 0	0	340	,		3	-24	JZZ	0	322		JEE	0	322	J	522	0	322
OUND	└→ Left ├→ Left-Through ↓ Through		737 797	2 0 2	405 399	19 21		0 0	0 29	737 826	2 0 2	405 413	5	742 827	2 0 2	408 414	0	742 827	2 0 2	408 414
SOUTHBOUND	✓ Through-Right✓ Right✓ Left-Through-Right✓ Left-Right		0	0 0 0	0	0		0	0	0	0 0 0	0	0	0	0 0 0 0	0	0	0	0 0 0	0
EASTBOUND	 ✓ Left ✓ Left-Through → Through → Through-Right → Right 		0 0	0 0 0 0	0 0 0	0 0		0 0 0	0 0	0 0	0 0 0 0	0 0 0	0 0	0 0	0 0 0 0	0 0 0	0 0	0 0	0 0 0 0	0 0 0
EA	Left-Through-Right			0							0				0				0	
QND	✓ Left✓ Left-Through← Through		0	0 0 0	0	0		0	0	0	0 0 0	0	0	0	0 0	0	0	0	0 0 0	0
WESTBOUND	Through-Right Right Left-Through-Right		0	0 0 0	0	0		0	0	0	0 0 0	0	0	0	0	0	0	0	0 0 0	0
\$	Left-Right			0							0				0				0	
	CRITICAL VOI	LUMES		th-South: ast-West: SUM:	751 0 751	-	th-South: ast-West: SUM:	0 0 0			th-South: ast-West: SUM:	727 0 727			th-South: ast-West: SUM:				th-South: ast-West: SUM:	730 0 730
	VOLUME/CAPACITY (V/C)	RATIO:		30	0.527		30	0.000			50	0.485			30.77.	0.487			30	0.487
V/C	LESS ATSAC/ATCS ADJUST				0.527			0.000				0.385				0.387				0.387
	LEVEL OF SERVICE	(LOS):			A			A				A				A				A
		IARKS:	Future	2035 No B	uild	Non_ESC	Project Volu	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut ·	+ WCSP + N	Non_ESC +	ESC	wit	h Event Ma	nagement F	lan

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

-0.142 NO -0.140 NO $\Delta v/c$ after mitigation: -0.140 Fully mitigated? N/A







I/S #:	North-South Street: Canoga	Av			Year of C	Count: 2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Já	nuary 20	20
44	East-West Street: Ventura	BI			Projection	Year: 2035		Pea	ak Hour:	12 - 1 Sat	Revie	ewed by:			Project:	Prome	nade (10l	k Seats)
	No. of Phases posed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	3 0 3	NB	3 0 SB 3	NB	0	SB	4 0 3	NB	0	SB	4 0 3	NB	0	SB	4 0 3
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	ЗВ WB	3) WB 3	EB	0	ЗВ WB	3	EB	0	3Б WВ	3	EB	0	ЗВ WВ	3
	ATSAC-1 or ATSAC+ATCS-2?			0		0				2				2				2
	Override Capacity			0		0				0				0				0
	MOVEMENT	203	5 NO BUIL			ROJECT VOLS		W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT	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	Volume	No. of Lanes	Lane Volume
	↑ Left	143	1	143	0	0	-1	142	1	142	0	142	1	142	0	142	1	142
N N	← Left-Through		0						0				0				0	
301	↑ Through	268	1	164	0	0	-17	251	1	154	7	258	1	158	0	258	1	158
III	Through-Right Right	60	0	60	0	0	-3	57	0	57	0	57	0	57	0	57	0	57
NORTHBOUND	← Left-Through-Right	30	0	- 00	•	O	-5	0,	0	- 07		0,	0	- 01		01	0	- 01
	← Left-Right		0						0				0				0	
	1 1 24	004	1	004				000	4	000		000	1	000		000		000
₽	→ Left → Left-Through	221	0	221	6	0	2	223	1 0	223	0	223	0	223	0	223	1 0	223
SOUTHBOUND	Through	251	1	251	8	0	9	260	1	260	1	261	1	261	0	261	1	261
표	Through-Right		0						0				0				0	
5		299	1 0	61	9	0	9	308	1 0	73	0	308	1 0	73	0	308	1 0	73
SC	Left-Right		0						0				0				0	
	J Left	432	2	238	0	0	-5	427	2	235	0	427	2	235	0	427	2	235
EASTBOUND	→ Left-Through→ Through	1054	0 2	527	1	0	16	1070	0 2	535	0	1070	0 2	535	0	1070	0 2	535
ВО	→ Through-Right	1001	0	02.	·			1070	0	000		1010	0	000		1070	0	000
\ST	Right	122	1	51	1	0	6	128	1	57	0	128	1	57	0	128	1	57
E/			0 0						0				0				0	
		l	0						U								<u> </u>	
	← Left ←	77	1	77	1	0	1	78	1	78	0	78	1	78	0	78	1	78
WESTBOUND		1080	0 3	360	2	0	5	1085	0 3	362	0	1085	0 3	362	0	1085	0 3	362
BO	Through-Right	1000	0	300	2	U	5	1000	0	302	U	1000	0	302	U	1000	0	302
EST	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	
			394	North-Sc	outh: 0		Nor	th-South:	402		Nor	th-South:	403		Noi	th-South:	403	
	CRITICAL VOLUMES East-West: 60		604	East-V	Vest: 0			ast-West:	613			ast-West:	613			ast-West:	613	
			SUM:	998	5	SUM: 0			SUM:	1015			SUM:				SUM:	1016
	VOLUME/CAPACITY (V/C) RATIO:			0.700		0.000				0.738				0.739				0.739
V/0	C LESS ATSAC/ATCS ADJUSTMENT:			0.700		0.000				0.638				0.639				0.639
	LEVEL OF SERVICE (LOS):			С		Α				В				В				В
	REMARKS:	Future	2035 No B	uild	Non_ESC Proje	ect Volumes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut ·	+ WCSP + N				th Event Ma	nagement F	Plan
	Version: 1i Reta: 8/4/2011			<u> </u>							DD0	IFCT IM	D 4 O T					

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.062 NO -0.061 NO $\Delta v/c$ after mitigation: -0.061 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	De Soto	Av			Year	of Count	: 2016	Ambie	nt Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
45	East-West Street:	US 101 \	VB Ramps			Projec	tion Year	2035		Pea	ak Hour:	12 - 1 Sat	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
1	No. o posed Ø'ing: N/S-1, E/W-2 o Turns: FREE-1, NRTOR-2 o		NB 0	SB	3 2 0	NB	0 SE		NB	0	SB	3 0 0	NB	0	SB	3 0 0	NB	0	SB	3 0 0
	ATSAC-1 or ATSAC-	ATCS-2?	<i>EB</i> 0	WB	2 0	EB	0 WI	B 2 0	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	Override	Capacity			0			0				0				0				0
			203	5 NO BUIL			SC PROJEC	T VOLS			W/ NON-ES			RE W/ WCS				WCSP W/ F		
	MOVEMENT		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
	Left		154	1	154	-1		0	1	155	1	155	0	155	1	155	0	155	1	155
NORTHBOUND	← Left-Through ↑ Through		993	0 2	497	0		0	-33	960	0 3	320	7	967	0 3	322	0	967	0 3	322
Æ	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	
	Leit-Right		<u> </u>								U				<u> </u>				<u> </u>	
	→ Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
OUTHBOUND	Left-Through		4045	0	054				400	4447	0			4440	0			4440	0	
ВО	↓ Through ← Through-Right		1015	4 0	254	28		0	132	1147	4 0	287	1	1148	0	287	0	1148	4 0	287
ΙĔ	لَب Right		275	1	275	7		0	5	280	2	154	0	280	2	154	0	280	2	154
SOL	← Left-Through-Right			0							0				0				0	
0,	↓ Left-Right			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	-
EASTBOUND	→ Through		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
TB	→ Through-Right → Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
=AS	Left-Through-Right		U	0	U	U		U	U	U	0	U	U	U	0	U		U	0	U
_	- deft-Right - Left-Right			0							0				0				0	
	C 1 att		005	4	007			_	10	044	4	000		044		000		044		000
Q			225	1 0	207	-2		0	19	244	1 0	220	0	244	1 0	220	0	244	1 0	220
WESTBOUND	← Through		0	0	207	0		0	0	0	0	220	0	0	0	220	0	0	0	220
TB(Through-Right			0							0				0				0	
ES.	Right Left-Through-Right		395	1	0	-2		0	22	417	1	0	0	417	1	0	0	417	1	0
	Left-Right 0								0				0				0			
	North-South:		497	Nor	th-South:	0		Nor	th-South:	442		Nor	th-South:			Nor	th-South:	442		
	CRITICAL V	OLUMES	E	ast-West:	207	E	ast-West:	0		E	ast-West:	220		E	ast-West:			E	ast-West:	220
	VOLUME/CADACITY /V//	C) DATIO:		SUM:	704		SUM:	0			SUM:	662			SUM:				SUM:	662
1//			0.494			0.000				0.465				0.465				0.465		
\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \					0.494			0.000				0.365				0.365				0.365
	LEVEL OF SERVICE (LOS):				N ====		Α	D 11 11 1	14/007 5		Α		. 14/007		A			. =	Α	
	REMARKS: Refer to Traffix Analys					Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut	+ WCSP + 1	Non_ESC +	ESC	wit	h Event Ma	nagement F	'lan

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.129 NO -0.129 NO $\Delta v/c$ after mitigation: -0.129 Fully mitigated? N/A







I/S #:	North-South Street:	De Soto	Av			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G'	тс	Date:	Ja	nuary 20	20
46	East-West Street:	US 101 E	B Ramps			Projec	tion Year	2035		Pea	ak Hour:	12 - 1 Sat	Revie	wed by:			Project:	Promei	nade (10k	Seats)
		Phases			3			3				3				3				3
Op	posed Ø'ing: N/S-1, E/W-2 or E	Both-3?	MD 0	00	2		0 05	2		0	0.0	0		0	0.0	0		0	0.0	0
Right	Turns: FREE-1, NRTOR-2 or 0	OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WI		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+A	TCS-2?	LD	WD	0	LD-	0 772	0		U	VV D	2	LD	U	WD	2	LD	U	WD	2
	Override C	apacity			0			0				0				0				0
			203	5 NO BUIL	D	NON-E	SC PROJEC	T VOLS	FUTUR	W/ WCSP	W/ NON-ES	C PROJ	FUTUI	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT			No. of	Lane	Project		Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
	4		Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Ω	Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
3	← Left-Through ↑ Through		554	0 3	185	-19		0	-16	538	0 4	135	7	545	0 4	136	0	545	0 4	136
BC	↑ Through-Right		334	0	100	-13		U	-10	330	0	100	'	040	0	100		343	0	150
E	→ Right		243	1	243	-9		0	4	247	1	247	0	247	1	247	0	247	1	247
NORTHBOUND	← Left-Through-Right			0					_		0				0				0	
-				0							0				0				0	
₽	Left		492	2	271	5		0	-39	453	2	249	0	453	2	249	0	453	2	249
5			767	0 2	384	8		0	-24	743	0 2	372	1	744	0 2	372	0	744	0 2	372
<u>B</u>	→ Through → Through-Right		707	0	304	0		U	-24	743	0	312		744	0	312	U	744	0	312
ΙĒ	Right		0	Ö	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left-Through-Right			0							0				0				0	
0)	↓ Left-Right			0							0				0				0	
	ے Left	,	500	1	007			0	25	F2F	1	074	0	F2F	1	074	0	505	1	074
۵	⊃ Leπ → Left-Through		560	1	287	0		0	-25	535	1	274	0	535	1	274	0	535	1	274
S	→ Through		13	Ó	287	0		0	0	13	0	274	0	13	0	274	0	13	0	274
EASTBOUND	→ Through-Right			0	20.			· ·		.0	0				0				0	
ST	Right		564	1	564	2		0	-3	561	1	561	0	561	1	561	0	561	1	561
EA	→ Left-Through-Right			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
9				0	- 0			- U		Ü	0	· ·		O	0			J	0	· ·
WESTBOUND	← Through		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
IB(Through-Right							0				0				0				
ES.	Right	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0			
>	Left-Through-Right Left-Right							0				0				0				
	↓ Lett-Mynt	514	Nor	th-South:	0		Non	th-South:	496		Non	th-South:	496		Nor	th-South:	496			
	CRITICAL VO	LUMES		th-South: ast-West:	564		ast-West:	0			ast-West:	561			ast-West:	561			ast-West:	561
				SUM:	1078		SUM:	0			SUM:	1057			SUM:	1057			SUM:	1057
	VOLUME/CAPACITY (V/C)	RATIO:			0.756			0.000				0.742				0.742				0.742
V/0	C LESS ATSAC/ATCS ADJUST	TMENT:			0.756			0.000				0.642				0.642				0.642
	LEVEL OF SERVICE (LOS):							Α				В				В				В
	REM	IARKS:	Refer to	o Traffix Ana	alysis	Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	+ WCSP + N	lon_ESC +	ESC	wit	h Event Mar	nagement P	lan
<u> </u>	Version: 1i Beta; 8/4/2011				•						<u> </u>	<u>- </u>	<u> </u>			IECT IM				
	version. II beta; 0/4/2011														FKUJ	LOI IIV	IACI			

Change in v/c due to project: Significant impacted? -0.114 NO

-0.114 NO

 $\Delta v/c$ after mitigation: -0.114 Fully mitigated? N/A







I/S #:	North-South Street: De So	to Av			Year of (Count: 2016	Ambi	ent Growt	th: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
47	East-West Street: Ventu	ra Bl			Projection	Year: 2035		Pe	ak Hour:	12 - 1 Sa	Revie	ewed by:			Project:	Prome	nade (10k	(Seats)
	No. of Phase			3		3				4				4				4
	posed Ø'ing: N/S-1, E/W-2 or Both-3	MD 0	SB	1 2	NB	0 SB 2	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA-3	EB 0	WB	2		0 WB 2	EB	0	WB	3	EB	0	WB	3	EB	0	WB	3
	ATSAC-1 or ATSAC+ATCS-2			0		0				2				2				2
	Override Capacit			0		0				0				0				0
	MOVEMENT	20:	35 NO BUIL			ROJECT VOLS		E W/ WCSP				RE W/ WCS				WCSP W/ I		
	MOVEMENT	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
	↑ Left	45	1	45	0	0	4	49	1	49	0	49	1	49	0	49	1	49
NORTHBOUND	← Left-Through		0						0				0				0	
0 0	Through	208	1	156	1	0	10	218	2	109	7	225	2	113	0	225	2	113
뿔	Through-Right		1						0				0		_		0	
l K	Right	104	0	104	1	0	19	123	1	92	0	123	1	92	0	123	1 0	92
ž	← Left-Through-Right ← Left-Right		0 0						0				0				0	
	Leit-Night	_																
	→ Left	803	2	442	-18	0	166	969	2	533	0	969	2	533	0	969	2	533
SOUTHBOUND	Left-Through	004	0	004				400	0	400		407	0	407		407	0	407
8	↓ Through	204	1 0	204	-3	0	-8	196	1 0	196	1	197	1	197	0	197	0	197
Ӗ	✓ Right	376	1	376	-8	0	26	402	1	95	0	402	1	95	0	402	1	95
100	← Left-Through-Right		0						0				0				0	
, o	∠ Left-Right		0						0				0				0	
1		293	1	293	7	0	14	307	1	307	0	307	1	307	0	307	1	307
9	→ Left-Through	293	0	293	,	U	14	307	0	301		307	0	301	U	307	Ö	307
l à l	→ Through	1094	2	384	25	0	57	1151	2	404	0	1151	2	404	0	1151	2	404
<u>B</u>	→ Through-Right		1						1				1		_		1	
EASTBOUND	Right Left-Through-Right	59	0	59	1	0	1	60	0	60	0	60	0	60	0	60	0	60
ш	↓ Left-Fillough-Right		0						0				0				0	
	,	-																
	√ Left	53	1	53	1	0	10	63	1	63	0	63	1	63	0	63	1	63
WESTBOUND		980	0 3	327	11	0	21	1001	0 3	334	0	1001	0 3	334	0	1001	0	334
l l	↑ Through-Right	960	0	321	11	U	21	1001	0	334	"	1001	0	334	U	1001	0	334
ST	Right Left-Through-Right	295	1	295	4	0	98	393	1	0	0	393	1	0	0	393	1	0
WE	,		0						0				0				0	
		No.	0 rth-South:	598	North-S	outh: 0		Mar	0 rth-South:	642		Nov	0 th-South:	646		Mai	0 th-South:	646
	CRITICAL VOLUME		rtn-Soutn: :ast-West:	620	North-S East-l				าก-Soutn: ast-West:	641			tn-Soutn: ast-West:				าก-Soutn: ast-West:	641
			SUM:			SUM: 0			SUM:				SUM:				SUM:	
	VOLUME/CAPACITY (V/C) RATIO	:	·	0.855		0.000		· · · · · · · · · · · · · · · · · · ·	· · · · · ·	0.933		·		0.936		· · · · · ·	· · · · · · · · · · · · · · · · · · ·	0.936
V/C	LESS ATSAC/ATCS ADJUSTMENT	:		0.855		0.000				0.833				0.836				0.836
	LEVEL OF SERVICE (LOS	:		D		A				D				D				D
	REMARKS	: Futur	e 2035 No E	Build	Non_ESC Proj	ect Volumes Only	Delta Vol	= WCSP Ba	ackground +	Non_ESC	Fut	+ WCSP + N	lon_ESC +	ESC	wit	h Event Ma	nagement F	Plan
ь	Version: 1i Pete: 9/4/2011				<u> </u>		1				ı			IECT IM				

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.022 NO -0.019 ∆*v* NO

 $\Delta v/c$ after mitigation: -0.019 Fully mitigated? N/A







I/S #:	North-South Street: 1	Topanga	Canyon BI			Year	of Count	2016	Ambie	nt Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
48	East-West Street:	Martinez	St			Projec	tion Year	2035		Pea	ak Hour:	12 - 1 Sat	Revie	wed by:			Project:	Promei	nade (10k	Seats)
1	No. of F posed Ø'ing: N/S-1, E/W-2 or B Turns: FREE-1, NRTOR-2 or C	Both-3? DLA-3?	NB 0 EB 0	SB WB	2 0 0 0	NB EB	0 SE 0 WI	B 0	NB EB	0	SB WB	2 0 0 0	NB EB	0	SB WB	2 0 0 0	NB EB	0	SB WB	2 0 0 0
	ATSAC-1 or ATSAC+AT Override Ca				0 0			0				2				2				2
		,	203	5 NO BUILI	D	NON-ES	C PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	SC PROJ	FUTUI	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT		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 Left-Through Through Through-Right		7 1173	0 1 0 1	7 609	-18		0	-2 120	5 1293	0 1 0 1	663	20	5 1313	0 1 0 1	5 673	0	5 1313	0 1 0 1	5 673
NORTE	Right Left-Through-Right Left-Right		2	0 0 0	609	0		0	0	2	0 0 0	663	0	2	0 0 0	673	0	2	0 0 0	673
SOUTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right		7 1264 9	0 1 0 1 0	7 658 658	1 12 1		0 0 0	-1 -6 0	6 1258 9	0 1 0 1 0	6 652 652	0 1 0	6 1259 9	0 1 0 1 0	6 652 652	0 0	6 1259 9	0 1 0 1 0	6 652 652
8	Left-Right			0							0				0				0	
EASTBOUND	 J Left → Left-Through → Through ¬ Through-Right ¬ Right ¬ Left-Through-Right ¬ Left-Right 		35 6 7	0 0 0 0 0 1	35 48 0	0 0		0 0 0	8 0 -2	43 6 5	0 0 0 0 0 1	43 54 0	0 0	43 6 5	0 0 0 0 0 1	43 54 0	0 0	43 6 5	0 0 0 0 0 1	43 54 0
WESTBOUND	 ✓ Left ✓ Left-Through ✓ Through ✓ Through-Right 		9	0 0 0 0	9 22	0 -1		0 0	0	9	0 0 0 0	9 26	0	9	0 0 0 0	9 26	0	9	0 0 0 0	9 26
WEST	Right Left-Through-Right Left-Right		7	0 1 0	0	0		0	2	9	0 1 0	0	0	9	0 1 0	0	0	9	0 1 0	0
	CRITICAL VOLUMES Reast-West: SUM:		665 57 722		th-South: ast-West: SUM:	0 0 0			th-South: ast-West: SUM:	669 69 738			th-South: ast-West: SUM:	69			th-South: ast-West: SUM:	679 69 748		
V/C	VOLUME/CAPACITY (V/C) F LESS ATSAC/ATCS ADJUST LEVEL OF SERVICE	MENT:			0.481 0.481 A			0.000 0.000				0.492 0.392				0.499 0.399 A				0.499 0.399
		ARKS:	Future	2035 No B		Non_ESC	Project Vol		Delta Vol	= WCSP Ba	ckground +		Fut +	WCSP + N	lon_ESC +	ESC	wit	h Event Mar	nagement P	
ь	Varaiani 1i Patai 9/4/2011						_				_					IECT IM				

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.089 NO -0.082 NO $\Delta v/c$ after mitigation: -0.082 Fully mitigated? N/A







I/S #:	North-South Street:	Topanga	Canyon BI			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
49	East-West Street:	Mulholla	nd Dr			Projec	tion Year	2035		Pea	ak Hour:	12 - 1 Sat	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. of F posed Ø'ing: N/S-1, E/W-2 or B Turns: FREE-1, NRTOR-2 or C	3oth-3?	NB 0 EB 0	SB WB	3 2 0 0	NB EB	0 SE		NB EB	0	SB WB	4 2 0 0	NB EB	0	SB WB	4 2 0 0	NB EB	0	SB WB	4 2 0 0
	ATSAC-1 or ATSAC+AT Override Ca				0	_		0				2				2				2
	Override Ca	араспу	203	5 NO BUIL	_	NON-ES	SC PROJEC	•	FUTURE	W/ WCSP	W/ NON-ES	•	FUTU	RE W/ WCS	P W/ FULL	•	FUT W/	WCSP W/ F	ULL PROJ	
	MOVEMENT			No. of	Lane Volume	Project Traffic		Lane	Delta Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	↑ Left		Volume 158	Lanes 1	158	-1		Volume 0	44	202	1	202	O	202	Lanes 1	202	O	202	1	202
SOUND	Left-Through Through		652	0	334	-1		0	-8	644	0	333	20	664	0	343	0	664	0	343
NORTHBOUND	↑ Through-Right ↑ Right ↑ Left-Through-Right		16	1 0 0	16	0		0	6	22	1 0 0	22	0	22	1 0 0	22	0	22	1 0 0	22
z	→ Left-Right			0							0				0				0	
QND	└→ Left ├── Left-Through		15	0	15	0		0	-1	14	0	14	0	14	0	14	0	14	0	14
HBO	↓ Through ✓ Through-Right		544	0 1	524	1		0	9	553	1 0	305	1	554	1 0	305	0	554	1 0	305
SOUTHBOUND	 ✓ Right → Left-Through-Right ✓ Left-Right 		443	0 0 0	524	1		0	25	468	1 0 0	306	0	468	1 0 0	306	0	468	1 0 0	306
	•																			
QND	 J Left → Left-Through → Through 		571 61	1 1 0	316 316	-12 -2		0 0	9	580 69	1 1 0	325 325	0	580 69	1 1 0	325 325	0	580 69	1 1 0	325 325
EASTBOUND	→ Through-Right → Right		154	0	75	-3		0	30	184	0 1	83	0	184	0	83	0	184	0	83
EA	Left-Through-Right Left-Right			0							0				0				0	
Q			13	0	13	0		0	2	15	0	15	0	15	0	15	0	15	0	15
WESTBOUND	← Through ← Through-Right		58	0	126	-1		0	2	60	0	118	0	60	0	118	0	60	0	118
WES	Right Left-Through-Right Left-Right		55	0 1 0	0	-1		0	-12	43	0 1 0	0	0	43	0 1 0	0	0	43	0 1 0	0
	CRITICAL VOLUMES Rorth-South: East-West: SUM: 1		682 442 1124		th-South: ast-West: SUM:	0 0 0			th-South: ast-West: SUM:	508 443 951			th-South: ast-West: SUM:	443			th-South: ast-West: SUM:	508 443 951		
	VOLUME/CAPACITY (V/C)	RATIO:			0.789			0.000				0.692				0.692				0.692
V/C	LESS ATSAC/ATCS ADJUST				0.789			0.000				0.592				0.592				0.592
<u> </u>	LEVEL OF SERVICE (LOS):		_	New Eco	Dunio -+ 1/ 1	A Only	Delt- V.	- WCCD C	alrama: d ·	A Non ESC	For	. MCCD : *	lan FOO:	A		h Fuerth		A		
L	REMARKS: Refer to Traffix Analysis				aiysis	Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	скground +	NON_ESC	Fut ·	+ WCSP + N		IECT IM		h Event Ma	nagement P	rian

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.197 NO -0.197 NO △v/c after mitigation: -0.197
Fully mitigated? N/A

Circular 212 Planning Method (Base Volume Alternative) *****************************

Intersection #19 Erwin/De Soto *************************

Cycle (sec): 100 Critical Vol./Cap.(X): Optimal Cycle: 31 O Average Delay (sec/veh): 31 Level Of Service: XXXXXX

***************************** North Bound South Bound East Bound West Bound L - T - R L - T - R Approach: ------|

Control: Permitted Permitted Split Phase Split Phase

 Rights:
 Include
 Include
 Include

 Min. Green:
 0
 0
 0
 0
 0
 0
 0

 Include 0 0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 1 0 2 1 0 0 1 2 0 1 1 0 1! 0 1 1 0 1 1 0 Lanes: -----|

Volume Module:

Base Vol: 118 1054 17 12 975 89 89 13 132 12 17 12 975 Initial Bse: 118 1054 17 89 89 13 132 12 12 17 89 89 13 132 PHF Volume: 118 1054 17 12 975 12 12 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 Λ 89 Reduced Vol: 118 1054 17 12 975 89 13 132 12 12 17 1.00

1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10 1.00 1.00 1.00 89 98 13 145 12 12 FinalVolume: 118 1054 17 72 975 17 -----|----|-----|

Saturation Flow Module:

1425 Lanes: 1.00 2.95 0.05 0.25 2.75 1.00 1.15 0.15 1.70 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: **** **** ****

Intersection #37 Shoup/Ventura Blvd

Level Of Service Computation Report Circular 212 Planning Method (Base Volume Alternative)

***************************** Cycle (sec): 100 Critical Vol./Cap.(X): Optimal Cycle: 100 Average Delay (sec/veh): 0 Average Delay (sec/veh): xxxxxx 100 Level Of Service: F XXXXXX

***************************** North Bound South Bound East Bound West Bound L - T - R L - T - R Approach: ------|

Control: Permitted Protected Split Phase Split Phase
 Rights:
 Include
 Include
 Include

 Min. Green:
 0
 0
 0
 0
 0
 0
 0
 0
 Include 0 0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 Y+R: 0 1 0 1 0 1 1 0 0 1 1 0 2 1 0 1 0 3 0 1 Lanes: -----|

Volume Module:

Lanes:

Base Vol: 66 207 180 407 112 271 135 1208 93 125 1330 486 407 112 Initial Bse: 66 207 180 271 135 1208 93 125 1330 486 PHF Volume: 66 207 180 407 112 271 135 1208 93 125 1330 0 0 0 0 Reduct Vol: 0 0 0 0 0 0 0 0 135 1208 93 Reduced Vol: 66 207 407 112 180 271 125 1330 486 FinalVolume: 66 207 180 448 112 271 135 1208 93 125 1330 486 -----| Saturation Flow Module:

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: ****

0.29 0.92 0.79 1.60 0.40 1.00 1.00 2.79 0.21 1.00 3.00 1.00

Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 T	opanga Canyo	n Blvd/Clarendon	
*****	*****	**********	*****
Cycle (sec):	100	<pre>Critical Vol./Cap.(X):</pre>	1.019
Loss Time (sec):	0	Average Delay (sec/yeh):	XXXXXX

Loss Time (sec): 0 Average Delay (sec/veh): Optimal Cycle: 100 Level Of Service:

**********		' I ' * * * *		****	****	******				****	****	! *****
						ound						
Movement:						- R						
Control:									nase	Sp]	Lit Ph	nase
Rights:											Incl	ade
Min. Green:	0	0	0								0	
						4.0						
Lanes:											-	0 1
Volume Module	e:											
Base Vol:		2133			1326		266		61	33		
•		1.00			1.00				1.00		1.00	1.00
Initial Bse:					1326		266	53	61	33	19	184
User Adj:					1.00			1.00	1.00		1.00	
PHF Adj:					1.00	1.00		1.00	1.00		1.00	1.00
PHF Volume:				327	1326		266		61	33	19	184
Reduct Vol:				0	0	0	0		0	0	_	0
Reduced Vol:					1326		266		61			
PCE Adj:				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
FinalVolume:					1326			53	61		19	
Saturation Fl												
•				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
Lanes:		2.89		1.00	2.65	0.35		0.26	0.30		0.37	
Final Sat.:	1425	4122	153	1425	3774	501	2051		428	904		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: *** **** **** Crit Moves:

Circular 212 Planning Method (Base Volume Alternative) ********************************

Intersection #45 US 101 WB Ramps/De Soto ***************************** Cycle (sec): 100

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 *****************************

North Bound South Bound East Bound West Bound L - T - R L - T - R Approach: Control: Permitted Permitted Split Phase Split Phase Rights: Include Include Include Include Rights: Include Include Include Min. Green: 0 0 0 0 0 0 0 0 0 0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 1 0 2 0 0 0 0 4 0 1 0 0 0 0 0 1 0 1! 0 1 -----|-----|------| Volume Module:

Base Vol: 154 993 0 0 0 0 0 1015 275 225 1.00 Initial Bse: 154 993 0 0 1015 275 0 0 0 225 0 395 PHF Volume: 154 993 0 0 1015 275 0 0 0 225 0 Reduct Vol: 0 0 0 Reduced Vol: 154 993 0 0 0 0 0 0 0 0 0 0 0 1015 0 0 0 275 225 0 395 FinalVolume: 154 993 0 0 1015 275 0 0 0 248 0 435 -----| Saturation Flow Module:

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:

Circular 212 Planning Method (Base Volume Alternative) ********************************

Intersection #46 US 101 EB/De Soto ****************************** Cycle (sec): 100 Critical Vol./Cap.(X):

Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx Optimal Cycle: 76 Level Of Service: C

***************************** North Bound South Bound East Bound West Bound L - T - R L - T - R Approach: 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 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 0 0 3 0 1 2 0 2 0 0 1 1 0 0 1 0 0 0 0 -----| Volume Module: Base Vol: 0 554 243 492 767 0 560 13 564 492 767 Initial Bse: 0 554 243 0 560 13 564 0 0 PHF Volume: 0 554 243 492 767 0 560 13 564 0 0 0 0 0 Reduct Vol: 0 0 0 0 0 0 0 0 0 n Ö Reduced Vol: 0 554 243 492 767 560 13 564 0 0 0 FinalVolume: 0 554 243 541 767 0 616 13 564 -----| Saturation Flow Module: 0.00 3.00 1.00 2.00 2.00 0.00 1.96 0.04 1.00 0.00 0.00 0.00 Lanes: Final Sat.: 0 4275 1425 2850 2850 0 2791 59 1425 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	Critic	cal Vol./Cap.(X):	0.808
Loss Time (sec): 0	Averaç	ge Delay (sec/veh):	XXXXXX
Optimal Cycle:	97	Level	Of Service:	D
*****	*****	*****	*****	******
Annroach:	North Bound	South Bound	Fact Bound	West Round

Approach:	North B	ound	South	Bound	Eas	t Bound	West Bo	ound
Movement:							L - T	
Control:	Permi	tted	Perm	itted	Spli	t Phase [.]	Split Ph	nase
Rights:			Inc	lude	Ιι			
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!	
Volume Modul		•	•		•	·	•	·
Base Vol:	158 652	16	15 54	4 443	571	61 154	13 58	55
Growth Adj:	1.00 1.00	1.00	1.00 1.0	0 1.00	1.00 1	.00 1.00	1.00 1.00	1.00
Initial Bse:	158 652	16	15 54	4 443	571	61 154	13 58	55
User Adj:	1.00 1.00	1.00	1.00 1.0	0 1.00	1.00 1	.00 1.00	1.00 1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00 1.0	0 1.00	1.00 1	.00 1.00	1.00 1.00	1.00
PHF Volume:	158 652	16	15 54	4 443	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 54	4 443	571	61 154	13 58	55
PCE Adj:	1.00 1.00	1.00	4.00 1.0	0 1.00	1.00 1	.00 1.00	1.00 1.00	1.00
MLF Adj:	1.00 1.00	1.00	1.00 1.0	0 1.00	1.10 1	.00 1.00	1.00 1.00	1.00
FinalVolume:	158 652	16	60 54	4 443	628	61 154	13 58	55
Saturation F	low Module	:						
Sat/Lane:	1425 1425	1425	1425 142	5 1425	1425 14	425 1425	1425 1425	1425
Adjustment:	1.00 1.00	1.00	1.00 1.0	0 1.00	1.00 1	.00 1.00	1.00 1.00	1.00
Lanes:	1.00 1.95	0.05	0.03 1.1	2 0.85	1.82 0	.18 1.00	0.10 0.46	0.44
Final Sat.:			45 159		2598 2		147 656	622
		7						

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







I/S #:	North-South Street: Shoup	Av			Year of	f Count:	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
1	East-West Street: Vanow	en St			Projection	on Year:	2035		Pea	ak Hour:	1 - 2 Sat	Revie	wed by:			Project:	Promei	nade (10k	Seats)
	No. of Phases			2			2				2				2				2
Op	posed Ø'ing: N/S-1, E/W-2 or Both-3?	MD 0	0.0	0	MD	0 SB	0	NB	0	0.0	0		0	0.0	0		0	0.0	0
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SB 0 WE	-	NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?	LD	112	0	LD-	0 112	0	LD	U	""	2	LD	U	112	2	LD-	U		2
	Override Capacity			0			0				0				0				0
		203	35 NO BUIL	D	NON-ESC	PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	SC PROJ	FUTUI	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT		No. of	Lane	Project		Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
		Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
₽	↑ Left Left-Through	82	1 0	82	2		0	-8	74	1 0	74	0	74	1 0	74	0	74	1 0	74
NORTHBOUND	↑ Through	554	2	277	13		0	7	561	2	281	0	561	2	281	0	561	2	281
₽	↑ Through-Right		0				ŭ			0	20.			0	20.			0	20.
₹	Right	78	1	39	2		0	-7	71	1	39	0	71	1	39	0	71	1	39
ğ	← Left-Through-Right		0							0				0				0	
	Left-Right	1	0							0				0				0	
	└ Left	I 54	1	54	1		0	8	60	1	60	0	60	1	62	0	60	1	60
₽	Left-Through	54	0	54	'		U	0	62	0	62	U	62	0	62	U	62	0	62
	Through	533	2	267	7		0	-19	514	2	257	0	514	2	257	0	514	2	257
H H	← Through-Right		0							0				0				0	
SOUTHBOUND	ال Right	68	1	0	1		0	4	72	1	1	0	72	1	1	0	72	1	1
SO	Left-Through-Right		0							0				0 0				0	
	↓ Left-Right		0							U				U				U	
	Ĵ Left	143	1	143	1		0	0	143	1	143	0	143	1	143	0	143	1	143
₽	→ Left-Through		0							0				0				0	
00	→ Through	659	1	366	5		0	11	670	2	335	43	713	2	357	0	713	2	357
EASTBOUND	Through-Right	70	1 0	70			0		74	0 1	24		74	0	24		74	0 1	24
AS	Right Left-Through-Right	72	0	72	0		0	-1	71	0	34	0	71	0	34	0	71	0	34
"	→ Left-Right		0							0				0				0	
		_																	
	✓ Left	78	1	78	2		0	-13	65	1	65	0	65	1	65	0	65	1	65
WESTBOUND		701	0 2	351	14		0	-8	693	0 2	347	2	695	0 2	348	0	695	0 2	348
80	↑ Through-Right	701	0	331	14		U	-0	093	0	341		095	0	340	U	090	0	340
ST	Right	96	1	69	3		0	8	104	1	73	0	104	1	73	0	104	1	73
WE	Left-Through-Right		0							0				0				0	
	├─ Left-Right		0	2.12						0				0	2.12			0	
	CRITICAL VOLUMES		rth-South: ast-West:	349 494		-South: t-West:	0 0			th-South: ast-West:	343 490			th-South: ast-West:	343 491			th-South: ast-West:	343 491
	CRITICAL VOLUMES	-	:asi-wesi: SUM:		Easi	SUM:	0		E	SUM:	833		E	SUM:			E	SUM:	834
	VOLUME/CAPACITY (V/C) RATIO:		30	0.562			0.000			J J	0.555			J J	0.556			J J	0.556
V/C	C LESS ATSAC/ATCS ADJUSTMENT:	0.562			0.000				0.333 0.455				0.356				0.456		
	LEVEL OF SERVICE (LOS):	0.562 A			0.000 A				0.455 A				0.456 A				0.456 A		
	, ,		Non ESC D	roject \/ol		Delta Val	- MCSD D-	ckaround :		E.,4	- MCSD + P	lon ESC :		44.0	h Event Mar	agement D			
	REMARKS:	Futur	e 2035 No E	build	Non_ESC Pr	oject volu	imes Only	Delta Vol	= WCSP Ba	ckground +	NON_ESC	Fut -	+ WCSP + N				h Event Mar	iagement P	ian
	Version: 1i Beta; 8/4/2011													<u>PRO</u> J	IECT IM	<u>PACT</u>			

Change in v/c due to project: Significant impacted? -0.107 NO

-0.106 NO

 $\Delta v/c$ after mitigation: -0.106 Fully mitigated? N/A







I/S #:	North-South Street:	Topanga	Canyon Bl			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G ⁻	тс	Date:	Ja	nuary 20	20
2	East-West Street:	Vanower	n St			Projec	tion Year	2035		Pea	ak Hour:	1 - 2 Sat	Revie	wed by:			Project:	Promei	nade (10k	Seats)
		f Phases			3			3				3				3				3
Орј	oosed Ø'ing: N/S-1, E/W-2 or	Both-3?	ND 0	0.0	0		0 05	0		0	00	0		0	0.0	0	4/0	0	0.0	0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0 0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+A	ATCS-2?	LD-	112	0	LD	0 112	0		U	112	2		J		2		U	112-	2
	Override (Capacity			0			0				0				0				0
			203	5 NO BUIL	D	NON-ES	SC PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	SC PROJ		RE W/ WCS	P W/ FULL	PROJ		WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT			No. of	Lane	Project		Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
<u> </u>	5 1 6	1	Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
₽	 Left Left-Through		109	1 0	109	3		0	12	121	2 0	67	2	123	2 0	68	0	123	2 0	68
NORTHBOUND	↑ Through		1024	2	512	28		0	41	1065	2	533	10	1075	2	538	0	1075	2	538
層	↑ Through-Right		1021	0	0.12	20		ŭ		1000	0	555	10	1070	0	330		1070	0	330
	Right		197	1	152	8		0	75	272	2	94	0	272	2	94	0	272	2	94
ğ	Left-Through-Right			0							0				0				0	
_				0							0				0				0	
	1 1 - 64		004	4	004			0	_	000		000		000	4	000		000	4	200
₽	LeftLeft-Through		201	1 0	201	3		0	5	206	1 0	206	0	206	1 0	206	0	206	1 0	206
l ∑ l	Through		1311	2	493	14		0	-43	1268	2	476	194	1462	2	540	0	1462	2	540
¥	← Through-Right			1				-			1				1				1	
É	Right		167	0	167	3		0	-8	159	0	159	0	159	0	159	0	159	0	159
SOUTHBOUND	Left-Through-Right			0							0				0				0	
	↓ Left-Right			0							0				0				0	
	ح Left		100	1	100	1		0	4	104	2	57	0	104	2	57	0	104	2	57
₽	→ Left-Through			0							0				0				0	
9	→ Through		558	2	279	4		0	33	591	1	361	0	591	1	382	0	591	1	382
Ä	→ Through-Right		440	0 1	05			0		400	1	400	40	470	1 0	470		470	1	470
EASTBOUND	Right Left-Through-Right		119	0	65	0		0	11	130	0 0	130	43	173	0	173	0	173	0	173
"				0							0				0				0	
	1																			
	√ Left √		91	1	91	0		0	22	113	1	113	0	113	1	113	0	113	1	113
			570	0 1	424	1		0	10	501	0 2	206	0	501	0 2	206	0	501	0 2	206
WESTBOUND	↑ Through-Right		579	1	424	'		U	12	591	0	296		591	0	296	U	591	0	296
STI	Right		268	0	268	2		0	9	277	1	174	0	277	1	174	0	277	1	174
WE	Left-Through-Right			0							0				0				0	
				0							0				0				0	
	CRITICAL VO	OLLIMES		th-South: ast-West:	713 524		th-South:	0 0			th-South: ast-West:	739 474			h-South: st-West:	744 495			th-South: ast-West:	744 495
	CRITICAL VO	DLUIVIES	_ E	ast-west: SUM:	1237	_	ast-west: SUM:	0		E	ast-west: SUM:	1213		Eá	st-west: SUM:	1239		E	SUM:	495 1239
	VOLUME/CAPACITY (V/C)	0.868			0.000				0.851				0.869				0.869			
V/C	, ,							0.000				0.051				0.769				0.769
	V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS): [0.000 A				0.751 C				0.769 C				0.769 C
	REMARKS: Future 2035 No Build						Project Volu		Dolta Val	= WCSP Ba	ckaround ±		E1:+ 1	- WCSP + N	on ESC ±		1444	h Event Mar	agement D	
		ouiiū	NOII_ESC	riojeci voli	unies Only	Della Vol	- WOSP Ba	ckground +	NOII_ESC	Fut +	- VVCSP + N				h Event Mar	iagement P	IdII			
	Version: 1i Beta; 8/4/2011														<u> PROJ</u>	ECT IM	PACT			

Change in v/c due to project: Significant impacted? -0.117 NO

-0.099 NO

 $\Delta v/c$ after mitigation: -0.099 Fully mitigated? N/A







I/S #:	North-South Street: Owe	ensmouth Av			Year of	Count:	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	TC	Date:	Ja	nuary 20	20
3	East-West Street: Van	owen St			Projection	n Year:	2035		Pea	ak Hour:	1 - 2 Sat	Revie	wed by:			Project:	Prome	nade (10k	k Seats)
Орр	No. of Pha posed Ø'ing: N/S-1, E/W-2 or Both			2 0			2				3 0				3				3
Right	Turns: FREE-1, NRTOR-2 or OLA	3? NB 0	SB	0	NB	0 SB		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
	ATSAC-1 or ATSAC+ATCS	-2?	WB	0	EB	0 WB-	- 0 0	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	Override Capa			0			0				0				0				0
		20	35 NO BUIL		NON-ESC F	PROJECT	VOLS		W/ WCSP				RE W/ WCS				WCSP W/ F		W/ EMP
	MOVEMENT	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
	Left	81	1	81	5		0	-12	69	1	69	0	69	1	69	0	69	1	69
NORTHBOUND	← Left-Through		0							0				0				0	
BO	↑ Through ↑ Through-Right	213	2	107	16		0	16	229	2	115	2	231	2 0	116	0	231	2	116
王	Right	104	1	14	7		0	-6	98	1	53	3	101	1	38	0	101	1	38
Š	← Left-Through-Right		0		•			_		0				0				0	
			0							0				0				0	
I	└ Left	68	1	68	5		0	21	89	1	89	0	89	1	89	0	89	1	89
2	Left-Through	00	0	00	5		U	21	09	0	09	0	09	0	09	U	09	0	09
SOUTHBOUND	Through	302	1	203	19		0	20	322	2	161	43	365	2	183	0	365	2	183
9 원	← Through-Right ———————————————————————————————————		1		_			_		0		_		0		_		0	
5		103	0	103	6		0	6	109	1 0	43	0	109	1	43	0	109	1 0	43
SC	Left-Right		0							0				0				0	
۵	J Left→ Left-Through	118	1 0	118	1		0	15	133	1 0	133	0	133	1 0	133	0	133	1 0	133
EASTBOUND	→ Through	943	2	472	4		0	15	958	3	319	0	958	3	319	0	958	3	319
98	→ Through-Right		0							0				0				0	
AST	Right	157	1	117	2		0	-9	148	1	114	0	148	1	114	0	148	1	114
Щ	★ Left-Through-Right ★ Left-Right		0							0				0				0	
) Lott Hight																		
	√ Left	181	1	181	3		0	-16	165	2	91	65	230	2	127	0	230	2	127
WESTBOUND		911	0	498	16		0	26	937	0 2	352	0	937	0	352	0	937	0 2	352
ВО	Through-Right	311	1	430	10		O	20	331	1	332		331	1	332		331	1	332
EST	Right Left-Through-Right	84	0	84	2		0	36	120	0	120	0	120	0	120	0	120	0	120
×	Left-Through-Right Left-Right		0							0				0 0				0	
	, Lon rugin	No	rth-South:	284	North-S	South:	0		Nor	th-South:	230		Nor	th-South:	252		Nor	th-South:	252
	CRITICAL VOLUM		East-West:	653	East-	t-West:	0			ast-West:	485			ast-West:	485			ast-West:	485
			937		SUM:	0			SUM:	715			SUM:				SUM:	737	
			0.625			0.000				0.502				0.517				0.517	
V/C				0.625			0.000				0.402				0.417				0.417
	LEVEL OF SERVICE (LOS):						A				Α				Α				Α
	Norsian: 1i Bata: 9/4/2014	REMARKS: Future 2035 No Build				oject Volun	nes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N		ESC IM		h Event Ma	nagement F	Plan

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

-0.223 NO -0.208 NO $\Delta v/c$ after mitigation: -0.208 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street: Can	ga Av			Year of	Count: 20°	6 Am	bient Grov	vth: (%): **		Condu	cted by:	G	TC	Date:	Ja	nuary 20	20
4		wen St			Projection	n Year: 20:	5	Р	eak Hour:	1 - 2 Sat	Revie	ewed by:			Project:	Prome	nade (10k	(Seats)
	No. of Phas			2			2			4				4				4
	posed Ø'ing: N/S-1, E/W-2 or Both-	ND 0	SB	0	NB		O NB-	- 2	SB	0	NB	2	SB	0	NB	2	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA-	8? EB 0	WB	0			D EB-		WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATCS			0			0			2				2				2
	Override Capac		35 NO BUIL	0	NON FEC F	PROJECT VOLS) 	JRE W/ WCS	D.W/NON E	0	FUTU	RE W/ WCS	SD W// FULL	0	FUT W/	WCSP W/ I	THE PROPE	0 N// EMD
	MOVEMENT	20	No. of	Lane	Project Project	Lane			No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
		Volume	Lanes	Volume	Traffic	Volum		l l		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left	122	1	122	4		0 -	2 120	1	120	0	120	1	120	0	120	1	120
N N	← Left-Through		0						0				0				0	
BOI	↑ Through	414	3 0	138	10		0 1	0 424	3 0	141	1	425	3	142	0	425	3	142
王	Through-Right Right	77	1	0	3		0 1	0 87	1	87	0	87	0 1	87	0	87	1	87
NORTHBOUND	← Left-Through-Right		0					5 57	0	- 01	l	0,	0	0,		0,	0	0,
2	Left-Right		0						0				0				0	
	1.6	101	4	404						444		444		444		444	1	444
₽	→ Left → Left-Through	131	1 0	131	1		0 1	3 144	1 0	144	0	144	1 0	144	0	144	1 0	144
SOUTHBOUND	Through	592	2	296	4		0 6	5 657	2	329	21	678	2	339	0	678	2	339
Ř	← Through-Right		0						0				0				0	
5	ب Right	113	1	66	1		0 -	4 109	1	63	0	109	1	63	0	109	1	63
SO	← Left-Through-Right ↓ Left-Right		0 0						0				0				0	
	25 Lon Night																	
	_ Left	94	1	94	2		0 -	1 93	1	93	0	93	1	93	0	93	1	93
볼	→ Left-Through→ Through	606	0 2	303	11		0 -1	4 592	0 3	197	3	595	0	198	0	595	0 3	198
30	→ Through → Through-Right	606	0	303	11		-1	4 592	0	197	3	595	0	190	U U	595	0	190
EASTBOUND	Right	65	1	4	2		0 -	2 63	1	3	0	63	1	3	0	63	1	3
EA	Left-Through-Right		0						0				0				0	
	-		0						0				0				0	
	√ Left	161	1	161	3		0 -3	3 128	1	128	0	128	1	128	0	128	1	128
WESTBOUND			0						0				0				0	
l og	← Through	943	2	472	16		0 -13	1 812	3	271	65	877	3	292	0	877	3	292
STE		228	0 1	163	4) - 6	9 159	0 1	87	0	159	1	87	0	159	0 1	87
VE:	Right Left-Through-Right	220	0	100	·			100	0	O,		100	0	O,		100	0	O1
	├ Left-Right		0	446					0	1.10			0	450			0	456
	CRITICAL VOLUM		rth-South: East-West:	418 566	North-S		0		orth-South: East-West:				rth-South: ast-West:				th-South: ast-West:	459 385
	CITITIOAL VOLUM	-~	:asi-wesi :SUM				5		East-West. SUM:			E	ası-wesi. SUM:				SUM:	844
				0.656		0.00				0.591				0.614				0.614
V/C				0.656		0.00				0.491				0.514				0.514
				В		A				A				A				A
	REMARK		re 2035 No E		Non_ESC Pro	ject Volumes On	y Delta	Vol = WCSP I	Background +		Fut	+ WCSP + 1	Non_ESC +		wi	th Event Ma	nagement F	
<u> </u>	Varsion: 1i Pata: 9/4/2011										<u> </u>			IECT IN				

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.165 NO -0.142 ∆*v*/0

 $\Delta v/c$ after mitigation: -0.142 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	De Soto	Av			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
5	East-West Street:	Vanowei	n St			Projec	tion Year	2035		Pe	ak Hour:	1 - 2 Sat	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. o	f Phases			3			3				4		-	•	4	-			4
Орј	posed Ø'ing: N/S-1, E/W-2 o	r Both-3?		I	0		_	0			ı	0				0			ı	0
Right	Turns: FREE-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE		NB EB	0	SB WB	3	NB EB	0	SB WB	3	NB EB	0	SB WB	3
	ATSAC-1 or ATSAC+	ATCS-2?	ED 0	VV D	0	ED	U VVI	0	ED	3	VV D	2	ED	3	WD	2	ED	3	WD	2
		Capacity			Ő			0				0				0				0
			203	5 NO BUIL	D	NON-ES	SC PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	SC PROJ	FUTU	RE W/ WCS	SP W/ FULL	PROJ	FUT W/	WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT			No. of	Lane	Project		Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	Left		77	1	77	3		0	16	93	1	93	0	93	1	93	0	93	1	93
S	← Left-Through ↑ Through		783	0 2	306	15		0	14	797	0 2	332	1	798	0 2	333	0	798	0	333
BC	↑ Through-Right		700	1	300	10		O	14	131	1	332	'	730	1	333	"	730	1	333
NORTHBOUND	Right		136	0	136	4		0	64	200	0	200	0	200	0	200	0	200	0	200
Š	← Left-Through-Right			0							0				0				0	
				0							0				0				0	
	Left		420	1	420	4		0	4	440	4	4.40	0	110	1	440		440	1	440
₽	⇒ Leπ		139	0	139	1		0	4	143	1 0	143	0	143	0	143	0	143	0	143
OUTHBOUND	Through		701	3	234	9		0	186	887	3	296	21	908	3	303	0	908	3	303
Ĕ	← Through-Right			0							0				0				0	
5	→ Right		194	1	95	2		0	28	222	1	54	0	222	1	54	0	222	1	54
so	← Left-Through-Right			0 0							0				0				0	
	Leit-Night			0							0								0	
	ے Left		198	1	198	3		0	-30	168	1	168	0	168	1	168	0	168	1	168
₽	→ Left-Through			0							0				0				0	
l go	→ Through → Through-Right		1022	2	511	14		0	-3	1019	3 0	340	3	1022	3	341	0	1022	3 0	341
EASTBOUND	Right		127	1	89	3		0	30	157	1	64	0	157	1	64	0	157	1	64
EAS	Left-Through-Right		121	0	00			Ŭ	00	107	0	01		107	0	01		107	0	01
	- deft-Right - Left-Right			0							0				0				0	
	√ Left		77	1	77	2		0	EA	100	1	100		100	1	128		100	1	100
₽	↓ Leπ Left-Through		11	0	77	2		U	51	128	0	128	0	128	0	128	0	128	0	128
	← Through		788	1	453	14		0	100	888	2	335	65	953	2	357	0	953	2	357
WESTBOUND	Through-Right			1							1				1				1	
ES.	Right Left-Through-Right		118	0	118	2		0	0	118	0	118	0	118	0	118	0	118	0	118
>	Left-Through-Right Left-Right			0							0				U N				0	
	, Lott ragin		Nor	th-South:	445	Nor	th-South:	0		Nor	th-South:	475		Nor	th-South:	476		Nor	th-South:	476
	CRITICAL VOLUMES East-West: 65		651	E	ast-West:	0		E	ast-West:	503		E	ast-West:			E	ast-West:	525		
<u> </u>			1096		SUM:	0			SUM:	978			SUM:				SUM:	1001		
				0.769			0.000				0.711				0.728				0.728	
V/C				0.769			0.000				0.611				0.628				0.628	
	LEVEL OF SERVICE (LOS):			С			Α				В				В				В	
	REMARKS: Future 2035 No Build					Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut	+ WCSP + N	Non_ESC +	ESC	wit	h Event Ma	nagement P	lan

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.158 NO -0.141 NO ∆v/c after mitigation: -0.141
Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street: Shoup	Av			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20)20
6	East-West Street: Victory	BI			Projec	tion Year	2035		Pea	ak Hour:	1 - 2 Sat	Revie	wed by:			Project:	Prome	nade (10	k Seats)
	No. of Phases			2			2				2				2				2
	posed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	0	NB	0 SE	0 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	WB	0	EB	0 3L		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			0	_		0				2	'			2				2
-	Override Capacity			0			0				0				0				0
	MOVEMENT	203	35 NO BUIL			SC PROJEC			W/ WCSP				RE W/ WCS				WCSP W/ F		
	INIO VEINIEN I	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
	↑ Left	192	1	192	5		0	11	203	1	203	0	203	1	203	0	203	1	203
2	← Left-Through		0							0				0				0	
D O	Through	552	1	331	17		0	11	563	1	339	0	563	1	339	0	563	1	339
里	Through-Right	400	1	400			0	_	444	1	444		444	1	444		444	1	444
NORTHBOUND		109	0	109	4		0	5	114	0 0	114	0	114	0	114	0	114	0	114
Ž	Left-Right		0							0				0				0	
		_																	
₽	→ Left	76	1	76	1		0	-5	71	1	71	0	71	1	71	0	71	1	71
SOUTHBOUND	Left-Through Through	518	1	313	9		0	-15	503	0 1	304	0	503	1	304	0	503	0 1	304
鱼	→ Through-Right	010	1	010				-10	000	1	304		000	1	304	Ĭ	000	1	304
Ė	Right	108	0	108	1		0	-4	104	0	104	0	104	0	104	0	104	0	104
SO	Left-Through-Right		0							0				0				0 0	
J	↓ Left-Right	1	U							U				U				U	
	ر Left	103	1	103	2		0	-8	95	1	95	0	95	1	95	0	95	1	95
₽	→ Left-Through		0							0				0				0	
l g	→ Through → Through-Right → Through-Right → Through-Right → Through-Right → Through → Th	911	1	519	30		0	83	994	2 1	374	65	1059	2	396	0	1059	2	396
EASTBOUND	Right	127	0	127	4		0	1	128	0	128	0	128	0	128	0	128	0	128
EA	Left-Through-Right		0							0				0				0	
	- ✓ Left-Right	1	0							0				0				0	
	√ Left	95	1	95	2		0	12	107	1	107	0	107	1	107	0	107	1	107
Ð			0				_			0				0				0	
WESTBOUND	← Through	729	1	400	14		0	87	816	2	298	3	819	2	299	0	819	2	299
E E	Through-Right Right	71	1 0	71	1		0	6	77	1 0	77	0	77	1 0	77	0	77	1 0	77
Æ	Left-Through-Right	''	0	71			U		, ,	0	- 11		11	0	- 11		11	0	- 11
	├ Left-Right		0							0				0				0	
	CRITICAL VOLUMES		rth-South: ast-West:	505 614		th-South: ast-West:	0			th-South: ast-West:	507 481			th-South:				th-South: ast-West:	
	CRITICAL VOLUMES	-	:ast-west: SUM:		**	ast-west: SUM:	0		E	ast-west: SUM:	481 988		Eá	ast-West: SUM:			E	ast-west: SUM:	
	VOLUME/CAPACITY (V/C) RATIO:		30	0.746		20	0.000			20	0.659			30.31.	0.673			30.7.	0.673
V/C			0.746			0.000				0.559				0.573				0.573	
				C			A				Α				Α				Α
	REMARKS:	Futur	e 2035 No B		Non ESC	Project Vol		Delta Vol	= WCSP Ba	ckground +		Fut +	+ WCSP + N	Non ESC +	ESC	wit	h Event Ma	nagement F	
<u> </u>	Version: 1i Peter 9/4/2011							30.12 701							IECT IM		275.11.7114		

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.187 NO -0.173 NO $\Delta v/c$ after mitigation: -0.173 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street: T	Горапда	Canyon BI			Year o	of Count:	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
7		/ictory B	SI .			Project	ion Year:	2035		Pea	ak Hour:	1 - 2 Sat	Revie	wed by:			Project:	Prome	nade (10l	(Seats)
0	No. of P				4			4				4				4				4
	posed Ø'ing: N/S-1, E/W-2 or B		NB 0	SB	0	NB	0 SB	0	NB	3	SB	0	NB	3	SB	0	NB	3	SB	0
Right	Turns: FREE-1, NRTOR-2 or O	LA-3?	EB 0	WB	3	EB	0 WE		EB	0	WB	3	EB	0	WB	3	EB	0	WB	3
	ATSAC-1 or ATSAC+AT				0			0				2				2				2
	Override Ca	apacity	203	5 NO BUIL	•	NON-ES	C PROJEC	U	EUTUDE	W/ WCSP	W/ NON-ES	0 C PPO I	EUTU	RE W/ WCS	D W/ EIII I	•	FUT W/	WCSP W/ F	III I PPO	•
	MOVEMENT		203	No. of	Lane	Project	CFROSEC	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left		164	1	164	3		0	10	174	2	96	3	177	2	97	0	177	2	97
l š	← Left-Through		4070	0		00			404	4440	0		4.5	4457	0			4.457	0	
BOI	↑ Through ↑ Through-Right		1278	2	531	30		0	164	1442	3 0	481	15	1457	3	486	0	1457	3	486
王	Right		315	0	315	8		0	40	355	1	137	0	355	1	137	0	355	1	137
NORTHBOUND	← Left-Through-Right		0.0	0	3.3			Ĭ		300	0			300	0	.0.		300	0	
	← Left-Right			0							0				0				0	
	↓ Left		266	1	000	5		0	-14	252	2	400	0	252	2	139	0	252	2	139
Ð	Left-Through		200	0	266	5		U	-14	252	0	139	U	252	0	139	U	252	0	139
no	Through		1304	2	487	29		0	-116	1188	3	396	281	1469	3	490	0	1469	3	490
SOUTHBOUND	← Through-Right			1							0				0				0	
5			157	0 0	157	3		0	13	170	1 0	104	0	170	1	104	0	170	1 0	104
SC	Left-Right			0							0				0				0	
	Left		193	2	106	5		0	47	240	2	132	0	240	2	132	0	240	2	132
N N	→ Left-Through→ Through		709	0 2	277	21		0	200	909	0 3	266	0	909	0 3	283	0	0 240 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		283
BO	→ Through-Right		703	1	211	21		Ů	200	303	1	200		303	1	203	ľ	303	1	203
EASTBOUND	Right		122	0	122	3		0	34	156	0	156	65	221	0	221	0	221	0	221
E/	Left-Through-Right			0 0							0				0				0	
	-			U							U				U				U	
	√ Left		393	2	216	-14		0	3	396	2	218	0	396	2	218	0	396	2	218
WESTBOUND			000	0	000	00		•	00	050	0	000		050	0	000		050	0	000
301	← Through ← Through-Right		930	1	380	-32		0	29	959	3 0	320	0	959	0	320	0	959	0	320
STI	Right		211	0	211	-8		0	1	212	1	73	0	212	1	73	0	212	1	73
WE	Left-Through-Right			0							0				0				0	
			Non	0 th-South:	797	North	h-South:	0		Nor	0 th-South:	620		Nor	0 th-South:	625		No	0 th-South:	625
	CRITICAL VOL	UMES		ast-West:	493		st-West:	0			ast-West:	484			ur-souur. ast-West:				ur-souur. ast-West:	501
				SUM:	1290		SUM:	0			SUM:	1104			SUM:				SUM:	
	VOLUME/CAPACITY (V/C) F	RATIO:			0.938			0.000				0.803				0.819				0.819
V/0	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.9			0.938			0.000				0.703				0.719				0.719	
	LEVEL OF SERVICE (LOS):			E			Α				С				С				С	
	REMA	REMARKS: Future 2035 No Bu				Non_ESC F	Project Volu	ımes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	Non_ESC +	ESC	wit	h Event Ma	nagement F	Plan
	V : 41 D : 0/4/0044															ICOT IN				

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.235 NO -0.219 NO $\Delta v/c$ after mitigation: -0.219 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Westfield	d Wy			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	anuary 20	20
8	East-West Street:	Victory E	31			Projec	tion Year	2035		Pe	ak Hour:	1 - 2 Sat	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
Op	No. o oposed Ø'ing: N/S-1, E/W-2 o	of Phases r Both-3?	NB 0	0.0	3	4/0	0 0	3 0		0	0.0	4 1 3		2	0.5	4 1	4/0	2		4
Righ	t Turns: FREE-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	2	NB EB	0 SE		NB EB	3	SB WB	3	NB EB	3	SB WB	3	NB EB	3	SB WB	3
	ATSAC-1 or ATSAC+ Override	ATCS-2? Capacity			0			0				2				2				2
			203	5 NO BUIL	D	NON-ES	SC PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	SC PROJ	FUTU	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT		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
۵	Left		36	0	36	5		0	-2	34	1	24	0	34	1	24	0	34	1	24
NORTHBOUND	Left-Through Through		11	1 0 0	47	2		0	2	13	1 0 0	24	0	13	0	24	0	13	1 0 0	24
Ē	Through-Right Right		54	1	39	7		0	8	62	1	26	0	62	1	26	0	62	1	26
Š	← Left-Through-Right			0	- 03			J			0				0			~ _	0	
				0							0				0				0	
	_		169	0	169	4		0	46	215	1	215	0	215	1	215	0	215	1	215
Ω	Left-Through		109	1	109	4		U	40	213	0	213	U	213	0	213		213	0	215
OUTHBOUND	Through		5	0	174	1		0	1	6	1	6	0	6	1	6	0	6	1	6
≝	→ Through-Right		200	0	200	7		0		204	0 1	440		204	0	440		204	0	440
DO.	✓ Right✓ Left-Through-Right		390	0	390	'		U	4	394	0	148	0	394	0	148	0	394	0	148
တိ	↓ Left-Right			0							0				0				0	
	l 🤳 Left		000							447		2.12		4.47				4.47		242
₽	J Left→ Left-Through		389	1 0	389	2		0	58	447	2 0	246	0	447	2 0	246	0	447	2	246
EASTBOUND	→ Through		1126	3	290	4		0	624	1750	4	438	0	1750	4	438	0	1750	4	438
<u>B</u>	→ Through-Right			1					_		0				0				0	
.YS	Right Left-Through-Right		32	0 0	32	0		0	5	37	1 0	13	0	37	1 0	13	0	37	1 0	13
"	Left-Right			0							0				0				0	
					0.1				_	0.5		0.5		0.5		0.0		0.5		0.0
₽	✓ Left ✓ Left-Through		31	1 0	31	2		0	5	36	1 0	36	0	36	1 0	36	0	36	1 0	36
WESTBOUND	← Through		1017	3	325	46		0	118	1135	4	284	0	1135	4	284	0	1135	4	284
TB(Through-Right		00:	1	007	4.5				0.46	0	100		0.46	0	400		0.45	0	400
ÆS	Right Left-Through-Right		281	0 0	281	15		0	67	348	1 0	133	0	348	1 0	133	0	348	1 0	133
5	Left-Right			Ö							0				Ŏ				0	
	North-South: 42		426		th-South:	0			th-South:	241			th-South:				th-South:	241		
				714 1140	E	ast-West: SUM:	0		E	ast-West: SUM:	530 771		E	ast-West: SUM:			E	ast-West: SUM:	530 771	
				0.800		30W.	0.000			30W.	0.561			30111.	0.561			JUNI.	0.561	
V/	/C LESS ATSAC/ATCS ADJUSTMENT: 0.800						0.000				0.461				0.461				0.461	
	LEVEL OF SERVICE (LOS):						A				Α				Α				Α	
	REMARKS: Future 2035 No Build					Non ESC	Project Vol		Delta Vol	= WCSP Ba	ckground +		Fut -	+ WCSP + 1	Non ESC +		wit	h Event Ma	nagement F	
<u> </u>		REMARKS: Future 2035 NO Build											<u> </u>							

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.339 NO -0.339 Δ*ν/*0

 $\Delta v/c$ after mitigation: -0.339 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Owensm	outh Av			Yea	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	anuary 20	20
9	East-West Street:	Victory E	31			Projec	ction Year	2035		Pea	ak Hour:	1 - 2 Sat	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. o posed Ø'ing: N/S-1, E/W-2 o Turns: FREE-1, NRTOR-2 o		NB 0 EB 0	SB WB	4 0 0 0	NB EB	0 SE		NB EB	3	SB WB	4 0 3 3	NB EB	3	SB WB	4 0 3 3	NB EB	3	SB WB	4 0 3 3
	ATSAC-1 or ATSAC-	-ATCS-2?	EB 0	VV D	0	ED	O VVE	0	ED	3	WD	2	ED	3	WD	2	EB	3	WD	2
	Override	Capacity			0			0				0				0				0
	MOVEMENT		203	5 NO BUILI			SC PROJEC				W/ NON-ES			RE W/ WCS				WCSP W/ F		
	MOVEMENT		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
	↑ Left		125	1	125	1		0	5	130	1	130	0	130	1	130	0	130	1	130
l i	Left-Through		000	0						0.15	0	405	_	000	0	407		000	0	407
BO	↑ Through ↑ Through-Right		262	2	131	4		0	53	315	3	105	7	322	3 0	107	0	322	3 0	107
NORTHBOUND	→ Right		60	1	30	1		0	5	65	1	8	7	72	1	0	0	72	1	0
Š	Left-Through-Right			0							0				0				0	
	→ Left-Right			0							0				0				0	
	└- Left		208	1	208	22		0	6	214	2	118	0	214	2	118	0	214	2	118
SOUTHBOUND	→ Left-Through			0							0				0				0	
BOI	↓ Through✓ Through-Right		419	2	210	43		0	19	438	3	146	129	567	3 0	189	0	567	3 0	189
Ĕ	✓ Right		239	1	193	23		0	-1	238	1	82	0	238	1	82	0	238	1	82
300	Left-Through-Right			0							0				0				0	
, I	↓ Left-Right			0							0				0				0	
I	J Left		167	2	92	2		0	117	284	2	156	0	284	2	156	0	284	2	156
2	→ Left-Through			0							0				0				0	
EASTBOUND	→ Through → Through-Right		1096	3 1	301	8		0	558	1654	3	455	0	1654	3	455	0	1654	3	455
STE	Right		106	0	106	2		0	58	164	0	164	0	164	0	164	0	164	0	164
EA	Left-Through-Right			0							0				0				0	
	-			0							0				0				0	
	√ Left		111	2	61	14		0	-8	103	2	57	129	232	2	128	0	232	2	128
WESTBOUND				0					_		0		_	000	0		_	-	0	600
30	← Through ← Through-Right		928	3 1	283	129		0	-2	926	3	292	0	926	3 1	292	0	926	3 1	292
ST	Right		205	0	205	32		0	35	240	0	240	0	240	0	240	0	240	0	240
WE	Left-Through-Right			0							0				0				0	
			Nor	th-South:	339	No	rth-South:	0		Nor	0 th-South:	276		Non	0 th-South:	319		Nor	th-South:	319
	CRITICAL V	OLUMES	_	ast-West:	375	_	ast-West:	0			ast-West:	512			ast-West:	583			ast-West:	583
				SUM:	714		SUM:	0			SUM:	788			SUM:	902	ļ		SUM:	902
	VOLUME/CAPACITY (V/C	•			0.519			0.000				0.573				0.656				0.656
V/C	//C LESS ATSAC/ATCS ADJUSTMENT: 0.519					0.000				0.473				0.556				0.556		
	LEVEL OF SERVICE (LOS):						Α				Α				Α				Α	
	REMARKS: Future 2035 No Build					Non_ESC	Project Volu	ımes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	+ WCSP + N	lon_ESC +	ESC	wi	h Event Ma	nagement F	Plan

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.046 NO 0.037 NO $\Delta v/c$ after mitigation: 0.037 Fully mitigated? N/A







I/S #:	North-South Street: Canoga	Av			Year of Cou	nt: 2016	Ambi	ent Growt	h: (%): **		Condu	cted by:	G	TC	Date:	Já	anuary 20)20
10	East-West Street: Victory E	31			Projection Ye	ear: 2035		Pea	ak Hour:	1 - 2 Sat	Revie	ewed by:			Project:	Prome	nade (10l	k Seats)
	No. of Phases			3		3				4				4				4
	posed Ø'ing: N/S-1, E/W-2 or Both-3?	ND 0	C.D.	0 0	NB 0	0	ND.	0	C.D.	0	N/C	0	65	0	ND.	0	CD.	0
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0		SB 0 WB 0	NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?		2	0		0			2	2			2	2			2	2
	Override Capacity			0		0				0				0				0
		203	5 NO BUILI	D	NON-ESC PRO	ECT VOLS	FUTURI	W/ WCSP	W/ NON-ES	SC PROJ	FUTU	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/	FULL PRO	J W/ EMP
	MOVEMENT		No. of	Lane	Project	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
	↑ Left	Volume 114	Lanes	Volume 114	Traffic 6	Volume 0	Volume 20	Volume 134	Lanes	Volume 134	Volume 0	Volume 134	Lanes	Volume 134	Volume 0	Volume 134	Lanes 1	Volume 134
9	↑ Leπ ← Left-Through	114	0	114	0	U	20	134	0	134	U	134	0	134	"	134	0	134
Ď	↑ Through	726	2	301	30	0	-43	683	3	228	1	684	3	228	0	684	3	228
P	Through-Right		1						0				0				0	
NORTHBOUND	→ Right	177	0	177	10	0	68	245	1	186	0	245	1	186	0	245	1	186
9	← Left-Through-Right		0						0				0				0	
	← Left-Right		0						0				0				0	
	└- Left	136	1	136	-1	0	27	163	2	90	0	163	2	90	0	163	2	90
SOUTHBOUND	Left-Through	100	0	100	·			100	0	00		100	0	00		100	0	00
nog	Through	1070	2	435	-10	0	28	1098	2	449	21	1119	2	456	0	1119	2	456
男	Through-Right		1		_				1				1				1	
5		236	0	236	-2	0	13	249	0 0	249	0	249	0	249	0	249	0 0	249
SC	Left-Right		0						0				0				0	
	2 4g	1																
	ر Left	110	1	110	4	0	-1	109	1	109	0	109	1	109	0	109	1	109
	→ Left-Through	200	0	407			070	1000	0	000	_	1015	0	004		1015	0	004
EASTBOUND	→ Through → Through-Right	660	3	187	41	0	378	1038	4 0	260	7	1045	4 0	261	0	1045	4 0	261
STE	Right	86	0	86	4	0	15	101	1	34	0	101	1	34	0	101	1	34
EAS	Left-Through-Right		0		·				0	0.	Ů		0	0.			0	0.
	-		0						0				0				0	
	√ Left	104	1	104	10	_	20	216	2	110	0	216	2	110		210	2	110
₽ .	↓ Leπ Left-Through	194	0	194	12	0	22	216	2	119	0	216	2 0	119	0	216	0	119
WESTBOUND	← Through	1003	3	287	66	0	261	1264	3	348	129	1393	3	380	0	1393	3	380
圓	Through-Right		1						1				1				1	
ESI	Right	144	0	144	6	0	-18	126	0	126	0	126	0	126	0	126	0	126
Š	Left-Through-Right Left-Right		0						0				0				0	
	ψ Lon-ragin	Nor	th-South:	549	North-Sout	h: 0		Nor	th-South:	583		Nor	th-South:	590		Noi	rth-South:	590
	CRITICAL VOLUMES		ast-West:	397	East-Wes				ast-West:	457			ast-West:				ast-West:	
			SUM:	946	SU	<i>I</i> : 0			SUM:	1040			SUM:	1079			SUM:	1079
	VOLUME/CAPACITY (V/C) RATIO:			0.664		0.000				0.756				0.785				0.785
V/C	C LESS ATSAC/ATCS ADJUSTMENT:			0.664		0.000				0.656				0.685				0.685
	LEVEL OF SERVICE (LOS):	Î		В		Α				В				В				В
	REMARKS: Future 2035 No Build				Non_ESC Project		Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	lon_ESC +	ESC	wi	th Event Ma	nagement F	Plan
<u> </u>	Version: 1i Beta: 8/4/2011		_ ,						l			IFCT IN						

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.008 NO 0.021 Δ*ν/*

 $\Delta v/c$ after mitigation: 0.021 Fully mitigated? N/A







I/S #:	North-South Street: Varie	Av			Year o	f Count:	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
11	East-West Street: Victo	y BI			Projection	on Year:	2035		Pea	ak Hour:	1 - 2 Sat	Revie	wed by:			Project:	Promei	nade (10k	Seats)
	No. of Phase			3			3				4				4				4
Ор	posed Ø'ing: N/S-1, E/W-2 or Both-			1		0 05	1		0		0		0		0		0		0
Right	Turns: FREE-1, NRTOR-2 or OLA-3	? NB 0 EB 0	SB WB	0	NB EB	0 SB 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2	-	WD	0	LD	O VVL	0	LD	U	WD	2	LD	U	WD	2	LB	U	WD	2
	Override Capaci	у		0			0				0				0				0
		20	35 NO BUIL	.D	NON-ESC	PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	C PROJ	FUTUI	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT		No. of	Lane	Project		Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
	•	Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Ω	Left	113	1	113	2		0	-48	65	1	65	0	65	1	65	0	65	1	65
NORTHBOUND	← Left-Through ↑ Through	0	0 0	191	12		0	376	376	0 2	188	0	376	0	188	0	376	0 2	188
BC	↑ Through-Right	· ·	1	131	12		U	370	370	0	100		370	0	100	U	370	0	100
Ε	→ Right	191	0	0	1		0	-160	31	1	5	0	31	1	5	0	31	1	5
Ř	← Left-Through-Right		0							0				0				0	
	← Left-Right		0							0				0				0	
₽	Left	0	0 0	0	2		0	26	26	1	26	0	26	1 0	26	0	26	1 0	26
5		0	0	0	23		0	217	217	0 2	109	0	217	2	109	0	217	2	109
BC	→ Through-Right	U	0	U	23		U	217	217	0	109	U	217	0	109	U	217	0	109
上	↓ Right	0	0	0	10		0	88	88	1	0	0	88	1	0	0	88	1	0
SOUTHBOUND	← Left-Through-Right		0							0				0				0	
, o,	↓ Left-Right		0							0				0				0	
	ر Left	0	1	0	7		0	194	194	1	194	0	194	1	194	0	194	1	194
₽	→ Left-Through	U	0	U	,		U	194	194	0	194	U	194	0	194	U	194	0	194
5	→ Through	1200	3	330	60		0	439	1639	4	410	7	1646	4	412	0	1646	4	412
EASTBOUND	→ Through-Right		1							0				0				0	
\S1	Right	120	0	120	5		0	-24	96	1	64	0	96	1	64	0	96	1	64
E/	Left-Through-Right		0 0							0				0				0	
	- ≺ Left-Right		U							U				U				U	
	√ Left	157	1	157	2		0	-62	95	2	52	0	95	2	52	0	95	2	52
Ð			0							0				0				0	
00	← Through	1366	3	342	50		0	475	1841	3	475	129	1970	3	507	0	1970	3	507
WESTBOUND	Through-Right Right	0	1 0	0	2		0	59	59	1 0	59	0	59	1 0	59	0	59	1 0	59
ÆS	Left-Through-Right	U	0	U	2		U	59	59	0	59	U	59	0	59	U	59	0	59
>	├ Left-Right		Ö							Ö				Ö				Ö	
	,		rth-South:	191		-South:	0		Nor	th-South:	214		Nor	th-South:	214			th-South:	214
	CRITICAL VOLUME	S L	ast-West:	487	Eas	t-West:	0		E	ast-West:	669		Ea	ast-West:	701		E	ast-West:	701
-			SUM:			SUM:	0			SUM:	883			SUM:				SUM:	915
	VOLUME/CAPACITY (V/C) RATIO			0.476			0.000				0.642				0.665				0.665
V/C	C LESS ATSAC/ATCS ADJUSTMEN	ī:		0.476			0.000				0.542				0.565				0.565
	LEVEL OF SERVICE (LOS):						Α				Α				Α				Α
	REMARK	Build	Non_ESC Pi	roject Volu	imes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	+ WCSP + N	lon_ESC +	ESC	wit	h Event Mar	nagement P	lan		
<u> </u>	Version: 1i Beta; 8/4/2011				•							•		PRO.	IECT IM	PACT			<u> </u>
	10.0.0 II Dota, 0/7/2011																		

Change in v/c due to project: Significant impacted? 0.066 NO

0.089 NO

 $\Delta v/c$ after mitigation: 0.089 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	De Soto	Av			Year	of Count:	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
12	East-West Street:	Victory E	31			Project	tion Year:	2035		Pea	ak Hour:	1 - 2 Sat	Revie	wed by:			Project:	Prome	nade (10l	(Seats)
		f Phases			4			4				4				4				4
	posed Ø'ing: N/S-1, E/W-2 or		NB 3	SB	0	NB	3 SB	0	NB	3	SB	0	NB	3	SB	0	NB	3	SB	0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	EB 0	WB	3	EB	0 WE		EB	0	WB	2	EB	0	WB	2	EB	0	WB	2
	ATSAC-1 or ATSAC+	ATCS-2?			0			0				2				2				2
	Override (Capacity			0			0				0				0				0
	MOVEMENT		203	5 NO BUIL			C PROJEC			W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT		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
	↑ Left		97	1	97	2		0	124	221	2	122	0	221	2	122	0	221	2	122
NORTHBOUND	← Left-Through		•	0	0.	_		·			0				0				0	
l o	Through		662	2	313	6		0	-8	654	3	218	1	655	3	218	0	655	3	218
뿔	Through-Right			1		_					0				0		_		0	
띪	Right		276	0	276	3		0	4	280	1 0	202	0	280	1	202	0	280	1 0	202
¥	← Left-Through-Right ← Left-Right			0							0				0				0	
	Lett-Right																			
۵	→ Left		90	1	90	2		0	-4	86	2	47	0	86	2	47	0	86	2	47
3	Left-Through		700	0 2	000	44		•	404	040	0 4	000	0.4	000	0	000	0	000	0 4	000
SOUTHBOUND	↓ Through		708	1	302	14		0	104	812	0	203	21	833	0	208	U	833	0	208
=	بار Right		198	0	198	4		0	64	262	1	206	0	262	1	206	0	262	1	206
301	Left-Through-Right			0							0				0				0	
l "I	↓ Left-Right			0							0				0				0	
	ے Left		185	2	102	6		0	18	203	2	112	0	203	2	112	0	203	2	112
₽	Left-Through		100	0	.02			ŭ		200	0			200	0			200	0	
l lo	→ Through		1049	3	293	40		0	134	1183	4	296	7	1190	4	298	0	1190	4	298
Ē	→ Through-Right → Right		121	1 0	121	5		0	67	188	0 1	127	0	188	0	127	0	188	0	127
EASTBOUND	Left-Through-Right		121	0	121	3		U	67	100	0	121	U	100	0	127	U	100	0	127
	- Left-Right			0							0				0				0	
۾			129	2 0	71	5		0	12	141	2	78	0	141	2	78	0	141	2 0	78
WESTBOUND	← Through		1159	3	386	59		0	446	1605	3	427	129	1734	3	459	0	1734	3	459
180	Through-Right			0							1				1				1	
ESI	Right		88	1	0	4		0	13	101	0	101	0	101	0	101	0	101	0	101
>	Left-Through-Right Left-Right			0 0							0				0 0				0 0	
	North-South: 403		403	Nort	h-South:	0		Nor	th-South:	328		Nor	th-South:	330		Nor	th-South:	330		
			488	Ea	st-West:	0		E	ast-West:	539		E	ast-West:			E.	ast-West:	571		
<u> </u>	VOLUME/OARAGEV COS	\ DAT:0		SUM:	891		SUM:	0			SUM:	867			SUM:				SUM:	
	VOLUME/CAPACITY (V/C)				0.648			0.000				0.631				0.655				0.655
V/C	C LESS ATSAC/ATCS ADJUS				0.648			0.000				0.531				0.555				0.555
	LEVEL OF SERVIC				В			Α				Α				Α				Α
	REMARKS: Future 2035 No Build					Non_ESC	Project Volu	ımes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N		ESC IN		h Event Mar	nagement F	Plan

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.117 NO -0.093 Δ1

 $\Delta v/c$ after mitigation: -0.093 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Shoup A	v			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	anuary 20	20
13	East-West Street:	Erwin St				Projec	tion Year	2035		Pe	ak Hour:	1 - 2 Sat	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
		of Phases			3			3				4		-		4	-			4
Op	posed Ø'ing: N/S-1, E/W-2 o	r Both-3?			2			2				2				2				2
Right	Turns: FREE-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	0 2	NB EB	0 SE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC-	ATCS-2?	ED 0	VV D	0	ED	U VVI	0	ED	U	VV D	2	ED	U	WD	2	ED	U	WD	2
		Capacity			0			0				0				0				0
			203	5 NO BUIL	D	NON-ES	SC PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	C PROJ	FUTU	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT			No. of	Lane	Project		Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
۵	Left		7	1	7	0		0	1	8	1	8	0	8	1	8	0	8	1	8
3	← Left-Through		699	0 1	205	-1		0	21	720	0	200	0	720	0	200	0	720	0	200
BO	↑ Through ↑ Through-Right		099	1	385	-1		U	21	720	2	360	U	720	0	360	"	720	0	360
ΙE	Right		70	0	70	0		0	43	113	1	75	0	113	1	75	173	286	1	248
NORTHBOUND	← Left-Through-Right			0				•			0				0				0	
_	← Left-Right			0							0				0				0	
9	└→ Left ├→ Left-Through		88	1 0	88	8		0	8	96	1 0	96	0	96	1	96	0	96	1 0	96
OUTHBOUND	Through		601	1	302	42		0	-33	568	1	285	0	568	1	285	0	568	1	285
l ĕ	← Through-Right		001	1	002				00	000	1	200		000	1	200		000	1	200
1 5	Right		2	0	2	0		0	0	2	0	2	0	2	0	2	0	2	0	2
SOI	Left-Through-Right			0							0				0				0	
•	↓ Left-Right			0							0				0				0	
	_ J Left		9	0	9	0		0	2	11	0	11	0	11	0	11	0	11	0	11
₽	→ Left-Through			0	ŭ			, and the second	_	• •	0			• •	0				0	
	→ Through		2	0	20	0		0	1	3	0	26	0	3	0	26	0	3	0	26
I B	Through-Right			0						40	0			40	0	•		40	0	•
EASTBOUND	Right Left-Through-Right		9	0	0	0		0	3	12	0 1	0	0	12	1	0	0	12	1	0
ш ш	→ Left-Right			0							0				0				0	
	•																			
	√ Left ←		108	1	55	9		0	42	150	1	76	0	150	1	76	0	150	1	76
I			2	1 0	55	0		0	0	2	1 0	76	0	2	1 0	76	0	2	1 0	76
WESTBOUND	← Through-Right		2	0	55	U		U	U	2	0	76	U	2	0	76	"	2	0	70
ST	Right Left-Through-Right		174	1	174	11		0	7	181	1	133	0	181	1	133	0	181	1	133
WE	, =oougg			0							0				0				0	
<u> </u>				0	470						0	450			0	450			0	450
			473 194		th-South: ast-West:	0			th-South: ast-West:	456 159			th-South: ast-West:				th-South: ast-West:	456 159		
			667		SUM:	0		E	SUM:	615		E	asi-wesi: SUM:				asi-wesi: SUM:	615		
	VOLUME/CAPACITY (V/C	C) RATIO:			0.468			0.000				0.447				0.447				0.447
V/	C LESS ATSAC/ATCS ADJU	-			0.468			0.000				0.347				0.347				0.347
					0.400 A			0.000 A				Δ				Δ				Α
-	` '					Non ESC	Project Vol		Dolta Val	= WCSP Ba	ckaround ±		Eust :	+ WCSP + N	lon ESC ±		1 1	h Event Ma	nagement F	
	REMARKS: Future 2035 No Build					NOII_ESC	rioject voi	umes Omy	Della Vol	- MOSP Ba	ckground +	INUII_ESC	rut -	+ WC3P + I	NOILESC +	ESU	WII	ıı ⊏veni Ma	nagement P	'iail

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.121 NO -0.121 NO

 $\Delta v/c$ after mitigation: -0.121 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Randi A	//Nevada Av	,		Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
14	East-West Street:	Erwin St	:			Projec	ction Year	2035		Pea	ak Hour:	1 - 2 Sat	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
_	No. o posed Ø'ing: N/S-1, E/W-2 or Turns: FREE-1, NRTOR-2 or		NB 0 EB 0	SB WB	2 0 0 0	NB EB	0 SE		NB EB	0	SB WB	2 0 0 0	NB EB	0	SB WB	2 0 0 0	NB EB	0	SB WB	2 0 0 0
	ATSAC-1 or ATSAC+	ATCS-2?	<i>EB</i> 0	VV D	0	<i></i>	O VVI	0	LB	U	VV D	2	LD	U	WB	2		U	WB	2
	Override	Capacity			0			0				0				0				0
	MOVEMENT		203	5 NO BUIL			SC PROJEC			W/ WCSP			Added	RE W/ WCS			FUT W/	WCSP W/ F	No. of	
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta Volume	Total Volume	No. of Lanes	Lane Volume	Volume	Total Volume	No. of Lanes	Lane Volume	Volume	Volume	Lanes	Lane Volume
D	Left		12	0	12	0		0	-3	9	0	9	0	9	0	9	0	9	0	9
NORTHBOUND	← Left-Through		20	0	68	0		0	2	22	0 0	84	0	22	0	84	0	22	0	84
BG	↑ Through-Right		20	0	00			Ü	_	22	0	04		22	0	04		22	0	04
R.	→ Right		36	0	0	-1		0	17	53	0	0	0	53	0	0	0	53	0	0
9	Left-Through-Right			1							1				1				1	
	Left-Right			0							0				0				0	
	└ Left		33	0	33	0		0	10	43	0	43	0	43	0	43	0	43	0	43
SOUTHBOUND	→ Left-Through			1							1				1				1	
BOI			28	0	61	0		0	0	28	0 0	71	0	28	0	71	0	28	0	71
핕	✓ Right		26	1	18	0		0	8	34	1	27	0	34	1	27	0	34	1	27
) Sol	Left-Through-Right			0							0				0				0	
0,	↓ Left-Right			0							0				0				0	
	ے Left		17	1	17	3		0	-2	15	1	15	0	15	1	15	0	15	1	15
₽	→ Left-Through			0				· ·	_		0				0				0	
EASTBOUND	→ Through		167	1	96	38		0	39	206	1	113	21	227	1	123	173	400	1	210
TB	→ Through-Right → Right		25	1 0	25	3		0	-6	19	1 0	19	0	19	1 0	19	0	19	1 0	19
EAS	Left-Through-Right		20	0	20	3		U	-0	13	0	13		13	0	13	"	13	0	13
	- deft-Right - Left-Right			0							0				0				0	
	√ Left		35	1	35	4		0	9	44	1	44	0	44	1	44	0	44	1	44
9	√ Left-Through		30	0	30	4		U	9	44	0	44		44	0	44		44	0	44
ino	← Through		316	1	180	27		0	44	360	1	213	1	361	1	213	0	361	1	213
TB	← Through-Right ← Right		43	1 0	43	5		0	22	65	1 0	65	0	65	1 0	65	0	65	1 0	65
WESTBOUND	Right Left-Through-Right		43	0	43	5		U	22	00	0	65	"	00	0	00	"	co	0	65
^	├ Left-Right			0							0				0				0	
				101	_	rth-South:	0			th-South:	127			th-South:	127			th-South:	127	
	CRITICAL VOLUMES East-West: 197 SUM: 298				ast-West: SUM:	0		E	ast-West: SUM:	228 355		E	ast-West: SUM:	228 355		E	ast-West: SUM:	254 381		
	VOLUME/CAPACITY (V/C) RATIO:			0.199		30.M.	0.000			00.07.	0.237			com.	0.237			com.	0.254
V/0	C LESS ATSAC/ATCS ADJUS	•			0.199			0.000				0.137				0.137				0.154
	LEVEL OF SERVICE (LOS):		A			Α				Α				Α				Α		
	REMARKS: Future 2035 No Build					Non_ESC	Project Vol		Delta Vol	= WCSP Ba	ckground +		Fut -	+ WCSP + N	lon_ESC +		wit	h Event Ma	nagement F	
ь	REMARKS: Future 2035 No Build						,	. ,									<u> </u>		<u> </u>	

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.062 NO -0.062 NO $\Delta v/c$ after mitigation: -0.045 Fully mitigated? N/A







I/S #:	North-South Street:	Topanga	Canyon BI			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	TC	Date:	Ja	nuary 20	20
15	East-West Street:	Erwin St				Project	tion Year	2035		Pea	ak Hour:	1 - 2 Sat	Revie	wed by:			Project:	Prome	nade (10k	Seats)
Onr	No. of F posed Ø'ing: N/S-1, E/W-2 or B				2			2				4				4 0				4 0
	Turns: FREE-1, NRTOR-2 or C		NB 0	SB	0	NB	0 SE	-	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right			EB 0	WB	0	EB	0 W		EB	0	WB	3	EB	0	WB	3	EB	0	WB	3
	ATSAC-1 or ATSAC+AT Override Ca				0 0			0				2				2				2
			203	5 NO BUILI	D	NON-ES	C PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	C PROJ	FUTU	RE W/ WCS	SP W/ FULL	PROJ	FUT W/	WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT		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
	↑ Left		45	1	45	6		Volume 0	23	68	1	68	0	68	1	68	0	68	1	68
S S	Left-Through			0							0				0				0	
ğ	Through		1598	2	566	39		0	18	1616	3	426	8	1624	3	428	0	1624	3	428
ᆘᄬᅵ	Through-Right		00	1	00	8		0	40	87	1	0.7	0	07	1	07	0	87	1	0.7
NORTHBOUND			99	0	99	ŏ		0	-12	87	0	87	U	87	0	87	"	87	0	87
2	← Left-Right			0							0				0				0	
₽			143	1 0	143	106		0	-105	38	1 0	38	108	146	1 0	146	0	146	1 0	146
SOUTHBOUND	Through		1520	2	521	-20		0	-12	1508	2	519	237	1745	2	598	0	1745	2	598
Ħ	Through-Right			1				-			1				1				1	
5	Right		44	0	44	-1		0	5	49	0	49	0	49	0	49	0	49	0	49
S	← Left-Through-Right ↓ Left-Right			0							0				0				0 0	
I	24 Lett-Right																			
	ب Left		62	1	62	9		0	19	81	1	81	0	81	1	81	0	81	1	81
EASTBOUND	→ Left-Through → Through		122	0	107	18		0	37	159	0 1	159	0	159	0	159	173	332	0	270
80	→ Through-Right		122	1	107	10		U	31	159	1	139	0	159	1	159	173	332	1	270
ST	Right		92	0	92	21		0	95	187	0	153	21	208	0	174	0	208	0	208
Ā	Left-Through-Right			0							0				0				0	
l I	- ≺ Left-Right			0							0				0				0	
	√ Left		130	1	130	-1		0	-2	128	2	70	0	128	2	70	0	128	2	70
WESTBOUND			105	0	400	_			47	646	0	400		0.10	0	407	_	646	0	407
l g	← Through ← Through-Right		195	1	136	-1		0	17	212	2	106	1	213	0	107	0	213	2	107
STI	Right Left-Through-Right		77	0	77	-1		0	-1	76	1	38	10	86	1	0	0	86	1	0
WE	,			0							0				0				0	
l l				709	Nort	h-South:	0		Nor	0 th-South:	587		Nor	th-South:	666		Nor	0 th-South:	666	
	CRITICAL VOLUMES East-West: 237		237		st-West:	0			ast-West:	229			ast-West:				ast-West:	340		
				SUM:	946		SUM:	0			SUM:	816			SUM:				SUM:	1006
	VOLUME/CAPACITY (V/C)	RATIO:			0.631			0.000				0.593				0.662				0.732
V/C	LESS ATSAC/ATCS ADJUST	MENT:			0.631			0.000				0.493				0.562				0.632
	LEVEL OF SERVICE	(LOS):			В			Α				Α				Α				В
	REMARKS: Future 2035 No Build				uild	Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	Non_ESC +	ESC	w/ EMP (does not inc	clude 3% TO	CO credit)
	Version: 1i Peta: 9/4/2011												IECT IM							

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.138 NO -0.069 NO $\Delta v/c$ after mitigation: 0.001 Fully mitigated? N/A







I/S #:	North-South Street:	Warner I	Orive North			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
16	East-West Street:	Erwin St	reet			Project	tion Year	2035		Pea	ak Hour:	1 - 2 Sat	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
		f Phases			0			0				3				3				3
Opp	oosed Ø'ing: N/S-1, E/W-2 or	Both-3?	NB 0	SB	0	NB	0 SE	0 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	EB 0	WB	0	EB	0 SE		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+				0			0				2				2				2
	Override	Capacity			1200			1200				0				0				0
	MOVEMENT		203	5 NO BUIL			C PROJEC			W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT		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
	↑ Left		0	1	0	109		0	109	109	2	60	11	120	2	66	0	120	2	66
NORTHBOUND	Left-Through			0							0				0				0	
l o	Through		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
뿔	Through-Right		_	0	_						0				0				0	
띪	→ Right		0	1 0	0	430		0	430	430	1	361	13	443	1	331	0	443	1 0	266
ž	Left-Through-Right Left-Right			0							0				0				0	
	Lon-ringin																			
۵	→ Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
3	Left-Through		•	0	_			•	0	0	0	0		0	0	0	_	0	0	0
BO	↓ Through✓ Through-Right		0	0 0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
E E	→ 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,	↓ Left-Right			0							0				0				0	
I	ح Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
₽	→ Left-Through		U	0	U	· ·		U	U	O	0	· ·	"	U	0	O	ľ	U	0	U
EASTBOUND	→ Through		0	1	0	66		0	334	334	2	167	0	334	2	167	0	334	2	167
Ĕ	↑ Through-Right			1		400		•	400	400	0	400	400	07.4	0		470	4.47	0	
AS	Right Left-Through-Right		0	0	0	166		0	166	166	1 0	136	108	274	0	241	173	447	0	414
ш				0							0				0				0	
۵	✓ Left ✓ Left-Through		0	1 0	0	138		0	138	138	1 0	138	86	224	1 0	224	130	354	1 0	354
WESTBOUND	↓ Leπ-Through ← Through		0	2	0	0		0	614	614	2	307	0	614	2	307	0	614	2	307
98	Through-Right			0	ŭ			Ů	011	011	0	00.		011	0	001		011	0	001
EST	Right Left-Through-Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
×	,			0							0				0				0	
	↓ Leit-riight			0	Nort	h-South:	0		Nor	th-South:	361		Nor	th-South:	331		Nor	th-South:	266	
	CRITICAL VOLUMES East-West: 0		0		st-West:	0			ast-West:	307			ast-West:				ast-West:	768		
	SUM:		0		SUM:	0			SUM:	668			SUM:	796			SUM:	1034		
	VOLUME/CAPACITY (V/C	•			0.000			0.000				0.469				0.559				0.726
V/C	LESS ATSAC/ATCS ADJUS	STMENT:			0.000			0.000				0.369				0.459				0.626
	LEVEL OF SERVIC	E (LOS):			Α			Α				Α				Α				В
	REMARKS: Not analyzed under WCSP				WCSP	Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut	+ WCSP + N	Non_ESC +	ESC	w/ EMP (does not in	clude 3% To	CO credit)
	Version: 1i Peta: 9/4/2011												IECT IM							

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? 0.369 NO 0.459 NO △v/c after mitigation: 0.626
Fully mitigated? N/A







I/S #:	North-South Street:	Owensm	outh Av			Year	of Count	2016	Ambie	nt Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
17	East-West Street:	Erwin St	t			Project	ion Year:	2035		Pea	ak Hour:	1 - 2 Sat	Revie	wed by:			Project:	Promei	nade (10k	Seats)
		f Phases			2			2				4				4				4
	oosed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	0	NB	0 SE	0	NB	3	SB	0	NB	3	SB	0	NB	3	SB	0 0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	EB 0	ЗВ WВ	0	EB	0 SE		EB	3	ЗВ WB	3	NВ ЕВ	3	ЗВ WВ	3	NВ ЕВ	3	ЗВ WВ	3
	ATSAC-1 or ATSAC+	ATCS-2?			0			0				2	'			2				2
	Override	Capacity			0			0				0				0				0
			203	5 NO BUIL			C PROJEC			W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT		V-1	No. of Lanes	Lane Volume	Project Traffic		Lane	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
	↑ Left		Volume 52	1	52	-5		Volume 0	29	81	2	45	O	81	2	45	O	81	2	45
9	← Left-Through		52	0	32	-5		U	29	01	0	40	0	01	0	45	U	01	0	45
NORTHBOUND	↑ Through		281	1	153	-15		0	-7	274	2	137	3	277	2	139	0	277	2	139
ĕ	Through-Right			1							0				0				0	
Ŧ	→ Right		25	0	25	-2		0	7	32	1	0	2	34	1	0	0	34	1	0
Į į	← Left-Through-Right			0							0				0				0	
	→ Left-Right		<u> </u>	0							0				0				0	
1	↓ Left		57	1	57	10		0	7	64	1	64	0	64	1	64	0	64	1	64
9	Left-Through		37	0	31	10		U	,	04	0	04	0	04	0	04	U	04	0	04
	Through		362	1	261	63		0	61	423	2	212	194	617	2	309	0	617	2	309
单	← Through-Right			1							0				0				0	
SOUTHBOUND	با Right		159	0	159	32		0	62	221	2	73	65	286	2	105	0	286	2	105
so	Left-Through-Right			0							0				0				0	
	↓ Left-Right		<u> </u>	0							U				U				U	
	ح Left		128	1	128	120		0	51	179	2	98	10	189	2	104	0	189	2	104
₽	→ Left-Through			0							0				0				0	
8	→ Through		279	1	168	212		0	39	318	2	159	3	321	2	161	0	321	2	161
ΤB	→ Through-Right		F-7	1	F-7	44		0		00	0 1	04		00	0	04		00	0 1	04
EASTBOUND	Right Left-Through-Right		57	0 0	57	44		0	9	66	0	21	0	66	0	21	0	66	0	21
ш	Left-Right			0							0				0				0	
	√ Left ←		40	1	40	3		0	9	49	1	49	86	135	1	135	151	286	1	286
∥₹I			250	0	200	00		0	400	450	0	007	04	474	0 2	007	400	CO 4	0 2	200
WESTBOUND	← Through ← Through-Right		350	1	208	26		0	103	453	2	227	21	474	0	237	130	604	0	302
STE	Right		65	0	65	5		0	13	78	1	14	0	78	1	14	0	78	1	14
ŊĖ	Left-Through-Right			0				_			0				0				0	
				0							0				0				0	
	CDITICAL			th-South:	313		h-South:	0			th-South:	257			th-South:	354			th-South:	354
	CRITICAL V	OLUMES	E	ast-West: SUM:	336 649	Ea	st-West: SUM:	0		E	ast-West: SUM:	325 582		Ea	ast-West: SUM:	341 695		E	ast-West: SUM:	447 801
	VOLUME/CAPACITY (V/C) RATIO:		JUM.	0.433		JUNI.	0.000			JUNI.	0.423			GOW.	0.505			30111.	0.583
VIII	LESS ATSAC/ATCS ADJUS	•																		
V/C					0.433			0.000				0.323				0.405				0.483
	LEVEL OF SERVICE (LOS): REMARKS: Future 2035 No Build						5 1	Α	5 11	141057.5		Α				A	,,,,,,			A
		MARKS:	Future	2035 No B	Suild	Non_ESC F	Project Volu	ımes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N			· ·	does not inc	lude 3% TC	CO credit)
	Version: 1i Beta; 8/4/2011														PROJ	IECT IM	PACT			

Change in v/c due to project: Significant impacted? -0.110 NO

-0.028 NO

 $\Delta v/c$ after mitigation: 0.050 Fully mitigated? N/A







I/S #:	North-South Street:	Canoga	Av			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	TC	Date:	Ja	nuary 20	20
18	East-West Street:	Erwin St				Project	tion Year	2035		Pea	ak Hour:	1 - 2 Sat	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
		Phases			3			3				4				4				4
	posed Ø'ing: N/S-1, E/W-2 or E		NB 0	SB	0	NB	0 SE	0 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or 0	OLA-3?	EB 0	WB	0	EB	0 SE		EB	2	WB	2	EB	2	WB	2	EB	2	WB	2
	ATSAC-1 or ATSAC+A				0			0				2				2				2
	Override C	apacity			0			0				0				0				0
	MOVEMENT		203	5 NO BUIL			C PROJEC			W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT		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
	↑ Left		149	1	149	7		0	11	160	2	88	0	160	2	88	0	160	2	88
2	Left-Through			0							0				0				0	
l g	Through		946	2	358	40		0	45	991	2	356	0	991	2	356	0	991	2	356
≝	Through-Right		407	1	407	0		0	50	77	1	77		77	1	77		77	1	77
NORTHBOUND			127	0	127	3		0	-50	77	0	77	0	77	0	77	0	77	0	77
ž	Left-Right			0							0				0				0	
₽	Left		32	1	32	3		0	31	63	1	63	0	63	1	63	0	63	1	63
5			958	0 2	361	42		0	-27	931	0 2	376	0	931	0 2	383	0	931	0 2	383
SOUTHBOUND	→ Through → Through-Right		330	1	301	72		Ū	-21	331	1	370		331	1	303	0	331	1	303
5	Right		125	0	125	10		0	72	197	0	197	21	218	0	218	0	218	0	218
SO	Left-Through-Right			0							0				0				0	
I	↓ Left-Right			U							U				U				U	
I	ے Left		70	1	70	10		0	30	100	2	55	1	101	2	56	0	101	2	56
₽	→ Left-Through			0							0		_		0				0	
ಠ್ಣ	→ Through → Through-Right		177	1	156	22		0	37	214	2	107	5	219	2	110	0	219	2	110
EASTBOUND	Right		135	0	135	13		0	2	137	1	137	0	137	1	137	0	137	1	137
EA	Left-Through-Right			0							0				0				0	
L	-			0							0				0				0	
I	√ Left		59	1	59	1		0	-18	41	2	23	0	41	2	23	0	41	2	23
2				0							0				0				0	
9	← Through ← Through-Right		173	1	116	5		0	16	189	2	95	86	275	2	138	281	556	2	278
STE			59	0	59	3		0	45	104	0 1	104	0	104	0 1	104	0	104	0 1	104
WESTBOUND	Right Left-Through-Right		00	0	00	· ·		Ů	10	101	0	101		101	0	101		101	0	101
	├ Left-Right 0		5.10						0	10.1			0	47.			0	47.		
	North-South: 510 CRITICAL VOLUMES East-West: 215		510 215		h-South: ast-West:	0			th-South: ast-West:	464 160			th-South: ast-West:				th-South: ast-West:	471 334		
			725	Ea	SUM:	0		E	SUM:	624		E	asi-wesi: SUM:				SUM:	805		
	VOLUME/CAPACITY (V/C)	RATIO:			0.509			0.000				0.454				0.484				0.585
V/C	LESS ATSAC/ATCS ADJUST	TMENT:			0.509			0.000				0.354				0.384				0.485
	LEVEL OF SERVICE	E (LOS):			Α			Α				Α				Α				Α
	REMARKS: Future 2035 No Build				Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	Non_ESC +	ESC	wit	h Event Ma	nagement P	lan	
<u> </u>	Varcion: 1i Poto: 9/4/2011												IECT IM							

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.155 NO -0.125 ∆*v/*0

 $\triangle v/c$ after mitigation: -0.024 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	De Soto	Av			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	TC	Date:	Ja	nuary 20)20
19	East-West Street:	Erwin St				Projec	tion Year	2035		Pea	ak Hour:	1 - 2 Sat	Revie	wed by:			Project:	Prome	nade (10l	k Seats)
		f Phases			3			3				3				3				3
1	posed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	2	NB	0 SE	2 3 0	NB	0	SB	2	NB	0	SB	2	NB	0	SB	2
Right	Turns: FREE-1, NRTOR-2 or	r OLA-3?	EB 0	WB	0	EB	0 SE		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+	ATCS-2?			0	•		0				2				2				2
	Override	Capacity			0			0				0				0				0
	MOVEMENT		203	5 NO BUIL		ļ.,	SC PROJEC			W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT		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
	↑ Left		106	1	106	-2		0	12	118	1	118	0	118	1	118	281	399	1	399
NORTHBOUND	← Left-Through			0		_		_			0				0				0	
l o	Through		949	2	321	-15		0	66	1015	2	344	0	1015	2	344	0	1015	2	344
	Through-Right			1							1				1				1	
l R	Right		15	0	15	0		0	1	16	0	16	0	16	0	16	0	16	0	16
ž	Left-Through-Right			0							0				0				0	
	Y Leit-Right			U							U				U				U	
	└ Left		11	1	11	0		0	1	12	1	12	0	12	1	12	0	12	1	12
SOUTHBOUND	→ Left-Through			0							0				0				0	
BOI	Through		878	2	319	18		0	35	913	4 0	228	0	913	4	228	0	913	4 0	228
III	← Through-Right → Right		80	0	80	2		0	26	106	1	71	21	127	1	91	0	127	1	91
00	Left-Through-Right		00	0	00	_		Ū	20	100	0	, ,		127	0	31	ľ	121	0	31
S	↓ Left-Right			0							0				0				0	
	1 1 6								4.4	0.4			4	0.5						
Ω			80	0	70	2		0	14	94	1 0	71	1	95	1	72	0	95	0	72
Ş	→ Through		12	0	70	0		0	1	13	0	71	3	16	0	72	0	16	0	72
.BO	→ Through-Right			0							0				0				0	
EASTBOUND	Right		119	1	0	3		0	-13	106	1	0	0	106	1	0	0	106	1	0
E/				1 0							1 0				1				1	
	→ Leit-Right			U							U				U				U	
	√ Left		11	1	11	0		0	1	12	1	12	0	12	1	12	0	12	1	12
WESTBOUND				0		_			_		0				0		_		0	
l g	← Through ← Through-Right		11	1	11	0		0	3	14	1	14	65	79	1	47	0	79	1	47
STE	Right		15	0	10	0		0	0	15	0	9	0	15	0	15	0	15	0	15
۷E	Left-Through-Right		10	0	10			ŭ			0	Ŭ			Ö	10		10	0	10
											0				0				0	
	North-South: 425				th-South:	0			th-South:	356 85			th-South:	356			th-South:			
	CRITICAL VOLUMES East-West: 81 SUM: 506			=	ast-West: SUM:	0		E	ast-West: SUM:	85 441		E	ast-West: SUM:			E	ast-West: SUM:			
	VOLUME/CAPACITY (V/C) RATIO:		30	0.355		JOIII.	0.000			50	0.309			30.77.	0.333			30.77.	0.524
V/0	C LESS ATSAC/ATCS ADJUS	•			0.355			0.000				0.209				0.333				0.424
	LEVEL OF SERVICE							A				0.209 A				0.233 A				0.424 A
	LEVEL OF SERVICE (LOS): REMARKS: Refer to Traffix Analysis				Non ESC	Project Volu		Delta Vol	= WCSP Ba	ckaround +		Fut -	+ WCSP + N	lon ESC +		\a/it	h Event Ma	nagement F		
<u> </u>	REMARKS: Refer to Traffix Analysis					INOII_LOU	10,000 9011	anico Offiy	Dona VOI	WOOF DA	onground +	NOII_LOC	i ut	**************************************		IFOT IN		LVCIIL IVIA	nagonienit F	idii

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

-0.146 NO -0.122 NO $\Delta v/c$ after mitigation: 0.069 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Topanga	Canyon Bl			Year o	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
20	East-West Street:		St/Promenac	de Blvd		Project	ion Year	2035		Pea	ak Hour:	1 - 2 Sat	Revie	wed by:			Project:	Prome	nade (10k	Seats)
Орр	No. of posed Ø'ing: N/S-1, E/W-2 or	f Phases Both-3?			3			3				4			1	4 0			1	4
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	NB 0 EB 0	SB WB	0 2	NB EB	0 SE 0 WE		NB EB	0	SB WB	0 3	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+A			2	0		0 1112	0			2	2			2	2			2	2
	Override (Capacity			0			0				0				0				0
	MOVEMENT		203	5 NO BUIL No. of	Lane	Project	C PROJEC		Delta	W/ WCSP	W/ NON-ES	Lane	Added	RE W/ WCS	No. of	Lane	Added	WCSP W/ F	No. of	W/ EMP
	III O V E III E I V I		Volume	Lanes	Volume	Traffic		Lane Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left		130	1	130	-5		0	6	136	1	136	0	136	1	136	0	136	1	136
NORTHBOUND	Left-Through		4000	0	000	70		0	4.40	4075	0	500		4075	0	040		4075	0	500
ВО	↑ Through ↑ Through-Right		1832	2	666	-72		0	143	1975	3 1	562	0	1975	3	616	0	1975	3	589
王	→ Right		167	0	167	273		0	106	273	0	273	216	489	0	489	-108	381	0	381
Š	Left-Through-Right			0							0				0				0	
	→ Left-Right			0							0				0				0	
_ 1	└ Left		131	1	131	108		0	-23	108	1	108	151	259	1	259	0	259	1	259
SOUTHBOUND	Left-Through			0				-			0				0				0	
8	Through		1640	2	820	79		0	-200	1440	2	720	108	1548	2	774	0	1548	2	774
불	← Through-Right → Right		64	0 1	64	5		0	34	98	0 1	98	0	98	1	98	0	98	1	98
l g	Left-Through-Right		01	0	0.1	Ŭ		ŭ		00	0	00		00	0	00		00	0	00
<i>σ</i>	↓ Left-Right			0							0				0				0	
I	ے Left		0	0	0	0		0	0	0	1	0	0	0	1	0	0	0	1	0
₽	→ Left-Through			0	ŭ	Ŭ		ŭ		Ü	0	ŭ		Ü	0	ŭ		ŭ	0	ŭ
EASTBOUND	→ Through		0	0	0	0		0	0	0	0	71	0	0	0	71	0	0	0	71
E	→ Through-Right		87	0	22	25		0	-16	71	1 0	0	0	71	1 0	0	0	71	1 0	0
EAS			07	0	22	20		U	-10	, ,	0	U		, ,	0	U		, ,	0	O
	- ↓ Left-Right			0							0				0				0	
I	√ Left		0	0	0	292		0	292	292	2	161	32	324	2	178	0	324	2	178
2			Ů	0							0		52	5	0			J_ 1	0	
90	← Through		0	0	0	0		0	0	0	0	223	0	0	0	227	0	0	0	227
STE	Through-Right Tight		221	0	122	445		0	224	445	1	0	8	453	1	0	0	453	1	0
WESTBOUND	Left-Through-Right			0		110		ŭ		110	0	ŭ		100	0	ŭ		100	0	ŭ
	├ Left-Right		* **	0	050	Ma ad	h Caudi	0		A/	0	956		A/	0 45 Cavet	010		M	0 45 Caveta	010
	CRITICAL VO	OLUMES		th-South: ast-West:	950 122		h-South: st-West:	0			th-South: ast-West:	856 232			th-South: ast-West:				th-South: ast-West:	910 249
				SUM:	1072		SUM:	0			SUM:	1088		_,	SUM:				SUM:	1159
				0.752			0.000				0.791				0.843				0.843	
V/C					0.752			0.000				0.691				0.743				0.743
	LEVEL OF SERVICE (LOS):			С			Α				В				С				С	
	REMARKS: Future 2035 No Build				uild	Non_ESC F	Project Volu	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	Non_ESC +	ESC	w/ EMP (does not ind	lude 3% TO	CO credit)
	Version: 1i Peter 9/4/2014															IECT IM				

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.061 NO -0.009 NO

 $\Delta v/c$ after mitigation: -0.009 Fully mitigated? N/A







I/S #:	North-South Street:	Owensm	outh Av			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
21	East-West Street:	Promena	ade Blvd			Project	tion Year	2035		Pea	ak Hour:	1 - 2 Sat	Revie	wed by:			Project:	Promei	nade (10k	(Seats)
	No. o posed Ø'ing: N/S-1, E/W-2 or Turns: FREE-1, NRTOR-2 or		NB 0	SB	2 0 0	NB	0 SE		NB	0	SB	2 0 0	NB	0	SB	2 0 0	NB	0	SB	2 0 0
	ATSAC-1 or ATSAC+		EB 2	WB	0	EB	2 W	3 0 0	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	Override				0			0				0				0				0
			203	5 NO BUIL	D	NON-ES	C PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	C PROJ		RE W/ WCS		PROJ		WCSP W/ F		W/ EMP
	MOVEMENT		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
D	Left		67	1	67	53		0	-14	53	1	53	0	53	1	53	86	139	1	139
N N	← Left-Through ↑ Through		321	0	163	-39		0	-2	319	0 1	165	0	319	0 1	165	0	319	0 1	165
l Be	↑ Through-Right		021	1	100	-00		Ů		010	1	100		010	1	100		010	1	100
NORTHBOUND	→ Right		5	0	5	-2		0	5	10	0	10	0	10	0	10	0	10	0	10
2	Left-Through-Right			0							0				0				0	
J.	₩ Left-Right			U							U				U				U	
	- Left		44	1	44	76		0	58	102	1	102	0	102	1	102	0	102	1	102
SOUTHBOUND	Left-Through Through		398	0	241	-50		0	14	412	0 1	245	86	498	0	385	0	498	0	460
<u>8</u>	→ Through → Through-Right		390	1	241	-50		U	14	412	1	243	00	490	1	300	U	490	1	460
5	Right		83	0	83	77		0	-6	77	0	77	194	271	0	271	151	422	0	422
SO	← Left-Through-Right ↓ Left-Right			0							0				0				0 0	
I	↓ Left-Right		l	U							U				0				U	
	بر Left		51	0	51	11		0	-40	11	0	11	6	17	0	17	0	17	0	17
EASTBOUND	→ Left-Through→ Through		10	1 0	53	4		0	-6	4	1 0	10	0	4	1 0	10	0	4	1 0	10
BOI	→ Through-Right		10	1	55	4		U	-0	4	1	10	U	4	1	10	U	4	1	10
\ST	Right Left-Through-Right		45	0	53	6		0	-39	6	0	0	0	6	0	0	0	6	0	0
Ä	Right 4 Left-Through-Right Left-Right			0 0							0				0				0 0	
ı.	-\ Leit-Right		l	U							U				<u> </u>				U	
	√ Left		3	0	3	0		0	0	3	0	3	0	3	0	3	0	3	0	3
WESTBOUND			6	1 0	7	0		0	-6	0	1 0	3	0	0	1 0	3	0	0	1 0	3
ВО	Through-Right		0	1	,	U		U	-0	U	1	3	U	U	1	3	U	U	1	3
EST	Right Left-Through-Right		4	0	7	0		0	1	5	0	0	0	5	0	0	0	5	0	0
×	Left-Through-Right Left-Right			0							0				0				0	
	North-South: 30		308	Nort	th-South:	0		Nor	th-South:	298		Nor	th-South:	438		Nor	th-South:	599		
			58	Ea	ast-West:	0		E	ast-West:	14		E	ast-West:			E	ast-West:	20		
			366		SUM:	0			SUM:	312			SUM:				SUM:	619		
W	. ,			0.244			0.000				0.208				0.305				0.413	
V/C	0.21					0.000 A				0.108 A				0.205 A				0.313 ^		
	LEVEL OF SERVICE (LOS): A EMADES: Enture 2025 No Build				Non ESC	Project Vol		Delta Vol	= WCSP Ba	ckaround ±		Fut a	+ WCSP + N	lon ESC ±		w/ EMP /	does not inc	lude 3% To	CO credit)	
<u> </u>	REMARKS: Future 2035 No Build				uiiu	NOII_LOC	. roject von	unico Offiy	Dona VOI	WOOF Da	onground +	uii_Luu	i ul	. 11 OOF 11		IECT IM		aoco not ilit	,,aac 3 /0 TC	Jo orduit)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.136 NO -0.039 NO

 Δ *v/c* after mitigation: 0.069 Fully mitigated? N/A







I/S #:	North-South Street: Shoup A	v			Year of Cou	ınt: 2016	Ambi	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Já	anuary 20	20
22	East-West Street: Oxnard	St			Projection Y	ear: 2035		Pea	ak Hour:	1 - 2 Sat	Revie	wed by:			Project:	Prome	nade (10l	(Seats)
	No. of Phases			2		2				4				4				4
Орј	posed Ø'ing: N/S-1, E/W-2 or Both-3?	MD 0	0.0	0	NB 0	0		0	0.0	0	4/0	0	0.0	0		0	0.0	0
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0		SB 0 WB 0	NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?		2	0		0			2	2			2	2			5	2
	Override Capacity			0		0				0				0				0
		203	5 NO BUILI		NON-ESC PRO			E W/ WCSP				RE W/ WCS				WCSP W/ I		
	MOVEMENT	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
	Left	32	1	32	0	Volume 0	O	32	1	32	0	32	1	32	0	32	1	32
Ð		02	0	02				02	0	02		02	0	02		02	0	02
NORTHBOUND	† Through	661	1	369	6	0	24	685	2	343	0	685	2	343	129	814	2	407
里	↑ Through-Right		1						0				0				0	
RT	Right	77	0	77	1	0	14	91	1	61	0	91	1	61	0	91	1	61
ž	← Left-Through-Right ← Left-Right ← L		0						0 0				0				0	
	Y Leit-Right	<u> </u>	U						U				U				U	
	└- Left	59	1	59	0	0	10	69	1	69	0	69	1	69	0	69	1	69
SOUTHBOUND	├─ Left-Through		0						0				0				0	
BOI	↓ Through	575	1	326	6	0	86	661	1	365	0	661	1	365	0	661	1	365
Ӗ	→ Inrougn-Right ✓ Right	77	0	77	1	0	-9	68	0	68	0	68	0	68	0	68	0	68
00	Left-Through-Right		0		·	· ·		00	0	00		00	Ö	00	Ŭ	00	Ö	00
S	→ Left-Right		0						0				0				0	
	1 1 - 6	I 50	4	50		0			4			50	4	50	40	00	4	00
₽	 J Left → Left-Through 	56	1 0	56	0	0	-6	50	1 0	50	0	50	0	50	43	93	1 0	93
EASTBOUND	→ Through	162	2	81	0	0	1	163	2	82	21	184	2	92	87	271	2	136
BG	→ Through-Right		0						0				0				0	
ASI	Right	27	1	11	0	0	0	27	1 0	11	0	27	1	11	0	27	1 0	11
Щ			0						0				0				0	
	Left-Right																	
	√ Left	46	1	46	6	0	15	61	1	61	0	61	1	61	0	61	1	61
WESTBOUND		405	0	405	15	0	_	457	0 1	457	1	150	0	450	0	450	0	450
80	← Through ← Through-Right	165	0	165	15	0	-8	157	0	157	1	158	0	158	U	158	0	158
STI	Right	66	1	37	7	0	15	81	1	47	0	81	1	47	0	81	1	47
WE	Left-Through-Right		0						0				0				0	
	├─ Left-Right	<u></u>	0	428	Manuta 2	. ^			0	440			0	440			0	470
	North-South: 420 CRITICAL VOLUMES East-West: 22				North-Sout East-We				th-South: ast-West:	412 207			th-South: ast-West:				th-South: ast-West:	476 251
	SUM: 64			649	SU			E	SUM:	619		E	asi-wesi. SUM:				SUM:	727
	VOLUME/CAPACITY (V/C) RATIO: 0.43					0.000				0.450				0.451				0.529
V/C	//C LESS ATSAC/ATCS ADJUSTMENT: 0.43					0.000				0.350				0.351				0.429
	LEVEL OF SERVICE (LOS):					A				A				A				A
	REMARKS: Future 2035 No Build				Non_ESC Project		Delta Vol	= WCSP Ba	ckground +		Fut -	+ WCSP + N	Non ESC +		wi	th Event Ma	nagement F	
<u> </u>	Version: 1i Beta: 8/4/2011				1		3			•		IECT IN			J			

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.083 NO -0.082 ∆*v*/d

 $\Delta v/c$ after mitigation: -0.004 Fully mitigated? N/A







I/S #:	North-South Street:	Farralon	e Avenue			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	anuary 20)20
23	East-West Street:	Oxnard S	Street			Projec	tion Year	2035		Pe	ak Hour:	1 - 2 Sat	Revie	wed by:			Project:	Prome	nade (10	k Seats)
		f Phases			2			2				2				2				2
	osed Ø'ing: N/S-1, E/W-2 o		NB 0	SB	0	NB	0 SE	0 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right 7	Turns: FREE-1, NRTOR-2 o	r OLA-3?	EB 0	WB	0	EB	0 3L		EB	0	WB	0	EB	0	WB	0	EB	0	<i>WB</i>	0
	ATSAC-1 or ATSAC+				0	_		0				2	'			2				2
	Override	Capacity			0			0				0				0				0
	MOVEMENT		203	5 NO BUILI			SC PROJEC			W/ WCSP				RE W/ WCS				WCSP W/ F		
	WOVEWENT		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
	↑ Left		0	0	0	0		0	2	2	0	2	0	2	0	2	0	2	0	2
NORTHBOUND	← Left-Through			0	-			_	_	_	0	_		_	0	_		_	0	_
00	Through		0	0	0	0		0	1	1	0	23	0	1	0	23	0	1	0	23
男	Through-Right			0		_					0				0				0	
	→ Right		0	0	0	0		0	20	20	0 1	0	0	20	0	0	0	20	0	0
¥	Left-Through-Right Left-Right			0							0				0				0	
ı	Lett-Right																			
	└→ Left		0	0	0	0		0	40	40	0	40	0	40	0	40	0	40	0	40
3	Left-Through		•	0	•	•		•		0	0 0	07		0	0	07	_	0	0	07
8			0	0	0	0		0	2	2	0	67	0	2	0	67	0	2	0 0	67
ΙĒΙ	Right		0	0	0	0		0	25	25	0	0	0	25	0	0	0	25	0	0
SOUTHBOUND	Left-Through-Right			1							1				1				1	
, , ,	↓ Left-Right			0							0				0				0	
ı	ے Left		0	1	0	0		0	31	31	1	31	0	31	1	31	0	31	1	31
9	→ Left-Through			0	Ū	· ·		Ū		01	0	J 1		01	0	J	ľ	01	0	0.
	→ Through		0	1	0	11		0	338	338	1	173	21	359	1	184	87	446	1	227
l ğ	→ Through-Right		•	1 0	0	0		0		0	1	0		0	1 0	•	_	0	1	0
EASTBOUND	Right Left-Through-Right		0	0	0	0		0	8	8	0	8	0	8	0	8	0	8	0	8
"	₹		0							0				0				0		
	.																			
			0	1 0	0	0		0	33	33	1 0	33	0	33	1 0	33	0	33	1 0	33
WESTBOUND	↓ Leπ-Through ← Through		0	1	0	21		0	626	626	1	356	1	627	1	357	0	627	1	357
98	Through-Right			1	ŭ			ŭ	020	020	1		•	02.	1			02.	1	
LSE	Right		0	0	0	0		0	86	86	0	86	0	86	0	86	0	86	0	86
⋝	Left-Through-Right Left-Right			0							0				0				0	
	North-South:				0	Nor	th-South:	0		Nor	th-South:	69		Non	th-South:	69		Nor	th-South:	69
	CRITICAL V	OLUMES		ast-West:	0		ast-West:	0			ast-West:	387			ast-West:				ast-West:	
ļ	VOLUME/CAPACITY (V/C) PATIO:			0		SUM:	0			SUM:	456			SUM:	457			SUM:	457	
				0.000			0.000				0.304				0.305				0.305	
V/C				0.000			0.000				0.204				0.205				0.205	
	LEVEL OF SERVICE (LOS):			Α			Α				Α				Α				Α	
	REMARKS: Not analyzed under WCSP				WCSP	Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	+ WCSP + N	lon_ESC +	ESC	wit	h Event Ma	nagement F	Plan
	Varcion: 1i Poto: 9/4/2011															IECT IM				

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

0.204 NO 0.205 NO $\Delta v/c$ after mitigation: 0.205 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Topanga	Canyon Bl			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	TC	Date:	Ja	anuary 20)20
24		Oxnard S	St			Project	tion Year:			Pea	ak Hour:	1 - 2 Sat	Revie	wed by:			Project:	Prome	nade (10k	k Seats)
0		Phases			3			3				4				4				4
	posed Ø'ing: N/S-1, E/W-2 or I		NB 0	SB	0	NB	0 SE	0 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or 0	OLA-3?	EB 0	WB	3	EB	0 WE		EB	3	WB	3	EB	3	WB	3	EB	3	WB	3
	ATSAC-1 or ATSAC+A				0			0				2				2				2
	Override C	apacity	202	5 NO BUIL	0	NON ES	C PROJEC	0 T VOL S	FUTUR	W/ WCSP	W/ NON ES	0	FUTU	RE W/ WCS	·B W/ FIII I	0	FUT W/	WCSD W/	FULL PROJ	0
	MOVEMENT		203	No. of	Lane	Project	C PROJEC	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left		132	1	132	10		0	15	147	1	147	0	147	1	147	0	147	1	147
불	← Left-Through			0							0				0				0	
80	↑ Through		1779	2	655	119		0	-109	1670	3 0	557	583	2253	3	751	-389	1864	3 0	621
Ӗ	Through-Right Right		187	1 0	187	21		0	105	292	1	205	389	681	0 1	588	-303	378	1	285
NORTHBOUND	← Kigiii ← Left-Through-Right		107	0	107	21		U	100	232	0	200	303	301	0	300	-500	370	0	200
2	← Left-Right			0							0				0				0	
									_	,		,	,				_			
9			186	1 0	186	-9		0	-5	181	2	100	108	289	2 0	159	0	289	2 0	159
l ž	Through		1421	2	487	254		0	-280	1141	2	393	31	1172	2	404	0	1172	2	404
SOUTHBOUND	← Through-Right			1							1				1				1	
5	Right		41	0	41	-2		0	-3	38	0	38	1	39	0	39	0	39	0	39
So	← Left-Through-Right ↓ Left-Right			0 0							0				0				0	
	↓ Left-Right			U							U				U				U	
_	ر Left		120	1	120	4		0	6	126	1	126	21	147	1	147	22	169	1	169
₽	→ Left-Through			0		_					0				0				0	
EASTBOUND	→ Through → Through-Right		275	2	138	9		0	25	300	2	150	21	321	2	161	65	386	2	193
STE	Right Left-Through-Right		134	1	68	5		0	26	160	1	13	0	160	1	13	0	160	1	13
EĄ				0							0				0				0	
	Left-Through-Right 0 Left-Right 0		0							0				0				0		
ı	√ Left		194	1	194	-38		0	123	317	2	174	21	338	2	186	0	338	2	186
9			104	0	104	30		Ů	120	317	0			300	0	100		300	0	100
l lo	← Through		203	2	102	0		0	30	233	2	117	1	234	2	117	0	234	2	117
E I	Through-Right Tight		110	0	0	10		0	-8	100	0 1	2	194	206	0	127	0	296	0	137
WESTBOUND	Left-Through-Right		110	0	U	18		U	-8	102	0	2	194	296	0	137	"	290	0	137
>	├ Left-Right 0								0				0				0			
	ODITIC ** ***			th-South:	841		th-South:	0			th-South:	657			th-South:				rth-South:	
					332 1173	Ea	ast-West: SUM:	0		E	ast-West: SUM:	324 981		E	ast-West: SUM:			E	ast-West: SUM:	
					0.823		GOW.	0.000			30W.	0.713			30111.	0.914			JUNI.	0.843
V/C					0.823			0.000				0.713				0.814				0.743
"	LEVEL OF SERVICE (LOS):						A				0.013 B				0.814 D				0.743 C	
	` ' '				Non ESC	Project Volu		Delta Vol	= WCSP Ba	ckaround ±		Fut.	+ WCSP + N	lon FSC ±		w/ FMP /	does not in	clude 3% T(
<u> </u>	REMARKS: Future 2035 No Build					NOII_E3C	FTOJECT VOIL	ands Only	Della VOI	- WOOF Ba	chyround +	INUII_E3C	Ful	* VV COF + N		IFOT IN		uoes not m	Jude 370 II	oo dieuit)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.210 NO -0.009 NO $\Delta v/c$ after mitigation: -0.080 Fully mitigated? N/A







I/S #:	North-South Street: Warner	Drive South			Year of Co	ount: 2016	Ambi	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	anuary 20)20
25	East-West Street: Oxnard	St			Projection `	Year: 2035		Pe	ak Hour:	1 - 2 Sat	Revie	ewed by:			Project:	Prome	nade (10	k Seats)
	No. of Phases			3		3				4				4				4
Орр	posed Ø'ing: N/S-1, E/W-2 or Both-3?	MD 0	00	1	NB 0	1	4/5	0	0.0	0		0	0.0	0		0	00	0
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	2		SB 2 WB 0	NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?		2	0		0			2	2			2	2			2	2
	Override Capacity			0		0				0				0				0
		203	5 NO BUIL	D	NON-ESC PRO	OJECT VOLS	FUTURI	E W/ WCSP	W/ NON-ES	SC PROJ	FUTU	RE W/ WCS	SP W/ FULI	PROJ	FUT W/	WCSP W/	FULL PRO	J W/ EMP
	MOVEMENT	l	No. of	Lane	Project	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
	Left	Volume 62	Lanes 0	Volume 62	Traffic 1	Volume 0	Volume -12	Volume 50	Lanes	Volume 50	Volume 0	Volume 50	Lanes	Volume 50	Volume 0	Volume 50	Lanes	Volume 50
9	↑ Left Left-Through	02	0	02	'	U	-12	50	0	50	"	50	0	50	"	50	0	50
) j	↑ Through	5	0	131	0	0	-5	0	0	34	0	0	0	34	0	0	0	34
l è	Through-Right		0						1				1				1	
NORTHBOUND	Right	64	0	0	2	0	3	67	1	0	0	67	1	0	0	67	1	0
2	← Left-Through-Right		1						0				0				0	
	← Left-Right		0						0				0				0	
	└ Left	78	0	78	157	0	79	157	1	157	21	178	1	178	0	178	1	178
SOUTHBOUND	Left-Through		1	. •					0				0				0	
l og	Through	2	0	80	18	0	16	18	0	172	0	18	0	183	0	18	0	183
岩	→ Through-Right	440	0		000		400	200	1	•		0.47	1			0.47	1	
5		140	1 0	140	326	0	186	326	1 0	0	21	347	1	0	0	347	0	0
SC	Left-Right		0						0				0				0	
	•																	
	Left	265	1	265	149	0	-116	149	2	82	518	667	2	367	-237	430	2	237
Į	→ Left-Through	204	0 2	404	440	•	400	500	0 1	204		500	0	204		F00	0	204
301	→ Through → Through-Right	381	0	191	110	0	182	563	1	291	0	563	1	291	0	563	1	291
EASTBOUND	Right	30	1	0	4	0	-11	19	0	19	0	19	0	19	0	19	0	19
EA			0						0				0				0	
	→ Left-Through-Right 0 → Left-Right 0							0				0				0		
	√ Left	5	1	5	1	0	0	5	1	5	0	5	1	5	0	5	1	5
9	τ Left-Through		0	5	'	U	"	J	0	5	"	J	0	5		J	0	3
₹	← Through	360	2	180	44	0	170	530	2	265	194	724	2	362	0	724	2	362
WESTBOUND	Through-Right		0						0				0				0	
ES.	Right	127	1 0	88	87	0	-40	87	1 0	9	302	389	1	300	65	454	1 0	365
>	Left-Through-Right Left-Right		0						0				0				0	
	,	Nor	th-South:	271	North-So	uth: 0		Nor	th-South:	222		Nor	th-South:	233		No	rth-South:	233
	CRITICAL VOLUMES		ast-West:	445	East-W				ast-West:	347			ast-West:	729			ast-West:	
<u> </u>			SUM:	716	S	UM: 0			SUM:	569			SUM:	962			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):			Α		Α				Α				Α				Α
	REMARKS: Future 2035 No Build				Non_ESC Project	ct Volumes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut	+ WCSP + N	Non_ESC +	ESC	w/ EMP	does not in	clude 3% T	CO credit)
<u> </u>	Version: 1i Reta: 8/4/2011				<u> </u>				•			IFCT IN						

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.188 NO 0.098 Δ*ν/*

 $\triangle v/c$ after mitigation: 0.005 Fully mitigated? N/A







I/S #:	North-South Street:	Owensm	outh Av			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	TC	Date:	Ja	anuary 20	20
26	East-West Street:	Oxnard S	St				tion Year			Pea	ak Hour:	1 - 2 Sat		ewed by:			Project:		nade (10l	
Op	pposed Ø'ing: N/S-1, E/W-2 or E		<i>NB</i> 0	SB	2 0 0	NB	0 SE	2 0 3	NB	0	SB	2 0 0	NB	0	SB	2 0 0	NB	0	SB	2 0 0
Right	t Turns: FREE-1, NRTOR-2 or 0	OLA-3?	EB 0	WB	0	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+A Override C				0			0			'	2				2 0				2
		_	203	5 NO BUIL	D	NON-ES	SC PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	C PROJ	FUTU	RE W/ WCS		PROJ	FUT W/	WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT		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
۵	Left		38	1	38	-9		0	10	48	1	48	21	69	1	69	0	69	1	69
NORTHBOUND	← Left-Through ↑ Through		193	0 1	108	-35		0	-7	186	0 1	107	0	186	0 1	107	0	186	0 1	107
男	Through-Right			1		_					1				1				1	
- R			22	0	22	-5		0	6	28	0	28	0	28	0	28	0	28	0	28
Ž	Left-Right			0							0				0				0	
9	→ Left → Left-Through		82	1 0	82	1		0	13	95	1 0	95	0	95	1	95	0	95	1 0	95
OUTHBOUND	Through		283	1	183	2		0	1	284	1	184	0	284	1	227	0	284	1	227
HB	Through-Right			1							1				1				1	
5			83	0	83	1		0	0	83	0	83	86	169	0	169	0	169	0	169
SC	↓ Left-Right			0							0				0				0	
	1 24	, , , , , , , , , , , , , , , , , , ,																		
0	J Left ↑ Left Through		72	1	72	41		0	21	93	1	93	0	93	1	93	0	93	1	93
EASTBOUND	→ Left-Through→ Through		308	0	154	133		0	-10	298	0 2	149	21	319	0	160	0	319	0	160
90	→ Through-Right		000	0	101	100		·	10	200	0	110		0.10	0	100	Ĭ	0.10	0	100
AST	↑ Through-Right ↑ Right ↑ Left-Through-Right		32	1	13	25		0	22	54	1	30	1	55	1	21	0	55	1	21
Ŋ	☐ ☐ Left-Through-Right ☐ Left-Right			0 0							0				0				0	
	_ •																			
	√ Left ✓		84	1	84	3		0	12	96	1	96	0	96	1	96	0	96	1	96
WESTBOUND			288	0	144	9		0	45	333	0 2	167	389	722	0	361	64	786	0	393
BO	← Through-Right		200	0	177			- 0		000	0	107	003	122	0	001	04	700	0	000
EST	Right		15	1	0	0		0	2	17	1	0	0	17	1	0	86	103	1	56
>	├ Left-Right 0								0				0				0			
	North-South: 22				221	_	th-South:	0		Nor	th-South:	232		Nor	th-South:	296		Nor	th-South:	296
	CRITICAL VO	LUMES	E	ast-West:	238	E	ast-West:	0		E	ast-West:	260		E	ast-West:			E	ast-West:	486
	VOLUME/CAPACITY (V/C)	RATIO:		SUM:	459		SUM:	0 000			SUM:	492			SUM:		 		SUM:	782
V/	C LESS ATSAC/ATCS ADJUST	0.306 0.306			0.000				0.328				0.500				0.521			
"	0.00							0.000 A				0.228 A				0.400 A				0.421 A
						Non ESC	Project Vol		Delta Vol	= WCSP Ba	ckaround ±		Fut.	+ WCSP + N	Non ESC ±		w/ EMP /	does not inc	rlude 3% Tr	
	REMARKS: Future 2035 No Build					NOII_ESC	rioject voi	unies Only	Della VOI	- WOOF DA	chyround +	INUII_E3C	FUL	+ WOOF + I		IFCT IN		uoes not m	Jude 370 IV	JO CIECUIL)

Version: 1i Beta; 8/4/2011

Change in *v/c* due to project: -0.078

Significant impacted?

-0.078 NO $\begin{array}{c|c} \textbf{PROJECT IMPACT} \\ \hline \textbf{0.094} & \Delta \\ \textbf{NO} \end{array}$

 $\Delta v/c$ after mitigation: 0.115 Fully mitigated? N/A







I/S #:	North-South Street: Canoga	Av			Year of	Count:	2016	Ambie	nt Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Já	anuary 20	20
27	East-West Street: Oxnard S	St			Projectio	n Year:	2035		Pea	ak Hour:	1 - 2 Sat	Revie	wed by:			Project:	Prome	nade (10l	k Seats)
	No. of Phases			2			2				3				3				3
Opp	posed Ø'ing: N/S-1, E/W-2 or Both-3?	AVD 0	0.0	0	NB	0 00	0	MD	0	0.0	0		0	0.0	0	WD	0	0.0	0
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SB- 0 WB		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0				2				2				2
	Override Capacity			0			0				0				0				0
		203	5 NO BUILI		NON-ESC	PROJECT			W/ WCSP				RE W/ WCS				WCSP W/ I		
	MOVEMENT	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
	`\ Left	56	1	56	2		Volume 0	9	65	2	36	324	389	2	214	65	454	2	250
Ð	Left-Through	00	0	00	-		Ů	v	00	0	00	021	000	0	2		101	0	200
o o	Through	1026	2	371	28		0	-85	941	3	314	0	941	3	314	0	941	3	314
뿌	Through-Right		1							0				0		_		0	
NORTHBOUND	Right	87	0	87	4		0	9	96	1 0	65	0	96	1	65	0	96	1 0	65
ž	→ Left-Through-Right → Left-Right		0							0				0				0	
	2011 Might																		
۵	→ Left	108	1	108	-2		0	6	114	1	114	0	114	1	114	0	114	1	114
Ş		171	0 2	96	-4		0	3	171	0 3	E0	0	171	0 3	F0	0	171	0 3	E0
SOUTHBOUND		171	1	86	-4		U	3	174	0	58	U	174	0	58	U	174	0	58
上台	بُ Right	105	0	93	-2		0	-3	102	1	91	0	102	1	91	0	102	1	91
SOL	Left-Through-Right		0							0				0				0	
	↓ Left-Right		0							0				0				0	
I	ح. Left	24	1	24	4		0	-2	22	1	22	0	22	1	22	0	22	1	22
9	→ Left-Through		0							0				0				0	
l o	→ Through	1040	2	520	218		0	103	1143	2	572	3	1146	2	573	0	1146	2	573
E T	→ Through-Right → Right	188	1	160	38		0	12	200	1	182	17	217	1	110	0	217	0 1	92
EASTBOUND	Left-Through-Right	100	0	100	00		Ū	12	200	0	102		217	0	110		217	0	5 <u>2</u>
	Left-Through-Right ✓ Left-Right		0							0				0				0	
ı	√ Left	53	1	53	5		0	9	62	1	62	0	62	1	62	0	62	1	62
9	γ Left ✓ Left-Through	აა	0	33	5		U	9	02	0	02		02	0	02	0	02	0	02
WESTBOUND	← Through	198	1	143	18		0	49	247	2	124	65	312	2	156	86	398	2	199
ΤB	Through-Right	07	1	07						0	00			0	00		00	0	00
ÆS	Right Left-Through-Right	87	0	87	6		0	-1	86	1	29	0	86	1	29	0	86	1 0	29
>									0				0				0		
			th-South:	479		South:	0			th-South:	428			th-South:				th-South:	428
	CRITICAL VOLUMES East-West: 573 SUM: 1052		573	East	t-West:	0 0		E	ast-West:	634		E	ast-West:			E	ast-West:	635	
	VOLUME/CAPACITY (V/C) RATIO: 0.70					SUM:				SUM:	1062			SUM:				SUM:	1063
VIC							0.000				0.745				0.746				0.746
V/C	0.10						0.000				0.645 B				0.646 B				0.646 B
	LEVEL OF SERVICE (LOS): C			_	Non ECC D	alaat \/s!::	A Only	Delta V-1	- WCCD D-	aleman med :		F: .4	. WCCD : A	lan FCC :			h Frant M-		
	REMARKS: Future 2035 No Build Version: 1i Beta: 8/4/2011					oject Volu	mes Only	Delta Vol	= WCSP Ba	скground +	Non_ESC	Fut -	+ WCSP + N		IFCT IN		h Event Ma	nagement F	rian

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.056 NO -0.055 $\Delta v/c$ after mitigation: -0.055 NO Fully mitigated? N/A







I/S #:	North-South Street: De Soto	Av			Year of	Count:	2016	Ambie	nt Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	anuary 20	20
28	East-West Street: Oxnard S	St			Projection	n Year:	2035		Pea	ak Hour:	1 - 2 Sat	Revie	wed by:			Project:	Prome	nade (10l	k Seats)
,	No. of Phases			2			2				2				2				2
Орр	posed Ø'ing: N/S-1, E/W-2 or Both-3?	MD 0	00	0	NB	0 00	0	4/0	0	0.0	0		0	0.0	0	WD	0	0.0	0
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0		0 SB 0 WB	0	NB EB	0 0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?			0		""	0	2.5		2	2	2.5		2	2			5	2
	Override Capacity			0			0				0				0				0
		203	5 NO BUIL		NON-ESC P	PROJECT	VOLS		W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Ι,	Lane /olume	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
	Left	volume 92	1	92	-1	V	volume 0	-6	86	1	86	21	107	1	107	87	194	1	194
9	← Left-Through	32	0	32	-1		Ū	-0	00	0	00	21	107	0	107	07	134	0	134
NORTHBOUND	↑ Through	959	2	337	-8		0	49	1008	3	336	0	1008	3	336	281	1289	3	430
£	↑ Through-Right		1							0				0				0	
RT	Right	52	0	52	-1		0	9	61	1	29	0	61	1	29	0	61	1	29
2	← Left-Through-Right		0							0				0				0	
	← Left-Right	<u> </u>	0							0				0				U	
	. Left	34	1	34	-1		0	2	36	1	36	0	36	1	36	0	36	1	36
SOUTHBOUND	→ Left-Through		0							0				0				0	
301	Through	908	2	320	-9		0	75	983	4	246	0	983	4	246	0	983	4	246
革	← Through-Right → Right	53	0	53	0		0	5	58	0 1	32	0	58	1	32	0	58	0	32
Ö	← Left-Through-Right	33	0	33	U		U	3	30	0	32	U	30	0	32	U	30	Ö	32
Š	↓ Left-Right		0							0				0				0	
	1																		
۵	 J Left → Left-Through 	59	1 0	59	5		0	-7	52	1 0	52	0	52	1 0	52	0	52	1 0	52
3	→ Through	109	1	109	10		0	-13	96	1	96	0	96	1	96	0	96	1	96
ВО	→ Through-Right	100	0	100	10		ŭ	10	00	0	00		00	0		Ŭ	00	0	•
EASTBOUND	Right	128	1	82	14		0	12	140	1	97	1	141	1	88	0	141	1	44
É	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	√ Left	43	1	43	3		0	21	64	1	64	0	64	1	64	0	64	1	64
Ş		Î	0							0				0				0	
WESTBOUND	← Through ← Through-Right	121	1	72	5		0	-8	113	1	68	0	113	1	68	0	113	1	68
ETE	← Through-Right ← Right	22	0	22	1		0	1	23	1 0	23	0	23	0	23	0	23	0	23
VE	Left-Through-Right	22	0	22			U		20	0	20	U	20	0	20	U	20	0	20
	Ç Left-Right 0								0				0				0		
				412	North-S		0			th-South:	372			th-South:				th-South:	466
	CRITICAL VOLUMES East-West: 152 SUM: 564		152 564		-West: SUM:	0 0		Ea	ast-West: SUM:	161 533		E	ast-West: SUM:			E	ast-West: SUM:	160 626	
	VOLUME/CAPACITY (V/C) RATIO: 0.37				GUIVI.				SUM:				SUIVI:				SUIVI:		
VIC	0.07						0.000				0.355				0.355				0.417
V/C	0.070					0.000				0.255				0.255				0.317	
	LEVEL OF SERVICE (LOS): A			N 500 5		Α	5 " 1/ :	W00D =		Α			. 500	A				A	
	REMARKS: Future 2035 No Build					ject Volum	es Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	+ WCSP + N		IFCT IM		h Event Ma	nagement F	rlan

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.121 NO $\Delta v/c$ after mitigation: -0.059 Fully mitigated? N/A







I/S #:	North-South Street:	Canoga	Av			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	ТС	Date:	Ja	nuary 20	20
29	East-West Street:	Califa St					ction Year			Pea	ak Hour:	1 - 2 Sat		ewed by:			Project:		nade (10k	
Орј	posed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	2 0 0	NB	0 SE	2 0 3	NB	0	SB	2 0 0	NB	0	SB	2 0 0	NB	0	SB	2 0 0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	EB 2	WB	0	EB	2 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+A Override (0			0				2 0				2				2 0
			203	5 NO BUIL			SC PROJEC	T VOLS		W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT		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
۵	Left		86	1	86	1		0	14	100	1	100	0	100	1	100	0	100	1	100
NORTHBOUND	← Left-Through ↑ Through		1355	0	456	16		0	-19	1336	0 2	451	324	1660	0 2	559	65	1725	0 2	581
Ĕ	Through-Right			1							1				1				1	
R	Right		13	0	13	0		0	5	18	0	18	0	18	0	18	0	18	0	18
2	← Left-Through-Right ← Left-Right			0 0							0				0				0	
	Y Leit-Right			U							U				U				U	
	→ Left		18	1	18	1		0	6	24	1	24	0	24	1	24	0	24	1	24
3			1034	0 2	355	29		0	-15	1019	0 2	352	17	1036	0	357	0	1036	0 2	357
<u>B</u>	→ Through → Through-Right		1034	1	333	29		U	-15	1019	1	332	17	1036	1	357	U	1036	1	337
OUTHBOUND	بَ Right		32	0	32	1		0	4	36	0	36	0	36	0	36	0	36	0	36
SOI	Left-Through-Right			0							0				0				0	
	↓ Left-Right			0							U				U				U	
. 1	ے Left		70	1	70	9		0	-17	53	1	53	0	53	1	53	0	53	1	53
EASTBOUND	→ Left-Through		40	0	40	_			_	0.5	0	0.5	_	0.5	0	0.5	•	0.5	0	0.5
30	→ Through ¬→ Through-Right		18	0	18	5		0	7	25	1 0	25	0	25	0	25	0	25	1 0	25
STE	Through-Right Right 60		1	60	8		0	-11	49	1	0	0	49	1	0	0	49	1	0	
E	Left-Through-Right 0								0				0				0			
	-			0							0				0				0	
_ 1	√ Left		13	1	13	0		0	0	13	1	13	0	13	1	13	0	13	1	13
WESTBOUND				0		_			_		0		_		0		_		0	
30	← Through ← Through-Right		21	1	21	0		0	8	29	1 0	29	0	29	1	29	0	29	1 0	29
ST	Right		23	Ö	14	0		0	-1	22	1	10	0	22	1	10	0	22	1	10
WE	Left-Through-Right			0							0				0				0	
	North-South: 47			474	No	rth-South:	0		Nor	th-South:	475		Nor	th-South:	583		Nor	th-South:	605	
	CRITICAL VO	OLUMES		ast-West:	91		ast-West:	0			ast-West:	82			ast-West:				ast-West:	82
					565		SUM:	0			SUM:	557			SUM:				SUM:	687
					0.377			0.000				0.371				0.443				0.458
V/C					0.377			0.000				0.271				0.343				0.358
	LEVEL OF SERVICE (LOS):						Α				Α				Α				Α	
	REMARKS: Future 2035 No Build				Build	Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut	+ WCSP + 1	Non_ESC +	ESC	wit	h Event Mai	nagement F	Plan

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.106 NO -0.034 Δv

 $\Delta v/c$ after mitigation: -0.019 Fully mitigated? N/A







I/S #:	North-South Street: De	Soto Av			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
30	East-West Street: Cal	ifa St			Projec	tion Year	2035		Pea	ak Hour:	1 - 2 Sat	Revie	wed by:			Project:	Promei	nade (10k	(Seats)
	No. of Pha			3			3				2				2				2
	posed Ø'ing: N/S-1, E/W-2 or Both	ND	SB	2	NB	0 SE	2 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA	-3? EB		0	EB	2 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATCS			0			0				2				2				2
	Override Capa			0			0				0				0				0
	MOVEMENT	-	No. of	Lane		SC PROJEC		Delta	W/ WCSP	W/ NON-ES	Lane	Added	RE W/ WCS	No. of	Lane	Added	WCSP W/ F	No. of	
	MIOVEMILITY	Volume		Volume	Project Traffic		Lane Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Lane Volume
	↑ Left	20		20	0		0	2	22	1	22	0	22	1	22	0	22	1	22
NORTHBOUND	Left-Through		0							0				0				0	
100	Through	1070		357	-3		0	26	1096	3	365	21	1117	3	372	368	1485	3	495
里里	Through-Right		0							0				0				0	
I N	Right	(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		U							U				U				U	
	. Left) 0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	→ Left-Through		0							0				0				0	
ğ	Through	115	2 2	386	14		0	-39	1113	3	371	1	1114	3	371	0	1114	3	371
≝	Through-Right		1	_	_		0	40	45	0	45	•	45	0	45		45	0 1	45
5		,	5 0 0	5	0		0	10	15	1 0	15	0	15	0	15	0	15	0	15
SC	↓ Left-Right		0							0				0				0	
	Left			0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
N N	→ Left-Through		0						•	0			•	0			•	0	
EASTBOUND	→ Through → Through-Right		0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0 0	0
) STE	Right	3		37	3		0	15	52	2	18	0	52	2	18	0	52	2	18
EAS	Left-Through-Right		0	•			ŭ		02	0		Ů	02	0			0_	0	
	-{ Left-Right		0							0				0				0	
							•		•										
₽	✓ Left ✓ 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
WESTBOUND	Through-Right		0				_	Ĭ	ŭ	0	Ĭ		ŭ	0	- J		•	0	ŭ
EST	Right	(0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
× ×	Left-Through-Right		0							0				0				0	
			0 Iorth-South	: 406	No.	th-South:	0		No=	th-South:	393		No.	th-South:	393		No.	0 th-South:	495
	CRITICAL VOLUM		וסרנח-South East-West			ast-West:	0			เก-รอนเก: ast-West:	18			ın-soutn: ast-West:	18			เก-รอนเก: ast-West:	495 18
	J	-	SUM		[~	SUM:	0		-	SUM:	411			SUM:				SUM:	513
	VOLUME/CAPACITY (V/C) RAT	ПО:		0.311			0.000				0.274				0.274				0.342
V/0	C LESS ATSAC/ATCS ADJUSTME	NT:		0.311			0.000				0.174				0.174				0.242
	LEVEL OF SERVICE (LC	Α			A				A				A				Α		
	REMAR	Build	Non ESC	Project Vol		Delta Vol	= WCSP Ba	ckaround +		Fut -	+ WCSP + N	lon ESC +		wit	h Event Mar	nagement P			
<u> </u>		10.	2000 140		11011_200			20114 701	.,, oc. ba	onground ,		ı ut					vont ivial	.agomont i	1
Version: 1i Beta; 8/4/2011 PROJECT IMPACT																			

Change in v/c due to project:

Significant impacted?

-0.137 NO

-0.137 NO

 $\Delta v/c$ after mitigation: -0.069 Fully mitigated? N/A







I/S #:	North-South Street: Shoup	Av			Year o	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
31	East-West Street: Burba	nk Bl			Project	ion Year	2035		Pea	ak Hour:	1 - 2 Sat	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. of Phases			2			2				4				4				4
	posed Ø'ing: N/S-1, E/W-2 or Both-3	NB 0	SB	0	NB	0 SE	0 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	WB	0	EB	0 WE		EB	0	WB	0	EB	0	WB	0	EB	0	<i>WB</i>	0
	ATSAC-1 or ATSAC+ATCS-2			0			0				2				2				2
	Override Capacity			0			0				0				0				0
	MOVEMENT	203	No. of	Lane	Project	C PROJEC		Delta	W/ WCSP	W/ NON-ES	Lane	Added	RE W/ WCS	No. of	Lane	Added	WCSP W/ F	No. of	
	MO V LIVILIA I	Volume	Lanes	Volume	Traffic		Lane Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Lane Volume
	Left	54	1	54	1		0	11	65	1	65	0	65	1	65	0	65	1	65
NORTHBOUND	← Left-Through		0							0				0				0	
l ğ	↑ Through	655	1	352	2		0	40	695	1	378	0	695	1	378	0	695	1	378
ᄩ	Through-Right	40	1	40	0		0	44	00	1	00	0	00	1	00	0	60	1	00
S.		49	0 0	49	U		0	11	60	0	60	0	60	0	60	U	60	0	60
Ž	Left-Right		0							0				0				0	
Ω	→ Left	59	1	59	4		0	-1	58	1	58	0	58	1	58	0	58	1	58
3		583	0	314	44		0	69	652	0 1	348	0	652	0	348	0	652	0 1	348
<u>B</u>	→ Through → Through-Right	363	1	314	44		U	09	032	1	340		032	1	340	0	032	1	340
🗧	ر Right	44	0	44	3		0	-1	43	0	43	0	43	0	43	0	43	0	43
SOUTHBOUND	Left-Through-Right		0							0				0				0	
•		_	0							0				0				0	
	ے Left	86	1	86	1		0	9	95	1	95	0	95	1	95	129	224	1	224
₽			0							0				0				0	
9	→ Through	166	1	166	0		0	15	181	1	181	21	202	1	202	0	202	1	202
E I	→ Through-Right	40	0	13	0		0	10	50	0 1	18	0	50	0	18	0	50	0	18
EASTBOUND			0	13	U		U	10	30	0	10		30	0	10	U	30	0	10
	Left-Through-Right Left-Right 0								0				0				0		
ı	√ Left	200	1	20			_	4	22	1	20	0	22	4	20		22	4	20
ş	√ Leπ ∵ Left-Through	32	0	32	3		0	1	33	0	33	"	33	0	33	0	33	1 0	33
WESTBOUND	← Through	95	0	146	8		0	-5	90	0	140	1	91	0	141	0	91	0	141
Ĕ	Through-Right		1							1				1				1	
ĘŞ.	Right Left-Through-Right	51	0	0	5		0	-1	50	0	0	0	50	0	0	0	50	0	0
>	├ Left-Right 0								0				0				0		
	<u> </u>		rth-South:	411		h-South:	0			th-South:	436			th-South:				th-South:	436
	CRITICAL VOLUMES	E	ast-West:	232	Ea	st-West:	0		E	ast-West:	235		E	ast-West:			E	ast-West:	365
				643		SUM:	0			SUM:	671			SUM:				SUM:	801
1//0	0.12			0.429			0.000				0.488				0.489				0.583
V/C	0.12			0.429			0.000				0.388				0.389				0.483
	LEVEL OF SERVICE (LOS):				=====		A	=			A			. ===	Α				Α
L	REMARKS: Future 2035 No Build				Non_ESC F	Project Volu	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N		ESC IM		h Event Mai	nagement P	Plan

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.041 NO -0.040 $\Delta v/c$ a

∆v/c after mitigation: 0.054
Fully mitigated? N/A







I/S #:	North-South Street: US 101 V	VB Onramp			Year o	of Count:	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Já	anuary 20	20
32	East-West Street: Burbank	BI			Projecti	on Year:	2035		Pea	ak Hour:	1 - 2 Sat	Revie	ewed by:			Project:	Prome	nade (10k	(Seats)
000	No. of Phases posed Ø'ing: N/S-1, E/W-2 or Both-3?			3			3				3 0				3				3
	• .	NB 0	SB	0	NB	0 SB		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	WB	0	EB	0 WE	3 0	EB	2	WB	0	EB	2	WB	0	EB	2	WB	0
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity			0			0				2				2				2
	Override Capacity	203	5 NO BUIL		NON-ESC	PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES		FUTU	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/ I	ULL PROJ	•
	MOVEMENT		No. of	Lane	Project		Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
		Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
₽	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND	← Left-Through ↑ Through	0	0 0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
單	† Through-Right	, and the second	0	· ·			·		· ·	0	· ·		· ·	0			ŭ	0	ŭ
RT	→ Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
윋	← Left-Through-Right	Î	0							0				0				0	
I I	→ Left-Right		0							0				0				0	
	. Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	→ Left-Through		0							0				0				0	
301	Through	0	0 0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
王	← Through-Right → Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
l o	Left-Through-Right	, and the second	1	Ŭ			Ů		ŭ	1	Ů		Ŭ	1	Ŭ		Ü	1	ŭ
S	→ Left-Right		0							0				0				0	
	ے Left	0	1	0	0		0	0	0	1	0	0	0	1	0	0	0	1	0
₽	→ Left-Through	U	0	U	U		U	0	U	0	U		U	0	U	U	U	0	U
) in	→ Through	322	1	173	10		0	20	342	1	186	21	363	1	197	0	363	1	197
TB(→ Through-Right	00	1	00			0	7	00	1	00		00	1	00		00	1	00
EASTBOUND	Right Left-Through-Right	23	0 0	23	1		0	/	30	0	30	0	30	0	30	0	30	0	30
"	∠ Left-Right		0							0				0				0	
_	·						_												
۾	✓ Left ✓ Left-Through	687	2 0	378	14		0	2	689	2	379	11	700	2	385	0	700	2	385
WESTBOUND	← Through	271	0	271	6		0	47	318	1	159	1	319	1	160	0	319	1	160
I BO	Through-Right		1							1				1				1	
ES.	Right	0	0 0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
>	Left-Through-Right Left-Right		0							0				0				0	
	North-South:		0		-South:	0			th-South:	0			th-South:				th-South:	0	
			551	Eas	st-West:	0		E	ast-West:	565		E	ast-West:			E	ast-West:	582	
	SUM: 55 VOLUME/CAPACITY (V/C) RATIO: 0.38				SUM:	0 000			SUM:	565			SUM:				SUM:	582	
W	0.00					0.000				0.396				0.408				0.408	
V/C				0.387			0.000				0.296				0.308				0.308
	LEVEL OF SERVICE (LOS): A			New FOOD	Inclose \/-1:	A Only	Delte V-1	- WCCD D-	alemna i mel i	A Non ESC	F: A	. WCCD : A	lan FCC :	A		in Frant A4-		A	
<u> </u>	REMARKS: Future 2035 No Build Version: 1i Beta: 8/4/2011				Non_ESC P	roject Volu	umes Only	Delta Vol	= WCSP Ba	скground +	NON_ESC	Fut	+ WCSP + N		IFCT IM		th Event Ma	nagement F	rian

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.091 NO $\Delta v/c$ after mitigation: -0.079 Fully mitigated? N/A

05 FP SAT 1-2 PM.xlsm







I/S #:	North-South Street:	Topanga	Canyon Bl			Year o	of Count:	2016	Ambie	nt Growt	h: (%): **		Condu	cted by:	G'	тс	Date:	Ja	nuary 20	20
33	East-West Street:	Burbank	BI			Projecti	ion Year:	2035		Pea	ak Hour:	1 - 2 Sat	Revie	wed by:			Project:	Promei	nade (10k	Seats)
0		Phases			3			3				3				3				3
	oosed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	0	NB	0 SB	0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	EB 0	WB	0	EB	0 WE		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+				0			0				2				2				2
	Override (Capacity	202	5 NO BUIL	0	NON FEG	PROJEC	0	FUTURE	W/ WCSP	W/NON F	0	FUTU	RE W/ WCS	D W// EUL I	0	FUT W/	WCSP W/ F	III I DDO I	0 W/FMD
	MOVEMENT		203	No. of	Lane	Project	PROJEC	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left		268	1	268	6		0	89	357	2	196	0	357	2	196	0	357	2	196
NORTHBOUND	← Left-Through			0							0				0				0	
l g	↑ Through		1938	3	646	29		0	-102	1836	3	513	949	2785	3	750	-690	2095	3	578
l ¤ l	Through-Right		100	0 1	106	3		0	27	216	1	216	0	216	1 0	216	0	216	1 0	216
-S			189	0	100	3		U	21	210	0	210	U	216	0	210	U	210	0	210
Ž	Left-Right			0							0				0				0	
_																				
₽	Left		55	1	55	1		0	-11	44	1	44	0	44	1	44	0	44	1	44
5			1135	0 3	378	26		0	-8	1127	0 3	376	39	1166	0 3	389	0	1166	0 3	389
層	→ Through-Right		1100	0	370	20		ŭ	٥	1121	0	3/0	33	1100	0	303		1100	0	303
🗧	بَ Right		400	1	355	9		0	-10	390	1	347	13	403	1	350	0	403	1	350
SOUTHBOUND	Left-Through-Right			0							0				0				0	
	↓ Left-Right			0							0				0				0	
1	ے Left		91	1	91	2		0	-5	86	1	86	21	107	1	107	0	107	1	107
9	→ Left-Through			0							0				0				0	
9	→ Through		131	1	131	4		0	-6	125	1	125	0	125	1	125	0	125	1	125
TB	→ Through-Right → Right		156	1 0	22	6		0	26	182	1 0	84	0	182	1 0	84	0	182	1 0	84
EASTBOUND	Left-Through-Right		130	0	22	O		U	20	102	0	04	U	102	0	04	0	102	0	04
	- deft-Right			0							0				0				0	
	, , , , , , , , , , , , , , , , , , ,		400		400				0.5	404		405		404		405		404		405
₽			166	1 0	166	1		0	25	191	2 0	105	0	191	2 0	105	0	191	2	105
WESTBOUND	← Through		291	1	174	2		0	-10	281	2	108	0	281	2	108	0	281	2	108
l B	Through-Right			1							1				1				1	
ES.	Right		57	0	57	1		0	-15	42	0	42	0	42	0	42	0	42	0	42
>	Left-Through-Right Left-Right			0							0				0				0	
 	North-South:		701	North	n-South:	0		Nor	th-South:	572		Non	th-South:	794		Nor	th-South:	622		
	CRITICAL VOLUMES East-West: SUM:				297	Eas	st-West:	0		E	ast-West:	230		Ea	ast-West:	230		E	ast-West:	230
-		. = . = -		SUM:	998		SUM:	0			SUM:	802			SUM:	1024			SUM:	852
	VOLUME/CAPACITY (V/C)	0.700			0.000				0.563				0.719				0.598			
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):							0.000				0.463				0.619				0.498
	` '							Α				Α				В				Α
	-						Project Volu	imes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	+ WCSP + N			· ·	does not inc	lude 3% TC	CO credit)
,	Version: 1i Beta; 8/4/2011											PROJ	ECT IM	PACT						

Change in v/c due to project: Significant impacted? -0.237 NO

-0.081 NO

 $\Delta v/c$ after mitigation: -0.202 Fully mitigated? N/A







I/S #:	North-South Street:	Owensm	outh Av			Year	of Count	2016	Ambie	nt Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Já	nuary 20	20
34	East-West Street:	Burbank	BI			Project	tion Year	2035		Pea	ak Hour:	1 - 2 Sat	Revie	wed by:			Project:	Prome	nade (10l	k Seats)
Орр	No. of I posed Ø'ing: N/S-1, E/W-2 or E	Phases Both-3?			2 0			2 0				2			ı	2 0				2
Right	Turns: FREE-1, NRTOR-2 or 0	OLA-3?	NB 0 EB 0	SB WB	2	NB EB	0 SE 0 WI		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+A	TCS-2?	ED 0	WD	0	ED	O VVI	0	EB	U	WD	2	ED	U	WD	2	ED	U	WD	2
	Override C	apacity			0			0				0				0				0
			203	5 NO BUILI			C PROJEC	T VOLS		W/ WCSP				RE W/ WCS				WCSP W/		
	MOVEMENT		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
۵	Left		25	1	25	0		0	5	30	1	30	0	30	1	30	0	30	1	30
3	← Left-Through ↑ Through		14	0	50	0		0	-1	13	0	45	0	13	0	45	0	13	0	45
BO	↑ Through-Right		14	1	50	U		U	-1	13	1	45	U	13	1	45	U	13	1	45
l ₹ l	Right		36	0	0	0		0	-4	32	0	0	0	32	0	0	0	32	0	0
NORTHBOUND	Left-Through-Right			0							0				0				0	
	Left-Right			0							0				0				0	
I	↓ Left	1	106	1	106	2		0	-31	75	1	75	0	75	1	75	0	75	1	75
SOUTHBOUND	Left-Through		100	0	100	_		Ü	-01	70	0	70		70	0	70		70	0	70
l og	Through		23	1	23	1		0	0	23	1	23	0	23	1	23	0	23	1	23
毘	Through-Right		470	0 1	470	_		0	4	475	0 1	400		475	0	400		475	0	400
5			176	0	176	5		0	-1	175	0	126	0	175	0	126	0	175	0	126
Š	↓ Left-Right			0							0				0				0	
_																				
			102	1 0	102	-10		0	-4	98	1 0	98	0	98	1 0	98	0	98	1 0	98
N	→ Through		217	2	109	-19		0	-17	200	2	100	0	200	2	100	0	200	2	100
EASTBOUND	→ Through-Right			0	.00			•		200	0			200	0			200	0	
4ST	Right		35	1	23	-4		0	4	39	1	24	0	39	1	24	0	39	1	24
Ę	★ Left-Through-Right → Left-Right			0							0				0				0	
	† reit-iviðlir			J							<u> </u>				<u> </u>				<u> </u>	
	√ Left		19	1	19	0		0	-3	16	1	16	0	16	1	16	0	16	1	16
WESTBOUND			209	0	144	3		0	-16	193	0 1	128	0	102	0	128	0	193	0	128
BOI	↑ Through-Right		209	1	144	3		U	-16	193	1	128	U	193	1	128	U	193	1	128
ST	Right		78	0	78	1		0	-15	63	0	63	0	63	0	63	0	63	0	63
WE	Left-Through-Right			0							0				0				0	
			201	Nort	h-South:	0		Non	0 th-South:	156		Non	0 th-South:	156		No	0 th-South:	156		
	CRITICAL VOLUMES East-West: 246		246		st-West:	0			ast-West:	226			ast-West:				ast-West:	226		
	SUM: 44		447		SUM:	0			SUM:	382			SUM:				SUM:	382		
			0.298			0.000				0.255				0.255				0.255		
V/C	LESS ATSAC/ATCS ADJUST	TMENT:			0.298			0.000				0.155				0.155				0.155
	LEVEL OF SERVICE	(LOS):			Α			Α				Α				Α				Α
	REM	IARKS:	Future	2035 No B	uild	Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	lon_ESC +	ESC	wit	th Event Ma	nagement F	Plan
	REMARKS: Future 2035 No Build Version: 1i Reta: 8/4/2011								•				•		DDO	IFCT IM	DAOT			

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.143 NO -0.143 NO $\Delta v/c$ after mitigation: -0.143 Fully mitigated? N/A







I/S #:	North-South Street: Canoga	Av			Year of C	ount: 2016	Ambi	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	anuary 20	20
35	East-West Street: Burbank	BI			Projection	Year: 2035		Pe	ak Hour:	1 - 2 Sat	Revie	ewed by:			Project:	Prome	nade (10l	k Seats)
	No. of Phases			3		3				3				3				3
Орј	posed Ø'ing: N/S-1, E/W-2 or Both-3?	ND 0	0.0	0	A/D 0	0		0	0.0	0		0	0.0	0		0	00	0
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB 0 EB 0	SB 0 WB 0	NB EB	0	SB WB	3	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?		2	0		0			2	2			5	2			2	2
	Override Capacity			0		0				0				0				0
		203	5 NO BUILI	D	NON-ESC PR	OJECT VOLS	FUTUR	E W/ WCSP	W/ NON-ES	SC PROJ	FUTU	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/ I	ULL PRO	J W/ EMP
	MOVEMENT		No. of	Lane	Project	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
	↑ Left	Volume 36	Lanes	Volume 36	Traffic 0	Volume 0	Volume 14	Volume 50	Lanes 2	Volume 28	Volume 0	Volume 50	Lanes 2	Volume 28	Volume 0	Volume 50	Lanes 2	Volume 28
9	i Leπ	30	0	30	U	U	14	50	0	20		50	0	20	U	50	0	20
Ď	↑ Through	1063	2	392	5	0	108	1171	3	390	324	1495	3	498	65	1560	3	520
P	Through-Right		1						0				0				0	
NORTHBOUND	→ Right	113	0	113	0	0	3	116	2	0	0	116	2	0	0	116	2	0
9	← Left-Through-Right		0						0				0				0	
	₩ Left-Right		0						0				0				0	
	└ Left	67	1	67	3	0	1	68	1	68	0	68	1	68	0	68	1	68
SOUTHBOUND	Left-Through	01	0	Ŭ.	, and the second	ŭ		00	0	00		00	0	00	Ŭ	00	0	00
l o	Through	64	2	30	3	0	4	68	2	33	17	85	2	38	0	85	2	38
男	Through-Right		1				_		1				1		_		1	
5		25	0 0	25	1	0	5	30	0 0	30	0	30	0	30	0	30	0	30
SC	Left-Right		0						0				0				0	
	24 -011 mg.m																	
	ر Left	96	1	96	2	0	3	99	1	99	0	99	1	99	0	99	1	99
	→ Left-Through	004	0		0.5			054	0			054	0			054	0	
EASTBOUND	→ Through → Through-Right	901	2	312	25	0	-47	854	2	298	0	854	2	298	0	854	2 1	298
STE	Right	36	0	36	1	0	5	41	0	41	0	41	0	41	0	41	0	41
EAS	Left-Through-Right		0						0			• •	0				0	
	- d Left-Right		0						0				0				0	
	√ Left	154	1	151	1	_	10	120	1	420	0	120	1	422	0	120	1	422
₽ .	↓ Leπ	151	1 0	151	1	0	-19	132	1 0	132	0	132	0	132	0	132	1 0	132
WESTBOUND	← Through	140	2	70	1	0	-5	135	2	68	0	135	2	68	0	135	2	68
l B	Through-Right		0						0				0				0	
ESI	Right	74	1	41	1	0	7	81	1	13	0	81	1	13	0	81	1	13
⋝	Left-Through-Right Left-Right		0						0				0				0	
	North-South: 45		459	North-Sc	outh: 0		Nor	th-South:	458		Nor	th-South:	566		No	th-South:	588	
	CRITICAL VOLUMES East-West: 46		463	East-W				ast-West:	430			ast-West:				ast-West:	430	
	SUM: 92		922	s	SUM: 0			SUM:	888			SUM:	996			SUM:	1018	
			0.647		0.000				0.623				0.699				0.714	
V/C	C LESS ATSAC/ATCS ADJUSTMENT:			0.647		0.000				0.523				0.599				0.614
	LEVEL OF SERVICE (LOS):			В		A				Α				Α				В
	REMARKS:	Future	2035 No B		Non_ESC Proje	ct Volumes Only	Delta Vol	= WCSP Ba	ckground +		Fut -	+ WCSP + N	Non_ESC +	ESC	wit	h Event Ma	nagement F	Plan
<u> </u>	REMARKS: Future 2035 No Build Version: 1i Reta: 8/4/2011					,	<u> </u>				<u> </u>			IECT IN				

35

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.124 NO -0.048 Δ*ν/*0

 $\Delta v/c$ after mitigation: -0.033 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	De Soto	Av			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	TC	Date:	Já	nuary 20	20
36	East-West Street:	Burbank	BI			Projec	tion Year	2035		Pea	ak Hour:	1 - 2 Sat	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
		Phases			3			3				2				2				2
	oosed Ø'ing: N/S-1, E/W-2 or I		NB 0	SB	2	NB	0 SE	2 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right '	Turns: FREE-1, NRTOR-2 or	OLA-3?	EB 0	WB	0	EB	0 3L		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+A				0			0				2				2				2
	Override C	Capacity			0			0				0				0				0
	MOVEMENT		203	5 NO BUIL			SC PROJEC			W/ WCSP				RE W/ WCS	No. of			WCSP W/ F		
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane Volume	Delta Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	Left		39	1	39	0		0	20	59	1	59	0	59	1	59	0	59	1	59
NORTHBOUND	← Left-Through			0							0				0				0	
l ğ	↑ Through		1103	3	368	-3		0	54	1157	3	386	21	1178	3	393	368	1546	3	515
▍ἔ▮	Through-Right		0	0	0	0		0		0	0	0	0	0	0	0		0	0	0
S.			0	0 0	0	U		0	0	U	0	U	U	U	0	U	0	U	0	0
Ž	Left-Right			0							0				0				0	
Ω	Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
S			976	0 2	353	29		0	-2	974	0 2	353	1	975	0 2	354	0	975	0 2	354
BO	→ Through-Right		970	1	333	29		U	-2	914	1	333	!	913	1	334	U	913	1	334
上	Right		84	0	84	3		0	2	86	0	86	0	86	0	86	0	86	0	86
SOUTHBOUND	Left-Through-Right			0							0				0				0	
	↓ Left-Right			0							0				0				0	
	ر Left		99	2	54	-1		0	-4	95	2	52	0	95	2	52	0	95	2	52
₽	→ Left-Through			0							0				0				0	
00	→ Through		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
TB	→ Through-Right		77	0 2	23	-1		0	9	86	0 2	18	0	86	0	18	0	86	0 2	18
EASTBOUND	Right 77		0	23	-1		U	9	00	0	10	0	00	0	10	U	00	0	10	
	- Left-Right			0							0				0				0	
ı	√ Left			0	0			_		0	0	0		_	0	_	0		0	0
ş	↓ Leπ ✓ Left-Through		0	0	0	0		0	0	U	0	0	0	0	0	0	U	0	0	0
WESTBOUND	← Through		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
I B	Through-Right		_	0		_			_		0				0		_		0	_
ES	Right Left-Through-Right		0	0 0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	├ Left-Right 0								0				0				0			
			392		th-South:	0			th-South:	412			th-South:				th-South:	515		
			54 446	E	ast-West:	0		E	ast-West:	52 464		E	ast-West:			E	ast-West:	52 567		
	VOLUME/CAPACITY (V/C) RATIO: 0.31:				SUM:	0 000			SUM:	464			SUM:				SUM:			
V/C	0.01					0.000				0.309				0.310				0.378		
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.313					0.000				0.209				0.210				0.278		
	LEVEL OF SERVICE (LOS): A				Non FCC	Droin at \/-1	A Only	Dolta Val	- WCCD D-	okaro: d :	A Non ESC	Fort	+ WCSP + N	lon ECC :	A		h Event Ma	nogoniert 5	A	
	REMARKS: Future 2035 No Build				ouiiā	Non_ESC	Project Vol	urries Only	Delta Vol	= WCSP Ba	ckground +	NON_ESC	rut -	+ WCSP + N		IECT IM		h Event Ma	nagement F	riari

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.104 NO -0.103 NO $\Delta v/c$ after mitigation: -0.035 Fully mitigated? N/A







I/S #:	North-South Street: Shoup	٩v			Year of Co	unt: 2016	Ambi	ent Growt	h: (%): **		Condu	cted by:	G	TC	Date:	Ja	nuary 20	20
37	East-West Street: Ventura	BI			Projection Y	ear: 2035		Pe	ak Hour:	1 - 2 Sat	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. of Phases			3		3				4				4				4
	posed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 2	SB	2	NB 2	SB 0	NB	0	SB	1	NB	0	SB	1	NB	0	SB	1
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	WB	2		WB 2	EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			0		0				2				2				2
	Override Capacity		5 NO DIW	0	NOV 500 DD 0	0		- 14// 14/000		0				0	=1.1= 14//			0
	MOVEMENT	203	No. of	Lane	NON-ESC PRO Project		Delta	E W/ WCSP	No. of	Lane	Added	RE W/ WCS	No. of	Lane	Added	WCSP W/ F	No. of	Lane
	mo v zmere	Volume	Lanes	Volume	Traffic	Lane Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left	59	0	59	0	0	1	60	0	60	0	60	0	60	0	60	0	60
NORTHBOUND	- Left-Through		1						1				1				1	
) S	Through	186	0	233	2	0	-17	169	0	236	0	169	0	236	0	169	0	236
	Through-Right Right	162	1 0	233	2	0	21	183	1 0	236	0	183	1 0	236	0	183	1 0	236
S S	← Left-Through-Right	102	0	200	2	O		100	0	200	U	100	0	250		100	0	200
2	Left-Right		0						0				0				0	
									,									
9		366	1	234	24	0	97	463	1	279	0	463	1	279	0	463	1	279
SOUTHBOUND	Through	101	0	234	5	0	-6	95	0	279	0	95	0	279	0	95	0	279
H	Through-Right		0						0				0				0	
5	→ Right	244	1	183	13	0	5	249	1	188	0	249	1	188	0	249	1	188
S	← Left-Through-Right		0						0				0				0	
	201-Night																	
	Left	122	1	122	3	0	0	122	1	122	0	122	1	122	0	122	1	122
	→ Left-Through	4007	0	200	45	0		4005	0 2	200	00	4404	0	440		4404	0 2	440
) S	→ Through → Through-Right → Through-Right → Through-Right → Through-Right → Through → Th	1087	1	390	15	U	8	1095	1	390	86	1181	1	419	0	1181	1	419
EASTBOUND	Right	84	0	84	0	0	-9	75	0	75	0	75	0	75	0	75	0	75
EA	Left-Through-Right		0						0				0				0	
	- ← Left-Right	<u> </u>	0						0				0				0	
I	√ Left	113	1	113	0	0	22	135	1	135	0	135	1	135	0	135	1	135
WESTBOUND			0						0				0				0	
	← Through ♣ Through-Right	1197	3 0	399	-5	0	75	1272	2	459	13	1285	2	462	0	1285	2	462
STE	← Through-Right ↑ Right	437	1	437	-2	0	127	564	1	0	0	564	1	0	0	564	1	0
Š	Left-Through-Right		0		_	· ·			0	, and the second			0	ŭ			0	ŭ
	├ Left-Right 0		407	N 4 5				0	545			0	F45			0	545	
	CRITICAL VOLUMES East-West: 82			467 827	North-Sou East-We				th-South: ast-West:	515 581			th-South: ast-West:				th-South: ast-West:	515 584
	SUM: 129			1294	SU SU				SUM:			E	asi-Wesi. SUM:				SUM:	
				0.908		0.000				0.797				0.799				0.799
V/C				0.908		0.000				0.697				0.699				0.699
	LEVEL OF SERVICE (LOS):					Α				В				В				В
	REMARKS:	Refer to	o Traffix Ana	alysis	Non_ESC Project	Volumes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut ·	+ WCSP + N	Non_ESC +	ESC	wit	h Event Ma	nagement F	Plan
ь	Varaion: 1i Pota: 9/4/2011				•							IECT IM						

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.211 NO -0.209 ∆*v/c* NO

△v/c after mitigation: -0.209
Fully mitigated? N/A







I/S #:	North-South Street: US 1	01 EB Ramps			Year of C	Count: 2016	Ambi	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
38	East-West Street: Vent	ura Bl			Projection	Year: 2035		Pe	ak Hour:	1 - 2 Sat	Revie	wed by:			Project:	Prome	nade (10l	k Seats)
	No. of Phas			3		3				2				2				2
	oosed Ø'ing: N/S-1, E/W-2 or Both	ND 1	SB	0	NB	0 1 <i>SB</i> 0	NB	1	SB	0	NB	1	SB	0	NB	1	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA-	3? KB 0	WB	0		0 WB 0	EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATCS			0		0				2				2				2
	Override Capac			0		0				0				0				0
	MOVEMENT	20	35 NO BUIL			ROJECT VOLS		W/ WCSP				RE W/ WCS	No. of			WCSP W/ I	No. of	
	MOVEMENT	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
I	↑ Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND	← Left-Through		0						0				0				0	
ಠ್ಣ	∱ Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ᄩ	Through-Right	4004	0	0	44	0	450	4050	0	0	207	4700	0	0	250	1404	0	0
S.		1201	0	0	11	0	152	1353	0 0	0	367	1720	0	U	-259	1461	0	U
Ž	← Left-Right		0						0				0				0	
		•																
Ω	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3		0	0 0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0
<u>B</u>	→ Through → Through-Right	U	0	U	U	U	"	U	0	U	U	U	0	U	U	U	0	U
上	راب 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	
" I	↓ Left-Right		0						0				0				0	
	_	1320	1	1320	17	0	99	1419	2	780	0	1419	2	780	0	1419	2	780
₽	→ Left-Through		0						0				0				0	
90	→ Through	837	2	419	11	0	16	853	2	427	86	939	2	470	0	939	2	470
TB.	→ Through-Right → Right	0	0 0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0
EASTBOUND	Right 0 Left-Through-Right		0	U		O .		U	0	U	U	O	0	O		O	0	O
_	- deft-Right		0						0				0				0	
	√ Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
₽	↓ Left Left-Through	U	0	U	U	U	"	U	0	0		U	0	U		U	0	U
WESTBOUND	← Through	919	2	321	5	0	25	944	2	330	13	957	2	335	0	957	2	335
I B	Through-Right		1		_				1		_		1		_		1	
ÆS	Right Left-Through-Right	44	0 0	44	0	0	3	47	0 0	47	0	47	0	47	0	47	0	47
	Left-Right		0						0				0				0	
	North-South: CRITICAL VOLUMES East-West: 16				North-S				th-South:				th-South:				th-South:	0
	CRITICAL VOLUMES East-West: 164 SUM: 164			1641	East-l			E	ast-West:			E	ast-West:			E	ast-West:	1115
				1.152	,	SUM: 0 0.000			SUM:	1110 0.740			SUM:	1115 0.743			SUM:	1115 0.743
V/C	. ,													0.743 0.643				
1,70	1.10					0.000 A				0.640 B				0.643 B				0.643 B
	LEVEL OF SERVICE (LOS): F			•	Non ESC Brois	ect Volumes Only	Delta Val	= WCSP Ba	ckaround ±		Eust :	+ WCSP + N	lon ESC ±		14.00	h Event Ma	nagement F	
	REMARKS: Future 2035 No Build				NOILESC Proje	ect volumes Only	Della VOI	- WOOP Ba	okyrouna +	MOII_ESC	rut ·	* ***C3P + I		IECT IM		ıı Evelil ivla	nayement F	ıdlı

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

-0.512 NO -0.509 NO $\Delta v/c$ after mitigation: -0.509 Fully mitigated? N/A







I/S #:	North-South Street: Topang	a Canyon Bl			Year of	Count:	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
39		WB Off-ram	p		Projectio	n Year:	2035		Pea	ak Hour:	1 - 2 Sat	Revie	wed by:			Project:	Prome	nade (10l	(Seats)
	No. of Phases posed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	3 0 1	NB	0 SB	3 0 1	NB	0	SB	0 0 0	NB	0	SB	0 0 0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	EB 1	WB	0	EB	1 WB		EB	1	ЗВ WВ	1	EB	1	WB	1	EB	1	WB	1
	ATSAC-1 or ATSAC+ATCS-2?			0			0				2 1500				2 1500				2 1500
	Override Capacity	203	5 NO BUIL		NON-ESC	PROJECT	•	FUTURE	W/ WCSP	W/ NON-ES		FUTU	RE W/ WCS	P W/ FULL		FUT W/	WCSP W/ F	ULL PROJ	
	MOVEMENT		No. of	Lane	Project		Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
		Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
₽	Left	0	0 0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0	0
NORTHBOUND	← Left-Through ↑ Through	1775	3	592	2		0	189	1964	3	655	518	2482	3	827	-259	2223	3	741
Ĕ	† Through-Right		0							0				0				0	
R	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
2	← Left-Through-Right ← Left-Right ← L		0 0							0				0				0	
I	Y Leit-Right	<u> </u>	U							U				<u> </u>				U	
	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND		1564	0 3	521	21		0	-104	1460	0 3	487	39	1499	0 3	500	0	1499	0 3	500
<u>8</u>	→ Through ← Through-Right	1304	0	521	21		U	-104	1400	0	407	39	1499	0	500		1499	0	500
占	ر Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
SO	← Left-Through-Right ↓ Left-Right		0 0							0				0				0	
ı.		<u> </u>	U							U				U				U	
	-√ Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	→ Left-Through→ Through	0	0 0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0	0
BOI	→ Through → Through-Right	U	0	U	U		U	0	U	0	U	U	U	0	U	"	U	0	U
\ST	Right	509	0	0	0		0	-2	507	0	0	0	507	0	0	0	507	0	0
Ä	Left-Through-Right		0 0							0				0				0	
ı.	-	<u> </u>	U							U				U				U	
	√ Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND		0	0 0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
BO	↑ Through-Right	U	0	U	U		U	U	U	0	U	U	U	0	U		U	0	U
EST	Right	643	2	354	39		0	41	684	0	0	431	1115	0	0	-431	684	0	0
×	Left-Through-Right Left-Right		0							0				0				0	
-	North-South: 5		592	North-	South:	0		Nor	th-South:	655		Nor	th-South:	827		Nor	th-South:	741	
	CRITICAL VOLUMES East-West: 3		354	East	t-West:	0		E	ast-West:	0		E	ast-West:	0		E	ast-West:	0	
			946		SUM:	0			SUM:	655			SUM:				SUM:	741	
1//0	C LESS ATSAC/ATCS ADJUSTMENT:			0.664			0.000				0.437				0.551				0.494
V/C				0.664			0.000				0.337				0.451				0.394
	LEVEL OF SERVICE (LOS):	Finition	202F N = 5	B	Non ECC D	oloot \/s!::	Mac Only	Dolta Val	- WCCD D-	okarove d ·	A Non ESC	F.,.4	+ WCSP + N	lon ESC :	A	,	h Event Ma	nogon-ent F	A
<u> </u>	REMARKS: Future 2035 No Build			uila	Non_ESC Pro	oject Volu	mes Only	Delta Vol	= WCSP Ba	ckground +	NON_ESC	Fut -	+ WCSP + N		IFCT IN		h Event Ma	nagement F	rian

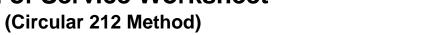
Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.327 NO -0.213 $\Delta v/c$ after NO Fully

 $\triangle v/c$ after mitigation: -0.270 Fully mitigated? N/A







I/S #:	North-South Street: T	Гораnga	Canyon BI			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
40		Clarendo	n St			Projec	tion Year	2035		Pea	ak Hour:	1 - 2 Sat	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
Орр	No. of P posed Ø'ing: N/S-1, E/W-2 or Be				3 2			3 2				4 2				4 2				4 2
Right '	Turns: FREE-1, NRTOR-2 or O	LA-3?	NB 0 EB 2	SB WB	0 2	NB EB	0 SE 2 WI		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+AT	CS-2?		2	0	2.5		0			2	2			2	2			2	2
	Override Ca	apacity			0			0				0				0				0
	MOVEMENT	-	203	No. of	Lane	Project	SC PROJEC		Delta	W/ WCSP	W/ NON-ES	Lane	Added	RE W/ WCS	No. of	Lane	Added	WCSP W/ F	No. of	Lane
	IIIO V EIII EI V I		Volume	Lanes	Volume	Traffic		Lane Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	Left		56	1	56	0		0	7	63	1	63	0	63	1	63	0	63	1	63
NORTHBOUND	Left-Through		4000	0		00		0	400	0400	0		540	0004	0		050	0000	0	244
ВО	↑ Through ↑ Through-Right		1920	2	664	28		0	183	2103	2 1	727	518	2621	1	900	-259	2362	2	814
₹	Right		71	0	71	0		0	8	79	0	79	0	79	0	79	0	79	0	79
Š	← Left-Through-Right			0							0				0				0	
	→ Left-Right			0							0				0				0	
	. Left	I	294	1	294	5		0	26	320	1	320	0	320	1	320	0	320	1	320
SOUTHBOUND	Left-Through			0							0				0				0	
BOI			1193	2	450	25		0	106	1299	2 1	491	16	1315	2	496	0	1315	2	496
ΙĘ	→ Right		158	0	158	3		0	16	174	0	174	0	174	Ó	174	0	174	0	174
301	Left-Through-Right			0							0				0				0	
, I	↓ Left-Right			0							0				0				0	
	Ĵ Left	1	239	1	171	0		0	27	266	2	146	0	266	2	146	0	266	2	146
8	→ Left-Through			0					_		0		_		0		_		0	
EASTBOUND	→ Through → Through-Right → Through-Right → Through-Right → Through-Right → Through-Right → Through-Right → Through → T		48	0	171	0		0	5	53	0 1	114	0	53	0 1	114	0	53	0	114
STE	Right		55	0	0	0		0	6	61	0	0	0	61	Ö	0	0	61	0	0
EA	Left-Through-Right			1							0				0				0	
	- ✓ Left-Right			0							0				0				0	
	√ Left		30	0	30	0		0	3	33	0	33	0	33	0	33	0	33	0	33
WESTBOUND			47	1	47	•			_	00	1	50		20	1	50		00	1 0	50
BOL	← Through ← Through-Right		17	0	47	0		0	3	20	0	53	0	20	0	53	0	20	0	53
ST	Right		166	1	166	0		0	19	185	2	0	0	185	2	0	0	185	2	0
WE	Left-Through-Right Left-Right			0							0				0				0	
	↓ Leit-Right		Nor	th-South:	958	Nor	th-South:	0		Nor	th-South:	1047		Nor	th-South:	1220		Nor	th-South:	1134
	CRITICAL VOL	UMES		ast-West:	337	E	ast-West:	0			ast-West:	199			ast-West:	199			ast-West:	199
			1295		SUM:	0			SUM:	1246			SUM:				SUM:	1333		
			0.909			0.000				0.906				1.032				0.969		
V/C	LESS ATSAC/ATCS ADJUST				0.909			0.000				0.806				0.932				0.869
	LEVEL OF SERVICE (LOS):			Non FOO	Decided V-1	A Only	Delta V-I	- WCCD D -	alemna i mel :	D D	F. A	. WCCD : A	lan FCC :	E		h Frant Mar		D		
	REMARKS: Refer to Traffix Analysis				aiysis	Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	NON_ESC	Fut -	+ WCSP + N		IECT IM	l .	h Event Ma	nagement P	rian

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.103 NO $\Delta v/c$ after mitigation: -0.040 Fully mitigated? YES







I/S #:	North-South Street: To	panga Ca	anyon BI			Year	of Count	2016	Ambie	nt Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
41	East-West Street: Ve	entura BI				Project	tion Year	2035		Pea	ak Hour:	1 - 2 Sat	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. of Ph				4			4				4				4				4
Opp	posed Ø'ing: N/S-1, E/W-2 or Bot	th-3? NB	B 0	SB	0	NB	0 SE	0 3 0	NB	3	SB	0	NB	3	SB	0	NB	3	SB	0
Right	Turns: FREE-1, NRTOR-2 or OL	.A-3? NB		ЗВ WВ	2	EB	0 SE		EB	0	WB	3	EB	0	WB	3	EB	0	WB	3
	ATSAC-1 or ATSAC+ATC				0			0				2				2				2
	Override Cap	acity			0			0				0				0				0
	MOVEMENT		2035	5 NO BUILI			C PROJEC			W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT	v	/olume	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
	↑ Left	V.	131	1	131	-1		volume 0	8	139	1	139	0	139	1	139	0	139	1	139
2	→ Left-Through		101	0	101			ŭ		100	0	100		100	0	100		100	0	100
NORTHBOUND	Through		993	3	331	-9		0	99	1092	3	364	65	1157	3	386	0	1157	3	386
9	→ Through-Right			0							0				0				0	
R	Right		226	1	182	-2		0	2	228	1	138	0	228	1	138	0	228	1	138
2	Left-Through-Right			0							0				0				0	
l l	← Left-Right			U							U				U				U	
	→ Left		257	1	257	9		0	12	269	2	148	0	269	2	148	0	269	2	148
SOUTHBOUND	→ Left-Through			0							0				0				0	
BO I			778	2	294	23		0	6	784	2 1	261	3	787	2	262	0	787	2	262
革	□ Inrough-Right □ Right		104	0	104	4		0	0	104	1	0	13	117	1	0	0	117	1	0
9	← Left-Through-Right		101	0	101	•		ŭ		101	0	Ŭ			0	ŭ			0	ŭ
တ	↓ Left-Right			0							0				0				0	
	_ J Left		F40	2	202	44		0		004	3	044	450	1057	3	270	250	700	2	070
₽	∠ Left-Through		549	0	302	11		0	55	604	0	211	453	1057	0	370	-259	798	3 0	279
EASTBOUND	→ Through		680	2	266	13		0	6	686	2	266	0	686	2	266	0	686	2	266
BG	→ Through-Right			1							1				1				1	
ASI	Right		117	0	117	2		0	-4	113	0	113	0	113	0	113	0	113	0	113
ш	★ Left-Through-Right ★ Left-Right			0							0				0				0	
) Lon ringin																			
	√ Left		161	2	89	2		0	2	163	2	90	0	163	2	90	0	163	2	90
WESTBOUND			707	0 2	054	40		0	_	740	0 2	050	_	740	0	050	_	740	0 2	050
g g	← Through ← Through-Right		707	0	354	10		0	9	716	0	358	0	716	2 0	358	0	716	0	358
STE	Right		357	1	357	5		0	52	409	2	77	0	409	2	77	0	409	2	77
WE	Left-Through-Right			0							0				0				0	
	├ Left-Right 0 North-South: 58		500		. 0:				0	F40			0	F0.4			0	F0.4		
				588 659		h-South:	0 0			th-South: ast-West:	512 569			th-South: ast-West:				th-South: ast-West:	534 637	
	SUM: 12			1247	La	SUM:	0		E	SUM:	1081		L	SUM:			E	SUM:		
				0.907			0.000				0.786				0.918				0.852	
V/C				0.907			0.000				0.686				0.818				0.752	
	LEVEL OF SERVICE (LOS):						A				В				D.010				C.752	
			Future	2035 No B		Non ESC	Project Volu		Delta Vol	= WCSP Ba	ckaround +		Fut +	+ WCSP + N	lon ESC +		wit	h Event Mai	nagement P	
<u> </u>	REMARKS: Future 2035 No Build					.10.1_200			_50.00 .01	.,						IECT IM				

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.221 NO -0.089 NO ∆v/c after mitigation: -0.155
Fully mitigated? N/A







I/S #:	North-South Street:	Canoga	Av			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	TC	Date:	Ja	nuary 20	20
42	East-West Street:	US 101 V	NB Off Ram	р		Project	ion Year	2035		Pea	ak Hour:	1 - 2 Sat	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. of posed Ø'ing: N/S-1, E/W-2 or Turns: FREE-1, NRTOR-2 or		NB 0 EB 0	SB WB	3 2 0 0	NB EB	0 SE		NB EB	0	SB WB	2 0 0 0	NB EB	0	SB WB	2 0 0 0	NB EB	0	SB WB	2 0 0 0
	ATSAC-1 or ATSAC+A	ATCS-2?	<i>LB</i> 0	WB	0	EB	O VVE	0		U	VV D	2	LB	U	VV D	2	<i>LB</i>	U	WB	2
	Override (Capacity			0			0				0				0				0
	MOVEMENT		203	5 NO BUIL No. of	Lane	NON-ESC Project	C PROJEC		FUTURE Delta	W/ WCSP	W/ NON-ES	Lane	Added	RE W/ WCS	No. of	_ PROJ Lane	FUT W/	WCSP W/ F	No. of	
	MOVEMENT		Volume	Lanes	Volume	Traffic		Lane Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Lane Volume
0	Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND	Left-Through		004	0	207	4		0	00	500	0	200	21	600	0	207	0	000	0 3	207
ВО	↑ Through ↑ Through-Right		621	3 0	207	4		0	-22	599	0	200	21	620	3 0	207	U	620	0	207
王	→ Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
Š	Left-Through-Right			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
9	Left-Through		U	0	U	U		U	U	U	0	U	U	U	0	U	U	U	0	U
SOUTHBOUND	Through		1115	4	279	33		0	40	1155	4	289	17	1172	4	293	0	1172	4	293
9	← Through-Right			0							0				0				0	
5			0	0 0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0	0
SC	↓ Left-Right			0							0				0				0	
	•																			
	ب Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	→ Left-Through→ Through		0	0 0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0	0
90	→ Through → Through-Right		U	0	U	U		U	U	U	0	U	U	U	0	U	U	U	0	U
STI	Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
EA	Left-Through-Right			0							0				0				0	
	- ≺ Left-Right		L	0							0				0				0	
I	√ Left		234	1	234	0		0	-12	222	1	222	0	222	1	222	0	222	1	222
9				0							0				0				0	
S	← Through ↑ Through-Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
E I			552	0 2	304	-2		0	-11	541	0 2	298	302	843	0	464	65	908	0 2	499
WESTBOUND	Right Left-Through-Right		332	0	304	-2		U		341	0	230	302	040	0	404	00	300	0	433
_	Ç Left-Right 0								0				0				0			
				279 304		h-South: st-West:	0			th-South: ast-West:	289 298			th-South: ast-West:				th-South: ast-West:	293 499	
				583	Ea	St-west: SUM:	0		E	ast-west: SUM:	298 587		E	ast-west: SUM:				ast-west: SUM:	792	
				0.409			0.000				0.391				0.505				0.528	
V/C	0.10			0.409			0.000				0.291				0.405				0.428	
	0.10			A			Α				Α				A				Α	
	REMARKS: Future 2035 No Build				Non ESC F	Project Volu		Delta Vol	= WCSP Ba	ckground +		Fut -	+ WCSP + 1	Non ESC +	ESC	wit	h Event Ma	nagement F		
<u> </u>	REMARKS: Future 2035 No Build						,	,	1		J					IECT IM			3	-

42

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.118 NO -0.004 NO

∆v/c after mitigation: 0.019
Fully mitigated? N/A







I/S #:	North-South Street:	Canoga	Av			Year	of Count	2016	Ambie	nt Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
43	East-West Street:	US 101 E	EB On Ramp)		Projec	tion Year	2035		Pea	ak Hour:	1 - 2 Sat	Revie	wed by:			Project:	Promei	nade (10k	Seats)
0		of Phases			3			3				2				2				2
	oosed Ø'ing: N/S-1, E/W-2 o		NB 0	SB	0	NB	0 SE	0 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 o	r OLA-3?	EB 0	WB	0	EB	0 WE		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC-				0			0				2				2				2
	Override	Capacity	000	5 NO BUIL	0	NON F	SC PROJEC	0	FUTURE	W/ WCSP	W NON FO	0	FUTUU	RE W/ WCS	D W// FULL	0	F117 14/	WCSP W/ F	ppo.	0
	MOVEMENT		203	No. of	Lane	Project	SC PROJEC	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND	← Left-Through			0							0				0				0	
l g	↑ Through		623	3	208	2		0	-19	604	3	201	21	625	3	208	0	625	3	208
≝	Through-Right		044	0				0	0.4	000	0			000	0			000	0	
-SC	Right		311	1 0	311	1		0	-21	290	1 0	290	0	290	1 0	290	0	290	1 0	290
ž	Left-Through-Right Left-Right			0							0				0				0	
	Lett-ragin										•								•	
	→ Left		663	2	365	17		0	0	663	2	365	16	679	2	373	0	679	2	373
N S	→ Left-Through			0							0				0				0	
8			717	2	359	19		0	27	744	2	372	1	745	2	373	0	745	2	373
푸	→ Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left-Through-Right		Ĭ	0	ŭ			ŭ		ŭ	Ö	Ŭ		Ü	0	ŭ		Ŭ	0	ŭ
S	↓ Left-Right			0							0				0				0	
	- J Left				0			0		0		0		0		0		0	0	0
Ω			0	0 0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0	0
3	→ 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	
IST	Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
Ę	Left-Through-Right			0							0				0				0	
I.	- ≺ Left-Right			0							0				0				0	
	√ Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
8				0							0				0				0	
WESTBOUND	← Through		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
TB.	, imough rught		0	0 0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0	0
/ES	Right Left-Through-Right		U	0	U	U		U	U	U	0	U	U	U	0	U	U	U	0	U
>	⊱ Left-Right			0							Ö				0				Ö	
	North-South: CRITICAL VOLUMES East-West:				676 0		th-South:	0			th-South:	655			th-South:	663			th-South:	663
	SUM:					E	ast-West:	0		E	ast-West:	0		Ea	ast-West:	0		E	ast-West:	0
	VOLUME/CARACITY ///	N DATIO:		SUM:			SUM:	0			SUM:	655			SUM:				SUM:	663
,	VOLUME/CAPACITY (V/C	0.474			0.000				0.437				0.442				0.442			
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):							0.000				0.337				0.342				0.342
	LEVEL OF SERVICE (LOS): REMARKS: Future 2035 No Build							Α				Α				Α				Α
	RE	Build	Non_ESC	Project Volu	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	WCSP + N				h Event Mar	nagement P	lan			
,	Version: 1i Beta; 8/4/2011											PROJ	IECT IM	PACT PACT						

Change in v/c due to project: Significant impacted? -0.137 NO

-0.132 NO

 $\Delta v/c$ after mitigation: -0.132 Fully mitigated? N/A







I/S #:	North-South Street: Cano	ja Av			Year of C	ount: 2016	Ambi	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
44	East-West Street: Ventu	ra Bl			Projection	Year: 2035		Pea	ak Hour:	1 - 2 Sat	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. of Phase			3		3				4				4				4
	posed Ø'ing: N/S-1, E/W-2 or Both-3	ND 0	SB	0	NB 0	SB 3	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA-3	EB 0	WB	3		WB 3	EB	0	WB	3	EB	0	WB	3	EB	0	WB	3
	ATSAC-1 or ATSAC+ATCS-2			0		0				2				2				2
	Override Capaci			0		0				0				0				0
	MOVEMENT	203	No. of	Lane	NON-ESC PR		Delta	Total	W/ NON-ES	Lane	Added	RE W/ WCS	No. of	Lane	Added	WCSP W/ F	No. of	
	MOVEMENT	Volume	Lanes	Volume	Traffic	Lane Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Lane Volume
	Left	129	1	129	0	0	-1	128	1	128	0	128	1	128	0	128	1	128
NORTHBOUND	← Left-Through		0						0				0				0	
g	↑ Through	241	1	148	0	0	-15	226	1	139	21	247	1	149	0	247	1	149
ᆘᄬᅵ	Through-Right	54	1	54	0	0		- 4	1	54	0	54	1	54	0	51	1	54
S.		54	0 0	54	U	0	-3	51	0 0	51	U	51	0	51	U	51	0	51
Ž	Left-Right		0						0				0				0	
•																		
_	→ Left	199	1	199	5	0	1	200	1	200	0	200	1	200	0	200	1	200
5		226	0 1	226	7	0	8	234	0 1	234	1	235	0	235	0	235	0 1	235
<u>B</u>	→ Through ← Through-Right	220	0	220	,	· ·	0	234	0	234	'	233	0	233	U	233	0	233
上专工	بُ Right	269	1	55	8	0	8	277	1	66	0	277	1	66	0	277	1	66
SOUTHBOUND	Left-Through-Right		0						0				0				0	
, I	↓ Left-Right		0						0				0				0	
ı	ے Left	389	2	214	0	0	-5	384	2	211	0	384	2	211	0	384	2	211
₽	→ Left-Through		0						0				0		_		0	
EASTBOUND	→ Through	949	2	475	1	0	14	963	2	482	0	963	2	482	0	963	2	482
E.	→ Through-Right → Right	110	0	46	1	0	5	115	0 1	51	0	115	0	51	0	115	0	51
l AS	Left-Through-Right	110	0	40	1	U	5	115	0	51		115	0	51	U	115	0	51
"	∠ Left-Right		0						0				0				0	
ءِ ا		69	1 0	69	1	0	1	70	1 0	70	0	70	1 0	70	0	70	1 0	70
WESTBOUND	← Through	972	3	324	2	0	5	977	3	326	0	977	3	326	0	977	3	326
<u> </u>	Through-Right		0		_				0				0				0	
ES	Right	235	1	36	1	0	-11	224	1	24	0	224	1	24	0	224	1	24
₹	Left-Through-Right Left-Right		0						0				0				0	
	↓ Lon-ragin	No	rth-South:	355	North-So	uth: 0		Nor	th-South:	362		Nor	th-South:	363		Nor	th-South:	363
	CRITICAL VOLUME		ast-West:	544	East-W	/est: 0			ast-West:	552			ast-West:	552			ast-West:	552
			SUM:	899	s	<i>UM</i> : 0			SUM:	914			SUM:				SUM:	915
	VOLUME/CAPACITY (V/C) RATIO			0.631		0.000				0.665				0.665				0.665
V/C	C LESS ATSAC/ATCS ADJUSTMEN	:		0.631		0.000				0.565				0.565				0.565
	LEVEL OF SERVICE (LOS	:		В		Α				Α				Α				Α
	REMARKS	: Futur	e 2035 No E	Build	Non_ESC Proje	ct Volumes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut	+ WCSP + N	Non_ESC +	ESC	wit	h Event Ma	nagement P	lan
	Version: 1i Pete: 9/4/2011													.= A =	IMPACT			

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.066 NO -0.066 Δ NO

 $\Delta v/c$ after mitigation: -0.066 Fully mitigated? N/A







I/S #:	North-South Street:	De Soto	Av			Year	of Count	2016	Ambie	nt Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Já	anuary 20	20
45	East-West Street:		NB Ramps			Project	tion Year	2035		Pea	ak Hour:	1 - 2 Sat	Revie	wed by:			Project:	Prome	nade (10k	k Seats)
	posed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	3 2 0	NB	0 SE	3 2 3 0	NB	0	SB	3 0 0	NB	0	SB	3 0 0	NB	0	SB	3 0 0
Right	Turns: FREE-1, NRTOR-2 or	· OLA-3?	EB 0	WB	2	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+/ Override				0			0				2 0				2				2
			203	5 NO BUIL			C PROJEC	T VOLS		W/ WCSP				RE W/ WCS					FULL PROJ	J W/ EMP
	MOVEMENT		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
D	Left		139	1	139	-1		0	1	140	1	140	0	140	1	140	0	140	1	140
NORTHBOUND	← Left-Through ↑ Through		894	0	447	0		0	-30	864	0 3	288	21	885	0 3	295	0	885	0 3	295
l è	↑ Through-Right		001	0	77,			Ů		001	0	200		000	0	200		000	0	200
RTI	→ Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
2	Left-Through-Right			0 0							0				0				0	
J	Left-Right		<u>I</u>	U							U				U				U	
	→ Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left-Through		04.4	0 4	220	25		•	440	4000	0 4	050	4	1001	0	250	0	4004	0 4	250
BO			914	0	229	25		0	119	1033	0	258	1	1034	0	259	U	1034	0	259
5	Right لِـ		248	1	248	6		0	4	252	2	139	0	252	2	139	0	252	2	139
SOI	Left-Through-Right			0 0							0				0				0	
_	↓ Left-Right		<u> </u>	U							U				U				U	
_ [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
EASTBOUND	→ Inrougn → Through-Right		0	0	U	U		U	0	Ü	0	0	0	0	0	0	0	Ü	0	0
STI	Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
EA	Left-Through-Right			0							0				0				0	
	-		<u> </u>	0							0				0				U	
	√ Left		203	1	186	-2		0	17	220	1	198	0	220	1	198	0	220	1	220
WESTBOUND			0	0	100	0		0	0	0	0	100	0	0	0	100	0	0	0	274
BOI	↑ Through-Right		U	0	186	U		U	U	U	0	198	U	0	0	198	U	U	0	371
ST	Right		356	1	0	-2		0	19	375	1	0	0	375	1	0	367	742	1	0
WE	Left-Through-Right Left-Right			1 0							1 0				1 0				1 0	
	, <u></u>		Nor	th-South:	447	Nort	th-South:	0		Nor	th-South:	398		Nor	th-South:	399		Nor	rth-South:	399
	CRITICAL VO	OLUMES	E	ast-West:	186	Ea	ast-West:	0		E	ast-West:	198		E	ast-West:			E	ast-West:	371
	VOLUME/CAPACITY (V/C) DATIO:		SUM:	633		SUM:	0			SUM:	596			SUM:				SUM:	770
VIC	C LESS ATSAC/ATCS ADJUS				0.444			0.000				0.418				0.419				0.540
V/C	LEVEL OF SERVIC				0.444			0.000 A				0.318 A				0.319				0.440 A
		MARKS:	Refer to	Traffix Ana	A	Non ESC	Project Vol		Delta Vol	= WCSP Ba	ckaround ±		Fut.	+ WCSP + N	lon ESC ±	FSC	\wide	h Event Ma	nagement E	
<u> </u>	Varsian: 1i Pata: 9/4/2011	MARNO:	IVEIGH IC	, Hallix Alle	aryoro	NOILESC	i rojeci voi	unics Only	Della VIII	- WOOF Da	onground +	INUII_LUC	i ut	VVOOF TI			with Event Management Plan			IGIT

45

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.126 NO -0.125 ∆ NO

 $\Delta v/c$ after mitigation: -0.004 Fully mitigated? N/A







I/S #:	North-South Street:	De Soto	Av			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G'	тс	Date:	Ja	nuary 20	20
46	East-West Street:	US 101 E	B Ramps			Projec	tion Year	2035		Pea	ak Hour:	1 - 2 Sat	Revie	wed by:			Project:	Promei	nade (10k	Seats)
		f Phases			3			3				3				3				3
Opp	osed Ø'ing: N/S-1, E/W-2 or	Both-3?	MD 0	0.0	2		0 SE	2 3 0	MD	0	0.0	0		0	0.0	0		0	0.0	0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WI	-	NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+A	ATCS-2?	LD	112	0		0 111	0	LD-	U	112	2	LD	J	112	2	LD-	U	112	2
	Override (Capacity			0			0				0				0				0
			203	5 NO BUIL	D	NON-E	SC PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	SC PROJ	FUTUI	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT			No. of	Lane	Project		Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
	5 1 "		Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
₽	↑ Left Left-Through		0	0 0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0 0	0
NORTHBOUND	↑ Through		499	3	166	-17		0	-15	484	4	121	21	505	4	126	0	505	4	126
ĕ	↑ Through-Right		100	0	100			Ū	10	101	0			000	0	120		000	0	120
I È I	Right		219	1	219	-8		0	3	222	1	222	0	222	1	222	0	222	1	222
ğ	Left-Through-Right			0							0				0				0	
				0							0				0				0	
						_														
₽	→ Left → Left-Through		443	2 0	244	5		0	-35	408	2 0	224	0	408	2 0	224	0	408	2 0	224
Ž	Through		690	2	345	7		0	-21	669	2	335	1	670	2	335	0	670	2	335
翼	✓ Through-Right		000	0	0.10			·		000	0	000		010	0	000		0.0	0	000
5	ر 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	
J I	↓ Left-Right			0							0				0				0	
	Left		504	1	258	0		0	-22	482	1	247	0	482	1	247	0	482	1	247
₽	Left-Through		304	1	230	0		U	-22	402	1	241		402	1	241		402	1	241
Į	→ Through		12	0	258	0		0	0	12	0	247	0	12	0	247	0	12	0	247
EASTBOUND	→ Through-Right			0							0				0				0	
ΑS	Right		508	1	508	2		0	-3	505	1	505	0	505	1	505	0	505	1	505
Ē	★ Left-Through-Right ★ Left-Right			0 0							0				0				0 0	
L	- Leit-Right		<u>I</u>	0							0				U				0	
	√ Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND				0							0				0				0	
00	← Through ↑ Through-Right		0	0 0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
E I	Through-Right Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0 0	0
Ĕ	Left-Through-Right		U	0	U	U		U	U	U	0	U	U	U	0	U	0	U	0	U
>	├ Left-Right			0							0				0				0	
				th-South:	463		th-South:	0			th-South:	446			th-South:	446			th-South:	446
	CRITICAL VO	OLUMES	E	ast-West:	508	E	ast-West:	0		Ea	ast-West:	505		Eá	ast-West:	505		E	ast-West:	505
-	VOLUME/OADAOITY 2/2	\ DATIO		SUM:	971		SUM:	0			SUM:	951			SUM:	951			SUM:	951
	VOLUME/CAPACITY (V/C)				0.681			0.000				0.667				0.667				0.667
V/C	LESS ATSAC/ATCS ADJUS				0.681			0.000				0.567				0.567				0.567
	LEVEL OF SERVICE (LOS):				В			Α				Α				Α				Α
	REI	MARKS:	Refer to	Traffix Ana	alysis	Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	+ WCSP + N	lon_ESC +	ESC	wit	h Event Maı	nagement P	lan
-	Version: 1i Beta; 8/4/2011														PROJ	ECT IM	PACT			

Change in v/c due to project: Significant impacted? -0.114 NO

-0.114 NO

 $\Delta v/c$ after mitigation: -0.114 Fully mitigated? N/A







I/S #:	North-South Street: De So	to Av			Year of	Count: 201	6 Amb	ient Grow	th: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
47	East-West Street: Ventu	ra Bl			Projection	n Year: 203	5	Pe	ak Hour:	1 - 2 Sat	Revie	ewed by:			Project:	Prome	nade (10k	(Seats)
	No. of Phase			3			3			4				4				4
	posed Ø'ing: N/S-1, E/W-2 or Both-3	ND 0	SB	1 2	NB	0 SB	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA-3	EB 0	WB	2	EB	0 WB		0	WB	3	EB	0	WB	3	EB	0	WB	3
	ATSAC-1 or ATSAC+ATCS-2			0						2				2				2
	Override Capaci			0						0				0				0
	MOVEMENT	20	35 NO BUIL			PROJECT VOLS		RE W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Lane Volum	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
	↑ Left	41	1	41	0) 3		1	44	0	44	1	44	0	44	1	44
NORTHBOUND	✓ Left-Through		0		-				0				0				0	
0 0	Through	187	1	141	1		9	196	2	98	21	217	2	109	0	217	2	109
里	Through-Right		1						0				0				0	
l K	Right	94	0	94	1		17	111	1	83	0	111	1	83	0	111	1 0	83
ž	← Left-Through-Right ← Left-Right		0 0						0				0				0	
	Leit-Right																	
۵	∟ Left	723	2	398	-16		149	872	2	480	0	872	2	480	0	872	2	480
SOUTHBOUND	Left-Through	101	0	404				470	0	470		477	0	477		477	0	477
8		184	1 0	184	-3		-8	176	1 0	176	1	177	0	177	0	177	1 0	177
Ӗ	✓ Right	338	1	338	-7		24	362	1	86	0	362	1	86	0	362	1	86
100			0						0				0				0	
<i>"</i>	↓ Left-Right		0						0				0				0	
1		264	1	264	6) 12	276	1	276	0	276	1	276	0	276	1	276
9	→ Left-Through	204	0	204	0		, 12	210	0	210		210	0	210		210	Ö	210
EASTBOUND	→ Through	985	2	346	23		51	1036	2	363	0	1036	2	363	0	1036	2	363
<u>B</u>	→ Through-Right		1						1				1				1	
AS.	Right Left-Through-Right	53	0	53	1	1) 1	54	0	54	0	54	0	54	0	54	0	54
ш	↓ Left-Fillough-Right		0						0				0				0	
	ţ	_																
	✓ Left	48	1	48	1		9	57	1	57	0	57	1	57	0	57	1	57
WESTBOUND		882	0 3	294	10		19	901	0 3	300	0	901	0 3	300		901	0 3	300
l l	↑ Through-Right	002	0	294	10		19	901	0	300	"	901	0	300	"	901	0	300
STI	Right Left-Through-Right	266	1	266	4		88	354	1	0	0	354	1	0	0	354	1	0
WE	,		0						0				0				0	
<u> </u>	├ Left-Right	A1-	0 rth Couth	F20	Alandi- 1	Courthy)	A/-	0	E70		A1,	0 46 Co.:41	F90		A/	0	EOO
	CRITICAL VOLUME		rth-South: ast-West:	539 558	North-S)		rth-South: ast-West:	578 576			th-South: ast-West:				th-South: ast-West:	589 576
	CIVITOAL FOLUME	·	.asi-West. SUM:	1097	Last			_	.asi-wesi. SUM:				SUM:				SUM:	
	VOLUME/CAPACITY (V/C) RATIO):		0.770		0.00)			0.839				0.847				0.847
V/C	LESS ATSAC/ATCS ADJUSTMEN	:		0.770		0.00				0.739				0.747				0.747
	LEVEL OF SERVICE (LOS):		C		Α				C				C				C
	REMARKS	-	e 2035 No E		Non ESC Pro	oject Volumes Onl	Delta Vo	ol = WCSP Ba	ackground +	_	Fut	+ WCSP + 1	Non ESC +	•	wit	h Event Ma	nagement F	
<u> </u>	Varsian: 1i Pata: 9/4/2011					,			g u ·					- ESC with Event Management Plan			-	

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.031 NO △v/c after mitigation: -0.023
Fully mitigated? N/A







I/S #:	North-South Street: To	opanga Ca	anyon BI			Year	of Count	2016	Ambie	nt Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
48	East-West Street: M	lartinez St				Projec	tion Year	2035		Pea	ak Hour:	1 - 2 Sat	Revie	wed by:			Project:	Prome	nade (10l	(Seats)
1	No. of Pi posed Ø'ing: N/S-1, E/W-2 or Bo	oth-3?	B 0	SB	2 0 0	NB	0 SE	2 0 3 0	NB	0	SB	2 0 0	NB	0	SB	2 0 0	NB	0	SB	2 0 0
Right	Turns: FREE-1, NRTOR-2 or OL	LA-3?		WB	0	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATO				0			0				2	·			2				2
	Override Cap	pacity	2035	NO BUILI		NON-ES	SC PROJEC	U	FUTURE	W/ WCSP	W/ NON-ES		FUTUI	RE W/ WCS	P W/ FIII I	•	FUT W/	WCSP W/ F	III I PRO	•
	MOVEMENT		2000	No. of	Lane	Project	JO I NOULC	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
		v	Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
۵	Left		6	0	6	0		0	-1	5	0	5	0	5	0	5	0	5	0	5
3	← Left-Through ↑ Through		1056	1 0	547	-16		0	108	1164	1 0	598	65	1229	1	631	0	1229	1 0	631
BO	↑ Through ↑ Through-Right		1030	1	547	-10		U	100	1104	1	396	05	1229	1	031		1229	1	031
NORTHBOUND	Right		2	0	547	0		0	0	2	0	598	0	2	0	631	0	2	0	631
<u> </u>	← Left-Through-Right			0							0				0				0	
	Left-Right			0							0				0				0	
	→ Left	I	6	0	6	1		0	-1	5	0	5	0	5	0	5	0	5	0	5
SOUTHBOUND				1							1				1				1	
BOI	↓ Through		1138	0	591	11		0	-6	1132	0 1	585	3	1135	0	587	0	1135	0	587
ΕI	✓ Right		8	0	591	1		0	0	8	0	585	0	8	Ó	587	0	8	0	587
300	Left-Through-Right			0							0				0				0	
"	↓ Left-Right			0							0				0				0	
I	_		32	0	32	0		0	7	39	0	39	0	39	0	39	0	39	0	39
9	→ Left-Through			0							0				0				0	
EASTBOUND	→ Through → Through-Right		5	0	43	0		0	0	5	0	49	0	5	0	49	0	5	0	49
STE	Right		6	0	0	0		0	-1	5	0	0	0	5	0	0	0	5	0	0
EA	Left-Through-Right			1	_						1		_		1				1	
	-			0							0				0				0	
ı	√ Left		8	0	8	0		0	0	8	0	8	0	8	0	8	0	8	0	8
Ω			_	0							0		_		0				0	
WESTBOUND	← Through ← Through-Right		5	0	19	-1		0	2	7	0	23	0	7	0	23	0	7	0	23
STE	Right		6	0	0	0		0	2	8	0	0	0	8	0	0	0	8	0	0
WE	Left-Through-Right		_	1	_				_	-	1	-	_	-	1	_			1	
			A1	0	507		ah Carret			A4.	0	600		A.F.	0	000			0	000
	CRITICAL VOLU	UMES		h-South: st-West:	597 51		th-South: ast-West:	0			th-South: ast-West:	603 62			th-South: ast-West:				th-South: ast-West:	636 62
				SUM:	648		SUM:	0			SUM:	665			SUM:				SUM:	698
	VOLUME/CAPACITY (V/C) R	ATIO:			0.432	-		0.000				0.443				0.465				0.465
V/C	C LESS ATSAC/ATCS ADJUSTN	MENT:			0.432			0.000				0.343				0.365				0.365
	LEVEL OF SERVICE (LOS):			Α			Α				Α				Α				Α
	REMA	RKS:	Future	2035 No B	uild	Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	+ WCSP + N	lon_ESC +	ESC	wit	h Event Ma	nagement F	lan
	Version: 1i Reta: 8/4/2011														DDA	IECT IM	DAGE			

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.089 NO -0.067 NO $\Delta v/c$ after mitigation: -0.067 Fully mitigated? N/A







I/S #:	North-South Street:	Topanga	Canyon Bl			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
49	East-West Street:	Mulholla	nd Dr			Projec	tion Year	2035		Pea	ak Hour:	1 - 2 Sat	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	oosed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	3 2 0	NB	0 SE	3 2 3 0	NB	0	SB	4 2 0	NB	0	SB	4 2 0	NB	0	SB	4 2 0
Right	Turns: FREE-1, NRTOR-2 or		<i>EB</i> 0	WB	0	EB	0 W	B 0	EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+A Override C				0			0				2 0				2 0				2 0
			203	5 NO BUIL			SC PROJEC	T VOLS		W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT		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
Ω	Left		142	1	142	-1		0	40	182	1	182	0	182	1	182	0	182	1	182
NORTHBOUND	← Left-Through ↑ Through		587	0 1	301	-1		0	-7	580	0 1	300	65	645	0	333	0	645	0	333
單	↑ Through-Right		001	1	001			Ů		000	1	000	00	040	1	000		040	1	000
E I	Right		14	0	14	0		0	6	20	0	20	0	20	0	20	0	20	0	20
오	Left-Through-Right			0							0				0				0	
	← Left-Right			0							U				0				0	
	→ Left		14	0	14	0		0	-1	13	0	13	0	13	0	13	0	13	0	13
SOUTHBOUND	Left-Through		400	1 0	470	1		•		400	1	075		504	1	077	0	504	1	077
<u>8</u>	↓ Through✓ Through-Right		490	1	473	1		0	8	498	0	275	3	501	0	277	U	501	0	277
🗧	Right		399	0	473	1		0	22	421	1	275	0	421	1	275	0	421	1	275
SOI	Left-Through-Right			0							0				0				0 0	
I				0							0				U				U	
	ے Left		514	1	285	-11		0	8	522	1	292	0	522	1	292	0	522	1	292
EASTBOUND	→ Left-Through			1 0	205	0		•	_	00	1 0	202	0	60	1 0	202	0	00	1 0	202
80	→ Through → Through-Right		55	0	285	-2		0	7	62	0	292	U	62	0	292	U	62	0	292
ST	Right		139	1	68	-3		0	27	166	1	75	0	166	1	75	0	166	1	75
Ę	Left-Through-Right			0							0				0				0	
	- ≺ Left-Right			0							0				0				0	
	√ Left		12	0	12	0		0	2	14	0	14	0	14	0	14	0	14	0	14
WESTBOUND			50	0	111	-1		0	2	ΕA	0	107	0	54	0	407	0	EA	0	407
BOI	Through-Right		52	0	114	-1		U	2	54	0	107	U	54	0	107	U	54	0	107
TS:	Right		50	0	0	-1		0	-11	39	0	0	0	39	0	0	0	39	0	0
×	Left-Through-Right Left-Right			1							1				1 0				1 0	
	, Lon ragin		Nor	th-South:	615	Nor	th-South:	0		Nor	th-South:	457		Nor	th-South:	459		Nor	th-South:	459
	CRITICAL VO	DLUMES	E	ast-West:	399	E	ast-West:	0		E	ast-West:	399		E	ast-West:			E	ast-West:	399
	VOLUME/CARACITY (1//0)	DATIO:		SUM:	1014		SUM:	0			SUM:	856			SUM:				SUM:	858
1//0	VOLUME/CAPACITY (V/C) LESS ATSAC/ATCS ADJUS				0.712			0.000				0.623				0.624				0.624
V/C					0.712			0.000				0.523				0.524				0.524
<u> </u>	LEVEL OF SERVICE	E (LOS): WARKS:	Pofer to	Traffix Ana	C	Non ECC	Project Vol	A Only	Dolto Val	= WCSP Ba	okaround :	A Non ESC	E 4	L WCCD · A	lon ESC :	A ESC		h Event Ma	agament D	A
	Vorcion: 1i Poto: 9/4/2011	WAKKS:	Refer to	TIAIIIX AN	มเหราร	NON_ESC	Project vol	urries Only	Della vol	- WOSP Ba	ckgrouna +	NOII_ESC	Fut -	- WC3P + N		SC + ESC with Event Management Plan			ıdli	

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.189 NO -0.188 NO $\Delta v/c$ 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): Optimal Cycle: 29 O Average Delay (sec/veh): 29 Level Of Service: XXXXXX

***************************** North Bound South Bound East Bound West Bound L - T - R L - T - R Approach: ------| Control: Permitted Permitted Split Phase Split Phase

 Rights:
 Include
 Include
 Include

 Min. Green:
 0
 0
 0
 0
 0
 0
 0

 Include 0 0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

1 0 2 1 0 0 1 2 0 1 1 0 1! 0 1 1 0 1 1 0

-----| Volume Module:

Lanes:

Base Vol: 106 949 15 11 878 80 80 12 119 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 Initial Bse: 106 949 15 11 878 80 80 12 119 11 11 15 80 80 12 119 PHF Volume: 106 949 15 11 878 11 0 0 0 Reduct Vol: 0 0 0 0 0 0 0 0 Ω 80 15 11 878 Reduced Vol: 106 949 80 12 119 11 11 15 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10 1.00 1.00 MLF Adj: 1.00 FinalVolume: 106 949 15 44 878 80 88 12 131 11 11 -----| Saturation Flow Module:

1425 Lanes: 1.00 2.95 0.05 0.16 2.84 1.00 1.14 0.16 1.70 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: **** **** ****

Intersection #37 Shoup/Ventura Blvd

Level Of Service Computation Report

Circular 212 Planning Method (Base Volume Alternative)

*****	*****	************	*****
Cycle (sec):	100	<pre>Critical Vol./Cap.(X):</pre>	0.900
Loss Time (sec):	0	Average Delay (sec/veh):	XXXXXX

Optimal Cycle: 100 Level Of Service: E *****************************

			South B					
			_. L - T					
Control:								
Rights:								
Min. Green:	0				0 (
Y+R:	4.0 4.						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 Modul	e:							
Base Vol:	59 18	6 162	366 101	244	122 1087	7 84	113 1197	437
Growth Adj:	1.00 1.0	0 1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
Initial Bse:	59 18	6 162	366 101	244	122 1087	7 84	113 1197	437
User Adj:	1.00 1.0	0 1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
PHF Adj:	1.00 1.0	0 1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
PHF Volume:	59 18	6 162	366 101	244	122 1087	7 84	113 1197	437
Reduct Vol:	0	0 0	0 0	0	0 (0	0 0	0
Reduced Vol:	59 18	6 162	366 101	244	122 1087	7 84	113 1197	437
PCE Adj:	1.00 1.0	0 1.00	2.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
MLF Adj:	1.00 1.0	0 1.00	1.10 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
FinalVolume:	59 18	6 162	403 101	244	122 1087	7 84	113 1197	437
Saturation F			•		•	'	•	'
Sat/Lane:	1425 142	5 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
Lanes:			1.60 0.40	1.00	1.00 2.78		1.00 3.00	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
Crit Moves: **** **** 390 437 **** Crit Moves:

Level Of Service Computation Report

Circular 212 Planning Method (Base Volume Alternative)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.917
Loss Time (sec): 0 Average Delay (sec/veh): xxxxx
Optimal Cycle: 100 Level Of Service: E

 Control:
 Permitted
 Protected
 Split Phase
 Split Phase

 Rights:
 Include
 Include
 Include

 Min. Green:
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Volume Module:

71 Base Vol: 56 1920 294 1193 158 239 48 55 30 1.00 1.00 1.00 Initial Bse: 56 1920 71 294 1193 158 239 48 55 30 17 166 1.00 1.00 PHF Volume: 56 1920 71 294 1193 158 239 48 55 30 17 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 71 55 Reduced Vol: 56 1920 30 294 1193 158 239 48 17 166 PCE Adj: 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 FinalVolume: 56 1920 71 294 1193 158 263 48 55 30 17 166

Saturation Flow Module:

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: **** ****

Intersection #45 US 101 WB Ramps/De Soto

Level Of Service Computation Report Circular 212 Planning Method (Base Volume Alternative)

***************************** 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

***************************** North Bound South Bound East Bound West Bound L - T - R L - T - R Approach: Control: Permitted Permitted Split Phase Split Phase Rights: Include Include Include Include Rights: Include Include Include Min. Green: 0 0 0 0 0 0 0 0 0 0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 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 0 0 0 914 248 203 1.00 Initial Bse: 139 894 0 0 914 248 0 0 0 203 0 356 248 0 0 0 PHF Volume: 139 894 0 0 914 203 0 Reduct Vol: 0 0 0 Reduced Vol: 139 894 0 0 0 0 0 0 0 0 0 0 0 914 248 0 0 0 0 203 356 FinalVolume: 139 894 0 0 914 248 0 0 0 223 0 392 -----| Saturation Flow Module: 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:

FB 2035 1-2 Sat MD Wed Aug 23, 2017 13:07:14 Page 8-1 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): Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx Optimal Cycle: 58 Level Of Service: B ***************************** North Bound South Bound East Bound West Bound L - T - R L - T - R Approach: 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 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 Y+R: 0 0 3 0 1 2 0 2 0 0 1 1 0 0 1 0 0 0 0 -----| Volume Module: 0 Base Vol: 0 499 219 443 690 504 12 508 Initial Bse: 0 499 219 443 690 0 504 12 508 0 0 PHF Volume: 0 499 219 443 690 0 504 12 508 0 0 0 0 0 Reduct Vol: 0 0 0 0 0 0 0 0 0 n 0 Reduced Vol: 0 499 219 504 12 508 443 690 0 0 0 FinalVolume: 0 499 219 487 690 0 554 12 508 0 0

-----|

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

Final Sat.: 0 4275 1425 2850 2850 0 2790 60 1425 0 0

219 244

**** ****

0.00 3.00 1.00 2.00 2.00 0.00 1.96 0.04 1.00 0.00 0.00 0.00

508

0

Saturation Flow Module:

Capacity Analysis Module:

Crit Volume:

Lanes:

Crit Moves:

Level Of Service Computation Report

Circular 212 Planning Method (Base Volume Alternative)

Intersection #49 T	opanga Canyon	Blvd/Mulholland	
*****	*****	***********	*****
Cycle (sec):	100	<pre>Critical Vol./Cap.(X):</pre>	0.719
Loss Time (sec):	0	Average Delay (sec/veh):	XXXXXX
			_

te: 66 Level Of Service: Optimal Cycle: 66

******	**************************************													
Approach:	North E	ound	Sou	th Bo	ound	Eas	st Bo	ound	West B	ound				
Movement:	L - T	- R	L -	Т	- R	L -	Τ	- R	L - T	- R				
Control:	Permi	tted	. P	ermit	tted	Spli			Split P					
Rights:	Incl	ude		Incl	ıde	I	inclu	ıde	Incl	ude				
Min. Green:	0 0	0	0	0	0	0	0	0	0 0	0				
				4.0	4.0	4.0	4.0	4.0	4.0 4.0	4.0				
Lanes:						1 1								
Volume Modul	e:	·			·			·		·				
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				
FinalVolume:	142 587	14	28	490	399	565	55	139	12 52	50				
Saturation F	low Module	:			·			·		·				
Sat/Lane:	1425 1425	1425	1425	1425	1425	1425 1	425	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				
Canaaity Ana	Ivoia Madi	1												

Capacity Analysis Module:

Vol/Sat: 0.10 0.21 0.21 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







I/S #:	North-South Street: Shoup	Av			Year o	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
1	East-West Street: Vanow	en St			Projecti	ion Year:	2035		Pea	ak Hour:	Sat LN	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
Opp	No. of Phases posed Ø'ing: N/S-1, E/W-2 or Both-3?			2 0			2				2				2				2
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB	0 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
	ATSAC-1 or ATSAC+ATCS-2?	EB 0	WB	0	EB	0 WE	3 0 0	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	Override Capacity			0			0				0				0				0
		203	5 NO BUIL			PROJEC	T VOLS		W/ WCSP				RE W/ WCS				WCSP W/ F		W/ EMP
	MOVEMENT	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
	↑ Left	35	1	35	1		0	-4	31	1	31	0	31	1	31	0	31	1	31
NORTHBOUND	Left-Through	00.4	0	4.47	_		•		000	0		•	000	0			000	0	
BO	↑ Through ↑ Through-Right	234	2	117	5		0	2	236	2	118	0	236	2 0	118	0	236	2	118
E	Right	33	1	17	1		0	-3	30	1	17	0	30	1	17	0	30	1	17
Š	← Left-Through-Right		0							0				0				0	
_ [<u> </u>	0							0				0				0	
	↓ Left	23	1	23	0		0	3	26	1	26	0	26	1	26	0	26	1	26
SOUTHBOUND	Left-Through	20	0	20			U		20	0	20		20	Ö	20		20	0	20
l g	Through	225	2	113	3		0	-9	216	2	108	0	216	2	108	0	216	2	108
里	→ Through-Right	00	0	0			0		00	0 1	0	•	00	0	0		00	0	0
5		28	0	0	0		0	2	30	0	0	0	30	0	0	0	30	0	0
Š	↓ Left-Right		0							0				0				0	
_																			
۵	 J Left → Left-Through 	60	1 0	60	0		0	0	60	1 0	60	0	60	1 0	60	0	60	1 0	60
EASTBOUND	→ Through	278	1	154	2		0	5	283	2	142	0	283	2	142	0	283	2	142
98	→ Through-Right		1							0				0				0	
ΑST	Right	30	0	30	0		0	0	30	1	15	0	30	1	15	0	30	1	15
Э	★ Left-Through-Right ★ Left-Right		0							0				0				0	
		1																	
	✓ Left	33	1	33	1		0	-6	27	1	27	0	27	1	27	0	27	1	27
WESTBOUND		296	0 2	148	6		0	-3	293	0 2	147	66	359	0	180	0	359	0 2	180
l l	← Through	290	0	140	0		U	-3	293	0	147	00	339	0	100	U	339	0	100
ST	Right Left-Through-Right	41	1	30	1		0	3	44	1	31	0	44	1	31	0	44	1	31
×	,		0							0				0				0	
			148	North	n-South:	0		Nor	th-South:	144		Non	th-South:	144		Nor	th-South:	144	
	CRITICAL VOLUMES East-West: 208		208		st-West:	0			ast-West:	207			ast-West:				ast-West:	240	
	SUM: 35			356		SUM:	0			SUM:	351			SUM:	384			SUM:	384
				0.237			0.000				0.234				0.256				0.256
V/C				0.237			0.000				0.134				0.156				0.156
	LEVEL OF SERVICE (LOS):			Α			Α				Α				Α				Α
	REMARKS: Future 2035 No Build				Non_ESC F	Project Volu	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut	+ WCSP + N	Non_ESC +	ESC	wit	h Event Ma	nagement F	Plan
	Varcion: 41 Peter 9/4/2044														IECT IN				

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.103 NO -0.081 NO $\Delta v/c$ after mitigation: -0.081 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Topanga	Canyon Bl			Year	of Count	2016	Ambie	nt Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	anuary 20)20
2	East-West Street:	Vanower	n St			Projec	tion Year	2035		Pe	ak Hour:	Sat LN	Revie	wed by:			Project:	Prome	nade (10	k Seats)
Орр	No. o oosed Ø'ing: N/S-1, E/W-2 or	of Phases r Both-3?	ND 0	c n	3 0 0	N/D	0 67	3 0	N/D	0	c n	3 0 0	MD	0	en.	3	N/D	0	cn.	3 0
Right '	Turns: FREE-1, NRTOR-2 or	r OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WI		NB EB	0 0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+	ATCS-2?		2	0			0				2				2				2
	Override	Capacity			0			0				0				0				0
	MOVEMENT		203	5 NO BUILI			SC PROJEC				W/ NON-ES			RE W/ WCS				WCSP W/ F		1
	MOVEMENT		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
	↑ Left		46	1	46	1		0	5	51	2	28	66	117	2	64	0	117	2	64
NORTHBOUND	← Left-Through			0							0				0				0	
) g	Through		432	2	216	12		0	17	449	2	225	295	744	2	372	0	744	2	372
崔	Through-Right		83	0	64	3		0	32	115	0 2	40	0	115	0	40	0	115	0 2	40
O.R.			03	0	04	3		U	32	113	0	40	U	113	0	40	"	113	0	40
Z	Left-Right			0							0				0				0	
₽			85	1 0	85	1		0	2	87	1 0	87	0	87	1 0	87	0	87	1 0	87
SOUTHBOUND	Through		553	2	208	6		0	-17	536	2	201	0	536	2	201	0	536	2	201
l ĕ l	← Through-Right		555	1	200			•		000	1			000	1			000	1	
 	Right		70	0	70	1		0	-3	67	0	67	0	67	0	67	0	67	0	67
SO	← Left-Through-Right ↓ Left-Right			0							0				0				0 0	
				U							U				U				U	
	ے Left		42	1	42	0		0	2	44	2	24	0	44	2	24	0	44	2	24
₽	→ Left-Through			0		_					0		_		0		_		0	
EASTBOUND	→ Through → Through-Right		235	2	118	2		0	14	249	1	152	0	249	1	152	0	249	1	152
STE	Right		50	1	27	0		0	5	55	0	55	0	55	0	55	0	55	0	55
EA	Left-Through-Right			0							0				0				0	
	-			0							0				0				0	
I	√ Left	1	38	1	38	0		0	9	47	1	47	0	47	1	47	0	47	1	47
9				0	- 00						0				0				0	
9	← Through		244	1	179	0		0	5	249	2	125	0	249	2	125	0	249	2	125
WESTBOUND	← Through-Right ← Right		113	1 0	113	1		0	4	117	0 1	74	0	117	0	74	0	117	0	74
NES	Left-Through-Right		113	0	113	'		U	4	117	0	74		117	0	74	"	117	0	74
>	├ Left-Right			0							0				0				0	
			301		th-South:	0			th-South:	312			th-South:				th-South:			
	CRITICAL VOLUMES East-West: SUM:		221 522		ast-West: SUM:	0		E	ast-West: SUM:	199 511		Ea	ast-West: SUM:			E	ast-West: SUM:			
			0.366		30W.	0.000			30W.	0.359			30W.	0.462			301/1.	0.462		
V/C	0.00		0.366			0.000				0.359 0.259				0.462				0.462		
"	LEVEL OF SERVICE				0.366 A			0.000 A				0.259 A				0.302				0.362 A
			Eutura	2035 No P		Non Esc	Project Vol		Delta Val	= WCSD Pa	ckground +		Eu+ a	- WCSP + N	lon ESC ±	FSC	1.00	h Event Mai	nagement [
<u> </u>	REMARKS: Future 2035 No Build Version: 11 Beta: 8/4/2011				uiid	NOII_ESC	riojeci vol	umes Omy	Della Vol	- WOOP Ba	ckground +	NOII_ESC	rut +	- VVCSP + N		IFCT IN		ıı Eveni Mai	nagement i	-iail

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.107 NO -0.004 NO $\triangle v/c$ after mitigation: -0.004 Fully mitigated? N/A







I/S #:	North-South Street:	Owensm	outh Av			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
3	East-West Street:	Vanower	n St			Project	tion Year	2035		Pea	ak Hour:	Sat LN	Revie	wed by:			Project:	Promei	nade (10k	Seats)
		Phases			2			2				3				3				3
Op	posed Ø'ing: N/S-1, E/W-2 or I	Both-3?			0		0	0		•		0				0				0
Right	Turns: FREE-1, NRTOR-2 or 0	OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+A	ATCS-2?	LD	VV D	0	LD	0 112	0	LD	U	VV D	2	LD	U	WD	2	LD	U	VV D	2
	Override C	Capacity			0			0				0				0				0
			203	5 NO BUIL	D	NON-ES	C PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	C PROJ	FUTUI	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT			No. of	Lane	Project		Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
۵	Left		34	1	34	2		0	-5	29	1	29	0	29	1	29	0	29	1	29
NORTHBOUND	← Left-Through ↑ Through		90	0 2	45	7		0	7	97	0 2	49	66	163	0	82	0	163	0 2	82
<u>B</u>	↑ Through-Right		30	0	40	,		U	,	31	0	73	00	100	0	02		100	0	02
ΙĘ	Right		44	1	6	3		0	-3	41	1	22	98	139	1	120	0	139	1	120
Š	← Left-Through-Right			0							0				0				0	
				0							0				0				0	
_	→ Left		28	1	28	2		0	10	38	1	38	0	38	1 0	38	0	38	1 0	38
5			127	0	85	8		0	9	136	0 2	68	0	136	2	68	0	136	2	68
<u>B</u>	→ Through → Through-Right		121	1	03	0		U	9	130	0	00	U	130	0	00	0	130	0	00
SOUTHBOUND	Right ب		43	0	43	3		0	4	47	1	19	0	47	1	19	0	47	1	19
l g	Left-Through-Right			0							0				0				0	
0)	↓ Left-Right			0							0				0				0	
	ے Left	1	50	0		0	6	56	1	56	0	56	1	56	0	56	1	56		
۵	→ Leπ → Left-Through		50	0	50	U		0	0	90	0	26	0	50	0	26	0	50	0	20
S	→ Through		398	2	199	2		0	6	404	3	135	0	404	3	135	0	404	3	135
99	→ Through-Right			0							0				0				0	
EASTBOUND	Right		66	1	49	1		0	-4	62	1	48	0	62	1	48	0	62	1	48
7	Left-Through-Right			0							0				0				0	
	-			0							0				0				0	
	√ Left		76	1	76	1		0	-7	69	2	38	0	69	2	38	0	69	2	38
9				0		·		_		-	0				0	- 55			0	
WESTBOUND	← Through		384	1	210	7		0	12	396	2	149	0	396	2	149	0	396	2	149
Ϊğ	† Through-Right			1							1				1				1	
ES	Right Left-Through-Right		35	0	35	1		0	16	51	0	51	0	51	0	51	0	51	0 0	51
>	Left-Right			0							0				0				0	
	,g···-		Nor	th-South:	119	Nort	th-South:	0		Nor	th-South:	97		Non	th-South:	158		Nor	th-South:	158
	CRITICAL VOLUMES East-West: SUM:				275		ast-West:	0			ast-West:	205			ast-West:	205			ast-West:	205
		394		SUM:	0			SUM:	302			SUM:	363			SUM:	363			
	VOLUME/CAPACITY (V/C)	0.263			0.000				0.212				0.255				0.255			
V/	C LESS ATSAC/ATCS ADJUST	TMENT:			0.263			0.000				0.112				0.155				0.155
	LEVEL OF SERVICE	E (LOS):			Α			Α				Α				Α				Α
	REM	uild	Non_ESC	Project Volu	ımes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	+ WCSP + N	lon_ESC +	ESC	wit	h Event Mar	nagement P	lan			
<u> </u>	Version: 1i Beta; 8/4/2011									I .			IECT IM							
	version. II Dela, 0/4/2011														INU		. 701			

Change in v/c due to project: Significant impacted? -0.151 NO

-0.108 NO

 $\Delta v/c$ after mitigation: -0.108 Fully mitigated? N/A



(Circular 212 Method)





I/S #:	North-South Street: Canoga	Av			Year o	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
4	East-West Street: Vanow	en St			Projecti	ion Year	2035		Pea	ak Hour:	Sat LN	Revie	wed by:			Project:	Promei	nade (10k	Seats)
	No. of Phases			2			2				4				4				4
Орр	posed Ø'ing: N/S-1, E/W-2 or Both-3?			0		0 05	0		0		0		0		0		0		0
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE	-	NB EB	2	SB WB	0	NB EB	2	SB WB	0	NB EB	2	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?	LD	W.D	0	LD	0 112	0	LD	U	WD	2	LD	U	WD	2	LD	U	WD	2
	Override Capacity			0			0				0				0				0
		203	35 NO BUIL	D	NON-ESC	C PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	C PROJ	FUTUI	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT		No. of	Lane	Project		Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
ļ		Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Ω	Left	51	1	51	2		0	0	51	1	51	0	51	1	51	0	51	1	51
NORTHBOUND	← Left-Through ↑ Through	175	0 3	58	4		0	3	178	0 3	59	33	211	0 3	70	0	211	0 3	70
B	↑ Through-Right	173	0	30	7		O	3	170	0	55	33	211	0	70		211	0	70
Ε	→ Right	32	1	0	1		0	4	36	1	36	0	36	1	36	0	36	1	36
Ř	← Left-Through-Right		0							0				0				0	
-	← Left-Right		0							0				0				0	
₽	Left	55	1 0	55	0		0	6	61	1	61	0	61	1 0	61	0	61	1 0	61
5		250	2	125	2		0	27	277	0 2	139	0	277	2	139	0	277	2	139
<u>B</u>	→ Through Through-Right	230	0	123	2		U	21	211	0	139	U	211	0	133	0	211	0	139
SOUTHBOUND	Right	47	1	28	0		0	-1	46	1	27	0	46	1	27	0	46	1	27
) SO	← Left-Through-Right		0							0				0				0	
, , , , , , , , , , , , , , , , , , ,	↓ Left-Right		0							0				0				0	
		1	39	1		0	0	39	1	39	0	39	1	39	0	39	1	39	
₽	→ Left-Through	39	0	39			U	U	39	0	39	U	39	0	39	U	39	0	39
5	→ Through	256	2	128	5		0	-6	250	3	83	98	348	3	116	0	348	3	116
EASTBOUND	→ Through-Right		0							0				0				0	
LS1	Right	27	1	2	1		0	0	27	1	2	0	27	1	2	0	27	1	2
Э	Left-Through-Right		0 0							0				0				0 0	
	-	<u> </u>	U							U				U				U	
	√ Left	68	1	68	1		0	-14	54	1	54	0	54	1	54	0	54	1	54
WESTBOUND			0							0				0				0	
8	← Through	398	2	199	7		0	-55	343	3	114	0	343	3	114	0	343	3	114
TB	, rinough ragin	00	0 1	00	2		0	20	67	0 1	07		67	0	37	0	07	0	07
E	Right Left-Through-Right	96	0	69	2		0	-29	67	0	37	0	67	0	37	U	67	0	37
>	Left-Right		0							0				0				0	
	· ·		rth-South:	176		h-South:	0		Nor	th-South:	190		Nor	th-South:	190			th-South:	190
	CRITICAL VOLUMES	E	ast-West:	238	Eas	st-West:	0		E	ast-West:	153		Ea	ast-West:	170		E	ast-West:	170
<u> </u>			SUM:			SUM:	0			SUM:	343			SUM:				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):			Α			Α				Α				Α				Α
	REMARKS:	Build	Non_ESC F	Project Volu	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	+ WCSP + N	lon_ESC +	ESC	wit	h Event Mar	nagement P	lan		
<u>-</u>	Version: 1i Beta; 8/4/2011											PROJ	IECT IM	PACT					

Change in v/c due to project: Significant impacted? -0.127 NO

-0.114 NO

 $\Delta v/c$ after mitigation: -0.114 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street: De So	to Av			Year o	of Count:	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
5	East-West Street: Vano	wen St			Projection	on Year:	2035		Pea	ak Hour:	Sat LN	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. of Phase			3			3				4				4				4
Орр	posed Ø'ing: N/S-1, E/W-2 or Both-3	? NB 0	SB	0	NB	0 SB	0 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA-3	? NB 0	3B WB	0	EB	0 SB		EB	3	ЗВ WB	3	EB	3	ЗВ WВ	3	EB	3	ЗВ WВ	3
	ATSAC-1 or ATSAC+ATCS-2			0			0				2				2				2
	Override Capaci			0			0				0				0				0
	MOVEMENT	20	35 NO BUIL		NON-ESC	PROJECT			W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT	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
	↑ Left	33	1	33	1		Volume 0	6	39	1	39	0	39	1	39	0	39	1	39
₽ P	↓ Left-Through		0	00			·			0				0				0	00
NORTHBOUND	Through	330	2	129	6		0	6	336	2	140	33	369	2	151	0	369	2	151
를 보고 H	Through-Right		1		_					1				1		_		1	
l K	Right	57	0	57	2		0	27	84	0	84	0	84	0	84	0	84	0	84
¥	← Left-Through-Right ← Left-Right		0 0							0				0				0	
	Lon-Right	_																	
	→ Left	58	1	58	0		0	2	60	1	60	0	60	1	60	0	60	1	60
SOUTHBOUND	Left-Through	000	0 3	00				70	075	0	405		075	0 3	405		075	0 3	405
8	↓ Through✓ Through-Right	296	0	99	4		0	79	375	3 0	125	0	375	0	125	0	375	0	125
ΙĔΙ	↓ Right	82	1	40	1		0	12	94	1	23	0	94	1	23	0	94	1	23
l ŭ	← Left-Through-Right		0							0				0				0	
, , ,	↓ Left-Right		0							0				0				0	
ı	Left	84	1	84	1		0	-13	71	1	71	0	71	1	71	0	71	1	71
₽	→ Left-Through	04	0	04			· ·	-10		0	,,			0			, ,	0	, ,
	→ Through	431	2	216	6		0	-1	430	3	143	98	528	3	176	0	528	3	176
I B(Through-Right	5.4	0	00	_		0	40	00	0 1	07		00	0	07		00	0	07
EASTBOUND	Right Left-Through-Right	54	0	38	1		0	12	66	0	27	0	66	0	27	0	66	0	27
"	✓ Left-Right		0							0				0				0	
_	<u> </u>																		
۵		32	1 0	32	1		0	22	54	1 0	54	0	54	1 0	54	0	54	1 0	54
WESTBOUND	√ Leπ-Inrougn ← Through	333	1	192	6		0	42	375	2	142	0	375	2	142	0	375	2	142
)B	Through-Right	333	1				ŭ		0.0	1			0.0	1			0.0	1	
LS	Right Left-Through-Right	50	0	50	1		0	0	50	0	50	0	50	0	50	0	50	0	50
Š	Left-Through-Right Left-Right		0							0				0				0	
	North-South: 187		187	North	-South:	0		Nor	th-South:	200		Nor	th-South:	211		Nor	th-South:	211	
	CRITICAL VOLUMES East-West: 276		276		st-West:	0			ast-West:	213			ast-West:				ast-West:	230	
	SUM: 46		463		SUM:	0			SUM:	413			SUM:	441			SUM:	441	
				0.325			0.000				0.300				0.321				0.321
V/C				0.325			0.000				0.200				0.221				0.221
	LEVEL OF SERVICE (LOS):			Α			Α				Α				Α				Α
	REMARKS: Future 2035 No Build				Non_ESC P	roject Volu	mes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut	+ WCSP + N	Non_ESC +	ESC	wit	h Event Ma	nagement F	lan
	Varsion: 1i Poto: 9/4/2011														IECT IM				

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

-0.125 NO -0.104 NO $\Delta v/c$ after mitigation: -0.104 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street: Shoup	Av			Year of	Count:	2016	Ambie	nt Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
6	East-West Street: Victory	BI			Projectio	n Year:	2035		Pea	ak Hour:	Sat LN	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. of Phases			2			2				2				2				2
	posed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	0	NB	0 SB	0 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	WB	0	EB	0 VB	0	EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0				2				2				2
	Override Capacity			0			0				0				0				0
	MOVEMENT	203	5 NO BUIL			PROJECT V			W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic		Lane olume	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
	↑ Left	81	1	81	2	•	0	5	86	1	86	0	86	1	86	0	86	1	86
2	← Left-Through		0		_			_		0				0				0	
l g	Through	233	1	140	7		0	4	237	1	143	0	237	1	143	0	237	1	143
毘	Through-Right	40	1	40	0		0	0	40	1	40		40	1	40		40	1	40
NORTHBOUND		46	0	46	2		0	2	48	0	48	0	48	0	48	0	48	0	48
ž	Left-Right		0							0				0				0	
		-																	
₽	Left	32	1	32	0		0	-2	30	1	30	0	30	1	30	0	30	1	30
SOUTHBOUND		218	0 1	132	4		0	-6	212	0 1	128	0	212	0 1	128	0	212	0 1	128
層	→ Through-Right	210	1	132	7		Ū	-0	212	1	120		212	1	120		212	1	120
5	Right	46	0	46	0		0	-2	44	0	44	0	44	0	44	0	44	0	44
SO	Left-Through-Right		0							0				0				0 0	
	↓ Left-Right	l	U							U				U				U	
I	ے Left	43	1	43	1		0	-3	40	1	40	0	40	1	40	0	40	1	40
₽	→ Left-Through		0							0				0		_		0	
EASTBOUND	→ Through → Through-Right → Through-Right → Through-Right → Through-Right → Through-Right → Through 384	1	219	13		0	36	420	2 1	158	0	420	2	158	0	420	2	158	
STE	Right	54	0	54	2		0	0	54	0	54	0	54	0	54	0	54	0	54
EĄ	Left-Through-Right		0							0				0				0	
	- ≺ Left-Right	1	0							0				0				0	
ı	√ Left	40	1	40	1		0	5	45	1	45	0	45	1	45	0	45	1	45
WESTBOUND			0		·					0				Ö				0	
l o	← Through 308 1		169	6		0	37	345	2	126	98	443	2	158	0	443	2	158	
I I		30	1 0	30	0		0	2	32	1 0	32	0	32	1 0	32	0	32	1 0	32
VE	Right Left-Through-Right	30	0	30	U		U	2	52	0	32		32	0	32		32	0	52
	├ Left-Right 0								0				0				0		
				213 259	North-S	South: t-West:	0 0			th-South: ast-West:	214 203			th-South: ast-West:				th-South: ast-West:	214 203
	SUM: 47			472	East	SUM:	0		E	SUM:	417		E	asi-wesi: SUM:			E	SUM:	417
				0.315			0.000				0.278				0.278				0.278
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.31						0.000				0.178				0.178				0.178
	LEVEL OF SERVICE (LOS):						A				A				A				A
	REMARKS: Future 2035 No Build				Non ESC Pro	oject Volume		Delta Vol	= WCSP Ba	ckground +		Fut -	+ WCSP + N	Non ESC +		wit	h Event Mai	nagement P	
Ь	REMARKS: Future 2035 No Build					,	- "7			J		L			IECT IM			J	

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.137 NO -0.137 NO $\Delta v/c$ after mitigation: -0.137 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Topanga	a Canyon Bl			Yea	r of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	anuary 20	20
7	East-West Street:	Victory I	31			Proje	ction Year	2035		Pea	ak Hour:	Sat LN	Revie	wed by:			Project:	Prome	nade (10l	(Seats)
	No. o posed Ø'ing: N/S-1, E/W-2 o Turns: FREE-1, NRTOR-2 o		NB 0	SB	4 0 0	NB	0 SE		NB	3	SB	4 0 0	NB	3	SB	4 0 0	NB	3	SB	4 0 0
9	ATSAC-1 or ATSAC-		EB 0	WB	3	EB	0 WE		EB	0	WB	3	EB	0	WB	3	EB	0	WB	3
		Capacity			0			0				2 0				2 0				2 0
			203	5 NO BUILI	D	NON-E	SC PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	C PROJ	FUTUI	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT		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
₽	↑ Left		69	1 0	69	1		0	4	73	2	40	98	171	2	94	0	171	2	94
NORTHBOUND	✓ Left-Through↑ Through↑ Through-Right		539	2 1	224	13		0	70	609	3	203	426	1035	3 0	345	0	1035	3	345
Z	Right		133	0	133	3		0	16	149	1	58	0	149	1	58	0	149	1	58
2	Left-Through-Right			0							0				0				0	
J	→ Left-Right		<u> </u>	0							0				0				0	
SOUTHBOUND	Left Left-Through		112	1 0	112	2		0	-6	106	2	58	0	106	2	58	0	106	2	58
BOI	Through		550	2	205	12		0	-49	501	3	167	0	501	3 0	167	0	501	3 0	167
王	← Through-Right → Right		66	0	66	1		0	6	72	1	44	0	72	1	44	0	72	1	44
nog	Left-Through-Right			0				· ·			0				0				0	
0,	↓ Left-Right			0							0				0				0	
I	ے Left		81	2	45	2		0	20	101	2	56	0	101	2	56	0	101	2	56
₽	→ Left-Through		01	0	40	_		Ü	20	101	0	00		101	0	00		101	0	00
EASTBOUND	→ Through		299	2	117	9		0	85	384	3	113	0	384	3	113	0	384	3	113
TB	→ Through-Right → Right		51	1 0	51	1		0	15	66	1 0	66	0	66	1 0	66	0	66	1	66
EAS	Left-Through-Right		31	0	31	'		U	15	00	0	00	U	00	0	00	U	00	0	00
	- deft-Right Left-Right			0							0				0				0	
ı	√ Left		166	2	91	-6		0	0	166	2	91	0	166	2	91	0	166	2	91
è	γ Left ✓ Left-Through		100	0	91	-0		U		100	0	91		100	0	91	"	100	0	91
WESTBOUND	← Through		392	2	160	-13		0	14	406	3	135	0	406	3	135	0	406	3	135
Ę	Through-Right		00	1 0	00			0		00	0	20	0	00	0	20		00	0	20
VES	Right Left-Through-Right		89	0	89	-3		Ü	1	90	0	32	U	90	0	32	0	90	0	32
>	Left-Right			0							0				Ö				Ö	
	North-South:		336		rth-South:	0			th-South:	261			th-South:	403			th-South:	403		
	SUM: 5		208 544		ast-West: SUM:	0		E	ast-West: SUM:	204 465		Eá	ast-West: SUM:	204 607		E	ast-West: SUM:	204 607		
	VOLUME/CAPACITY (V/C) RATIO: 0.3		0.396		30m.	0.000			30m.	0.338			JOIN.	0.441			30111.	0.441		
V/C	C LESS ATSAC/ATCS ADJUSTMENT:		0.396			0.000				0.238				0.341				0.341		
	//C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			A			A				Δ				Α				0.541 A	
	LEVEL OF SERVICE (LOS): REMARKS: Future 2035 No Build					Non ESC	Project Volu		Delta Vol	= WCSP Ba	ckground +	Non ESC	Fut +	+ WCSP + N	lon ESC +		wit	h Event Mai	nagement F	
<u> </u>	REMARKS: Future 2035 No Build				_	200	-, ۷01		1		J	=-0							3	

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.158 NO -0.055 NO $\triangle v/c$ after mitigation: -0.055 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street: West	ield Wy			Year of Co	unt: 2016	Ambi	ent Growt	h: (%): **		Condu	cted by:	G	TC	Date:	Ja	nuary 20	20
8	East-West Street: Victo	y BI			Projection Y	ear: 2035		Pe	ak Hour:	Sat LN	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. of Phase			3		3				4				4				4
	posed Ø'ing: N/S-1, E/W-2 or Both-	ND 0	SB	0 2	NB 0	SB 2	NB	3	SB	1	NB	3	SB	3	NB	3	SB	1
Right	Turns: FREE-1, NRTOR-2 or OLA-3	EB 0	WB	0		WB 0	EB	3	WB	3	EB	3	WB	3	EB	3	WB	3
	ATSAC-1 or ATSAC+ATCS-2			0		0				2				2				2
	Override Capaci			0		0				0				0				0
	MOVEMENT	20	No. of	Lane	NON-ESC PRO		Delta	E W/ WCSP	W/ NON-ES	Lane	Added	RE W/ WCS	No. of	Lane	Added	WCSP W/ F	No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Traffic	Lane Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left	15	0	15	2	0	-1	14	1	10	0	14	1	10	0	14	1	10
NORTHBOUND	← Left-Through		1						1				1				1	
l g	↑ Through	5	0	20	1	0	0	5	0	10	0	5	0	10	0	5	0	10
l ≝ l	Through-Right	00	0	47	3	0	3	26	0 1		0	00	0		_	00	0	
OR.		23	0	17	3	0	3	20	0	11	U	26	0	11	0	26	0	11
Ž	Left-Right		0						0				0				0	
Q	→ Left	71	0	71	2	0	20	91	1	91	0	91	1	91	0	91	1	91
S		2	1 0	73	0	0	1	3	0 1	3	0	3	0	3	0	3	0	3
BO	Through-Right	2	0	73	U	U	'	3	0	3		3	0	3	"	3	0	3
🗧	الب Right	164	1	164	3	0	2	166	1	62	0	166	1	62	0	166	1	62
SOUTHBOUND	Left-Through-Right		0						0				0				0	
,,	↓ Left-Right		0						0				0				0	
	ال _ Left	164	1	164	1	0	25	189	2	104	0	189	2	104	0	189	2	104
₽	→ Left-Through		0						0				0				0	
no	→ Through	475	3	122	2	0	263	738	4	185	0	738	4	185	0	738	4	185
Ī	→ Through-Right	14	1 0	14	0	0	2	16	0 1	6	0	16	0	6	0	16	0	6
EASTBOUND	Right Left-Through-Right	14	0	14	U	U	2	10	0	ь	0	16	0	О	0	10	0	ь
ш	→ Left-Right		0						0				0				0	
							_											
Ω	✓ Left ✓ Left-Through	13	1 0	13	1	0	2	15	1 0	15	0	15	1 0	15	0	15	1 0	15
WESTBOUND	← Through	429	3	137	19	0	49	478	4	120	0	478	4	120	0	478	4	120
BC	← Through-Right		1						0				0				0	
ESI	Right Left-Through-Right	118	0	118	6	0	29	147	1	56	0	147	1	56	0	147	1	56
⋝	Left-Through-Right Left-Right		0						0				0				0	
	North-South: 179		179	North-Sou	th: 0		Nor	th-South:	102	 	Nor	th-South:	102	 	Nor	th-South:	102	
	CRITICAL VOLUMES East-West: 30		301	East-We	est: 0			ast-West:	224			ast-West:	224			ast-West:	224	
					St	<i>IM</i> : 0			SUM:	326			SUM:				SUM:	326
				0.337		0.000				0.237				0.237				0.237
V/C				0.337		0.000				0.137				0.137				0.137
	LEVEL OF SERVICE (LOS):			Α		Α				Α				Α				Α
	REMARKS: Future 2035 No Build				Non_ESC Projec	Volumes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut	+ WCSP + 1	Non_ESC +	ESC	wit	h Event Ma	nagement F	Plan
	Version: 1i Peter 9/4/2011											IECT IM						

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.200 NO -0.200 NO $\Delta v/c$ after mitigation: -0.200 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street: Owe	nsmouth Av			Year of Cou	ınt: 2016	Ambi	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
9	East-West Street: Victor	ry Bl			Projection Ye	ear: 2035		Pe	ak Hour:	Sat LN	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. of Phas			4		4				4				4				4
	posed Ø'ing: N/S-1, E/W-2 or Both-	ND 0	SB	0	NB 0	SB 0	NB	3	SB	0	NB	3	SB	0	NB	3	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA-	? KB 0	WB	0		WB 0	EB	3	WB	3	EB	3	<i>WB</i>	3	EB	3	WB	3
	ATSAC-1 or ATSAC+ATCS-			0		0				2				2				2
	Override Capac			0		0				0				0				0
	MOVEMENT	20	35 NO BUIL		NON-ESC PRO			W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT	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
	↑ Left	53	1	53	0	0	2	55	1	55	0	55	1	55	0	55	1	55
NORTHBOUND	✓ Left-Through		0						0				0				0	
l o	Through	111	2	56	2	0	22	133	3	44	196	329	3	110	0	329	3	110
H 뿐	Through-Right		0		_		_		0				0				0	
l R	Right	25	1	12	0	0	2	27	1	3	196	223	1	199	0	223	1 0	199
¥	← Left-Through-Right ← Left-Right ← L		0 0						0 0				0				0	
	Lentingin																	
	Left	88	1	88	9	0	2	90	2	50	0	90	2	50	0	90	2	50
3	Left-Through	477	0 2	00	40			405	0	00	•	405	0 3	00	_	405	0 3	00
BO		177	0	89	18	0	8	185	3 0	62	0	185	0	62	0	185	0	62
E	↓ Right	101	1	82	9	0	-1	100	1	34	0	100	1	34	0	100	1	34
SOUTHBOUND	Left-Through-Right		0						0				0				0	
0,	↓ Left-Right		0						0				0				0	
ı	Left	70	2	39	1	0	50	120	2	66	0	120	2	66	0	120	2	66
9	→ Left-Through	7.0	0	00		· ·		120	0	00		120	0	00		120	0	00
	→ Through	463	3	127	3	0	235	698	3	192	0	698	3	192	0	698	3	192
TB(Through-Right	45	1	45	_	0	0.4	00	1	00	•	00	1 0	00	_	00	1 0	00
EASTBOUND	Right Left-Through-Right	45	0	45	1	0	24	69	0 0	69	0	69	0	69	0	69	0	69
"	✓ Left-Right		Ö						0				0				0	
	<u>'</u>	•																
۵	✓ Left ✓ Left-Through	47	2 0	26	6	0	-4	43	2 0	24	0	43	2 0	24	0	43	2	24
WESTBOUND	← Through	392	3	120	54	0	-1	391	3	123	0	391	3	123	0	391	3	123
B0	Through-Right	332	1			· ·			1	.20			1	.20			1	.20
EST	Right Left-Through-Right	87	0	87	14	0	14	101	0	101	0	101	0	101	0	101	0	101
⋝	Left-Through-Right Left-Right		0						0				0				0	
	North-South: 14			144	North-Sout	h: 0		Nor	th-South:	117		Nor	th-South:	249		Nor	th-South:	249
					East-Wes				ast-West:	216			ast-West:				ast-West:	216
				303	SU	VI: 0			SUM:	333			SUM:	465			SUM:	465
				0.220		0.000				0.242				0.338				0.338
V/C				0.220		0.000				0.142				0.238				0.238
	LEVEL OF SERVICE (LOS):			Α		Α				Α				Α				Α
	REMARKS: Future 2035 No Build				Non_ESC Project	Volumes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	Non_ESC +	ESC	wit	h Event Ma	nagement F	Plan
	Version: 1i Peter 9/4/2011											IECT IM						

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.078 NO 0.018 NO $\triangle v/c$ after mitigation: 0.018 Fully mitigated? N/A







I/S #:	North-South Street: Canog	a Av			Year of	Count:	2016	Ambie	nt Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
10	East-West Street: Victor	/ BI			Projection	n Year:	2035		Pea	ak Hour:	Sat LN	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. of Phase			3			υ 6				4				4				4
	oosed Ø'ing: N/S-1, E/W-2 or Both-3	ND 0	SB	0	NB	0 SB	0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right 7	Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	WB	0		0 WB	0	EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATCS-2			0			0				2				2				2
	Override Capacit			0			0				0				0				0
	MOVEMENT	203	No. of	Lane	Project	PROJECT VO		Delta	W/ WCSP	W/ NON-ES	Lane	Added	RE W/ WCS	No. of	Lane	Added	WCSP W/ F	No. of	
	MO V LIVILIA I	Volume	Lanes	Volume	Traffic		ane dume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Lane Volume
	Left	48	1	48	3		0	9	57	1	57	0	57	1	57	0	57	1	57
NORTHBOUND	← Left-Through		0							0				0				0	
l ğ	↑ Through	306	2	127	13		0	-17	289	3	96	33	322	3	107	0	322	3	107
∥≝∣	Through-Right	75	1	7.5	4		0	00	400	0 1	70		400	0	70	0	400	0	70
8		75	0	75	4		0	28	103	0	78	0	103	1	78	U	103	0	78
Ž	Left-Right		0							0				0				0	
		_																	
_	Left	57	1	57	0		0	12	69	2	38	0	69	2	38	0	69	2	38
5		452	0 2	184	-4		0	11	463	0 2	189	0	463	0 2	189	0	463	0 2	189
<u>8</u>	→ Through ← Through-Right	432	1	104	-4		U	- 11	403	1	109	U	403	1	109	0	403	1	109
貞	با Right	99	0	99	-1		0	6	105	0	105	0	105	0	105	0	105	0	105
SOUTHBOUND	Left-Through-Right		0							0				0				0	
			0							0				0				0	
I	_ J Left	46	1	46	2		0	0	46	1	46	0	46	1	46	0	46	1	46
2			0							0				0				0	
8	→ Through	278	3	79	17		0	160	438	4	110	196	634	4	159	0	634	4	159
E I		36	1 0	36	2		0	7	43	0 1	15	0	43	0	15	0	43	0	15
EASTBOUND	Left-Through-Right	30	0	30	2		U	,	40	0	13	U	43	0	13	0	43	Ó	13
	- d Left-Right		0							0				0				0	
	Clatt	00	1	00	_		0		04		50		04		50		04		50
ا ب	√ Left √ Left-Through	82	1 0	82	5		0	9	91	2 0	50	0	91	2 0	50	0	91	2 0	50
WESTBOUND			3	121	28		0	111	534	3	147	0	534	3	147	0	534	3	147
l B	Through-Right		1							1				1				1	
ES.	Right Left-Through-Right	61	0	61	3		0	-8	53	0	53	0	53	0	53	0	53	0	53
>	├ Left-Right 0								0				0				0		
	North-South: 23			232	North-S	South:	0			th-South:	246			th-South:				th-South:	246
				167		-West:	0		E	ast-West:	193		E	ast-West:			E	ast-West:	209
 				399		SUM:	0			SUM:	439			SUM:				SUM:	455
1//2	0.20						0.000				0.319				0.331				0.331
V/C				0.280			0.000				0.219				0.231				0.231
<u></u>	LEVEL OF SERVICE (LOS): A						Α				Α				Α				Α
	REMARKS: Future 2035 No Build				Non_ESC Pro	oject Volumes	Only	Delta Vol :	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N		ESC IM		h Event Mai	nagement F	lan

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.061 NO -0.049 NO $\Delta v/c$ after mitigation: -0.049 Fully mitigated? N/A







I/S #:	North-South Street: Vari	el Av			Year of	Count:	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G'	тс	Date:	Ja	nuary 20	20
11	East-West Street: Vict	ory BI			Projection	n Year:	2035		Pea	ak Hour:	Sat LN	Revie	wed by:			Project:	Promei	nade (10k	Seats)
	No. of Phas			3			3				4				4				4
Орр	oosed Ø'ing: N/S-1, E/W-2 or Both	3? NB 0	SB	1	NB	0 SB-	1 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA	3? NB 0	ЗВ WВ	0		0 3B	-	NВ EВ	0	ЗВ WB	0	NВ ЕВ	0	ЗВ WВ	0	NВ ЕВ	0	ЗВ WВ	0
	ATSAC-1 or ATSAC+ATCS	The second secon		0			0				2				2				2
	Override Capa			0			0				0				0				0
	MOVEMENT	20	35 NO BUIL		NON-ESC F	PROJECT			W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT	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
	↑ Left	48	1	48	1		Volume 0	-21	27	1	27	0	27	1	27	0	27	1	27
9	← Left-Through	40	0	40			o	21	21	0	21		21	0	21		21	0	21
NORTHBOUND	↑ Through	0	0	81	5		0	159	159	2	80	0	159	2	80	0	159	2	80
里	→ Through-Right		1							0				0				0	
F F	Right	81	0	0	0		0	-68	13	1	2	0	13	1	2	0	13	1	2
2	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				U				0	
		0	0	0	1		0	11	11	1	11	0	11	1	11	0	11	1	11
SOUTHBOUND	→ Left-Through		0							0				0				0	
∥ୁଘା	Through	0	0	0	9		0	91	91	2	46	0	91	2	46	0	91	2	46
∥ ≝ ∣	Through-Right	0	0 0	0			0	07	27	0 1	0		27	0	0	0	27	0 1	0
	→ Right → Left-Through-Right	U	0	0	4		0	37	37	0	0	0	37	0	U	U	37	0	0
ŭ	Left-Right		0							0				0				0	
	Left	0	1	0	3		0	81	81	1	81	0	81	1	81	0	81	1	81
EASTBOUND	→ Left-Through→ Through	506	0 3	139	25		0	185	691	0 4	173	196	887	0	222	0	887	0 4	222
<u>8</u>	→ Through-Right	500	1	139	25		U	165	091	0	173	190	001	0	222	U	007	0	222
STI	Right	51	0	51	2		0	-11	40	1	27	0	40	1	27	0	40	1	27
E	Left-Through-Right		0							0				0				0	
	-		0							0				0				0	
ı	√ Left	66	1	66	1		0	-26	40	2	22	0	40	2	22	0	40	2	22
9		30	0	00	'		U	-20	70	0			40	0	22		40	0	22
WESTBOUND	← Through	576	3	144	21		0	201	777	3	201	0	777	3	201	0	777	3	201
l ĕ	Through-Right		1							1				1				1	
ES	Right Left-Through-Right	0	0 0	0	1		0	25	25	0	25	0	25	0	25	0	25	0 0	25
>	Left-Right		0							0				0				0	
	γg	No	rth-South:	81	North-S	South:	0		Nor	th-South:	91		Nor	th-South:	91		Nor	th-South:	91
	CRITICAL VOLUM	ES	East-West:	205		-West:	0		Ea	ast-West:	282		Ea	ast-West:	282		E	ast-West:	282
			SUM:			SUM:	0			SUM:	373			SUM:				SUM:	373
	VOLUME/CAPACITY (V/C) RAT			0.201			0.000				0.271				0.271				0.271
V/C	LESS ATSAC/ATCS ADJUSTME	NT:		0.201			0.000				0.171				0.171				0.171
	LEVEL OF SERVICE (LC	S):		Α			Α				Α				Α				Α
	REMARI	Build	Non_ESC Pro	oject Volu	mes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	+ WCSP + N	lon_ESC +	ESC	wit	h Event Mar	nagement P	lan		
	Version: 1i Beta; 8/4/2011	_				•	_		•	_		PROJ	IECT IM	PACT			_		

Change in v/c due to project:

-0.030 NO

-0.030 NO

 $\Delta v/c$ after mitigation: -0.030 Fully mitigated? N/A







I/S #:	North-South Street:	De Soto	Av			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	TC	Date:	Ja	anuary 20	20
12	East-West Street:	Victory E	31			Project	ion Year	2035		Pe	ak Hour:	Sat LN	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
		of Phases			4			4				4		-		4	-	•		4
Op	posed Ø'ing: N/S-1, E/W-2 o	r Both-3?	NB 3	SB	0	NB	3 SE	0 3 0	NB	0	SB	0	NB	3	SB	0	NB	2	0.0	0
Right	Turns: FREE-1, NRTOR-2 o	r OLA-3?	NB 3 EB 0	3B WB	3	EB	3 SE 0 WE		BB	3	3В WВ	2	NB EB	0	3B WB	2	NВ ЕВ	3	SB WB	2
	ATSAC-1 or ATSAC+	ATCS-2?			0			0				2				2				2
	Override	Capacity			0			0				0				0				0
	MOVEMENT		203	5 NO BUIL			C PROJEC			W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT		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
	↑ Left		41	1	41	1		0	52	93	2	51	0	93	2	51	0	93	2	51
Ð	Left-Through			0				•		00	0	•	Ů		0	•			0	٠.
l o	Through		279	2	132	3		0	-3	276	3	92	33	309	3	103	0	309	3	103
≝	Through-Right			1							0				0				0	
NORTHBOUND	→ Right		117	0	117	1		0	1	118	1 0	85	0	118	1	85	0	118	1 0	85
ž	← Left-Through-Right ← Left-Right			0							0				0				0	
			1																	
D	→ Left		38	1	38	1		0	-2	36	2	20	0	36	2	20	0	36	2	20
OUTHBOUND			299	0 2	128	6		0	44	343	0 4	86	0	343	0	86	0	343	0 4	86
<u>8</u>	→ Through Through-Right		299	1	120	O		U	44	343	0	00	U	343	0	00	"	343	0	00
上专	بَ Right		84	0	84	2		0	27	111	1	88	0	111	1	88	0	111	1	88
SOL	Left-Through-Right			0							0				0				0	
•	↓ Left-Right			0							0				0				0	
	_ J Left		78	2	43	3		0	8	86	2	47	0	86	2	47	0	86	2	47
₽	→ Left-Through			0							0				0				0	
8	→ Through		443	3	124	17		0	56	499	4	125	196	695	4	174	0	695	4	174
EASTBOUND	→ Through-Right → Right		51	0	51	2		0	28	79	0 1	54	0	79	1	54	0	79	0 1	54
EAS	Left-Through-Right			0	01	_		Ü	20	10	0	0-1		7.5	0	04		7.5	0	04
	-			0							0				0				0	
	√ Left		54	2	30	2		0	6	60	2	33	0	60	2	33	0	60	2	33
9	∜ Left-Through		34	0	30	_		U		00	0	33		00	0	33		00	0	33
ĺ	← Through		489	3	163	25		0	188	677	3	180	0	677	3	180	0	677	3	180
TB	Through-Right		07	0	0	_		0	_	40	1	40	_	40	1	40		40	1	40
WESTBOUND	Right Left-Through-Right		37	1 0	0	2		0	6	43	0	43	0	43	0	43	0	43	0	43
>	Left-Right 0		0							0		<u></u>		0				0		
	North-South: 1			170		h-South:	0			th-South:	139			th-South:				th-South:	139	
				206 376	Ea	st-West: SUM:	0		E	ast-West: SUM:	227 366		E	ast-West: SUM:			E	ast-West: SUM:	227 366	
	VOLUME/CAPACITY (V/C) RATIO: 0.2				0.273		SUIVI:				SUIVI:	0.266			SUIVI:	0.266			SUIVI:	0.266
V								0.000												
"					0.273			0.000 A				0.166 A				0.166				0.166 A
-						Non ESC !	Project \/cl		Dolto Val	= WCSP Ba	ckaround :		E1.4	+ WCSP + N	lon ESC :	A ESC	,	h Event Ma	nagement F	
<u> </u>	REMARKS: Future 2035 No Build					Non_ESC F	rioject volt	anies Only	Della Vol	- WOSP Ba	ckgrouna +	INOII_ESC	Fut ·	- WUSP + I	NOII_E2C +	E90	Wil	h Event Ma	nagement F	ıdli

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.107 NO -0.107 NO $\triangle v/c$ after mitigation: -0.107 Fully mitigated? N/A







I/S #:	North-South Street:	Shoup A	v			Year	of Count	2016	Ambie	nt Growt	h: (%): **		Condu	cted by:	G [.]	тс	Date:	Ja	nuary 20	20
13	East-West Street:	Erwin St				Projec	tion Year	2035		Pea	ak Hour:	Sat LN	Revie	wed by:			Project:	Promei	nade (10k	Seats)
		Phases			3			3				4				4				4
	oosed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	2	NB	0 SE	2 3 0	NB	0	SB	2	NB	0	SB	2	NB	0	SB	2
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	EB 0	WB	2	EB	0 SE		EB	0	3В WВ	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+A	ATCS-2?			0	_		0				2	'			2				2
	Override C	Capacity			0			0				0				0				0
	MOVEMENT		203	5 NO BUIL			SC PROJEC			W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT		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
	Left		3	1	3	0		0	0	3	1	3	0	3	1	3	0	3	1	3
NORTHBOUND	← Left-Through			0				_		_	0	_		-	0	_		_	0	
9	Through		295	1	163	0		0	9	304	2	152	0	304	2	152	0	304	2	152
異	Through-Right			1							0				0				0	
L NC	Right		30	0	30	0		0	17	47	1	31	0	47	1	31	0	47	1	31
Ž	Left-Through-Right Left-Right			0							0				0				0	
I	Υ΄ Leit-Right			U							U				U				U	
	Left		37	1	37	3		0	3	40	1	40	0	40	1	40	0	40	1	40
Į	→ Left-Through			0							0				0				0	
ğ	Through		254	1	128	18		0	-14	240	1	121	0	240	1	121	0	240	1	121
≝	← Through-Right ■ Bight ■ Pight ■ Through-Right ■ Through-Righ ■ Through-Right ■		1	1 0	1	0		0	0	1	1 0	1	0	1	1 0	1	0	1	1 0	1
SOUTHBOUND			1	0	'	U		U	0	'	0		U	'	0	'	U	1	0	'
Š	↓ Left-Right			0							0				0				0	
_	_																			
	J Left		4	0	4	0		0	1	5	0	5	0	5	0	5	0	5	0	5
Ξ	→ Left-Through→ Through		4	0	9	0		0	0	1	0	11	0	1	0	11	0	1	0	11
EASTBOUND	→ Through-Right		'	0	9	U		U	U	,	0		U	'	0		0	'	0	
STE	Right		4	0	0	0		0	1	5	0	0	0	5	0	0	0	5	0	0
EA	Left-Through-Right			1							1				1				1	
	-			0							0				0				0	
1	√ Left		46	1	24	4		0	17	63	1	32	0	63	1	32	0	63	1	32
9	√ Left-Through		40	1	24	7		U	17	00	1	32		03	1	32		03	1	32
WESTBOUND	← Through		1	0	24	0		0	0	1	0	32	0	1	0	32	0	1	0	32
Ĭ,	Through-Right			0							0				0				0	
ES.	Right		73	1	73	5		0	4	77	1	57	0	77	1	57	0	77	1	57
>	Left-Through-Right Left-Right			0							0				0				0	
	* =A		Nor	th-South:	200	Nor	th-South:	0		Nor	th-South:	192		Nort	th-South:	192		Nor	th-South:	192
	CRITICAL VO	DLUMES	-	ast-West:	82	_	ast-West:	0			ast-West:	68			ast-West:	68			ast-West:	68
				SUM:	282		SUM:	0			SUM:	260			SUM:	260			SUM:	260
	VOLUME/CAPACITY (V/C)				0.198			0.000				0.189				0.189				0.189
V/C	LESS ATSAC/ATCS ADJUS	TMENT:			0.198			0.000				0.095				0.095				0.095
	LEVEL OF SERVICE	E (LOS):			Α			Α				Α				Α				Α
	REN	MARKS:	Future	2035 No B	uild	Non_ESC	Project Volu	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	+ WCSP + N	lon_ESC +	ESC	wit	h Event Mar	nagement P	lan
,	Version: 1i Beta; 8/4/2011														PROJ	IECT IM	PACT			

Change in v/c due to project: Significant impacted? -0.103 NO

-0.103 NO

 $\Delta v/c$ after mitigation: -0.103 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Randi A	//Nevada Av	/		Year	of Count	2016	Ambi	ent Growt	h: (%): **		Condu	cted by:	G	TC	Date:	Ja	nuary 20	020
14	East-West Street:	Erwin St				Projec	ction Year	2035		Pe	ak Hour:	Sat LN	Revie	wed by:			Project:	Prome	nade (10	k Seats)
		f Phases			2			2				2				2				2
Орр	osed Ø'ing: N/S-1, E/W-2 or	r Both-3?	ND 0	CD	0	ND.	0 01	0	A/D	0	CD	0	ND.	0	CD.	0	N/D	0	CD	0
Right 7	Turns: FREE-1, NRTOR-2 or	r OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WI		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+	ATCS-2?		2	0		0 111	0			2	2			2	2			5	2
	Override	Capacity			0			0				0				0				0
			203	5 NO BUILI			SC PROJEC	T VOLS		E W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT			No. of	Lane Volume	Project		Lane	Delta Volume	Total Volume	No. of	Lane Volume	Added Volume	Total	No. of	Lane Volume	Added Volume	Total	No. of	Lane Volume
	↑ Left		Volume 5	Lanes 0	volume 5	Traffic 0		Volume 0	volume -1	Volume 4	Lanes 0	volume 4	Volume	Volume 4	Lanes 0	volume 4	Volume	Volume 4	Lanes 0	volume 4
9	← Left-Through		3	0	3	U		U		4	0	4	U	4	0	7		4	0	7
	† Through		8	0	28	0		0	1	9	0	35	0	9	0	35	0	9	0	35
単	Through-Right			0							0				0				0	
NORTHBOUND	→ Right		15	0	0	0		0	7	22	0	0	0	22	0	0	0	22	0	0
2	Left-Through-Right			1							1				1				1	
	Left-Right			0							0				0				0	
	. Left		14	0	14	0		0	4	18	0	18	0	18	0	18	0	18	0	18
SOUTHBOUND	Left-Through			1							1				1				1	
ਲૂ	Through		12	0	26	0		0	0	12	0	30	0	12	0	30	0	12	0	30
∥ ≝ ∣	← Through-Right → Right		11	0 1	8	0		0	3	14	0 1	11	0	14	0	11	0	14	0	11
	Left-Through-Right		- 11	0	0	U		U	3	14	0	11	0	14	0	11	"	14	0	- 11
Š	↓ Left-Right			0							0				0				0	
	 J Left → Left-Through 		7	1 0	7	1		0	-1	6	1	6	0	6	1 0	6	0	6	1 0	6
3	→ Leπ-Through → Through		70	1	41	16		0	16	86	0 1	47	0	86	1	47	0	86	1	47
8	→ Through-Right		10	1	71	10			10	00	1	-77		00	1	7,	Ĭ	00	1	77
EASTBOUND	Right 11 0		11	1		0	-3	8	0	8	0	8	0	8	0	8	0	8		
) j	Left-Through-Right			•							0				0				0	
	- ≺ Left-Right		<u> </u>	0							0				0				0	
I	√ Left		15	1	15	2		0	4	19	1	19	0	19	1	19	0	19	1	19
WESTBOUND				0							0				0				0	
l So l	← Through		133	1	76	11		0	18	151	1	89	33	184	1	106	0	184	1	106
E I	Through-Right Right		18	1 0	18	2		0	9	27	1 0	27	0	27	1 0	27	0	27	1 0	27
Ĭ Ķ	Left-Through-Right		10	0	10	_		U	9	21	0	21		21	0	21		21	0	21
>									0				0				0			
		<u> </u>		th-South:	42		rth-South:	0			th-South:	53			th-South:				th-South:	
	CRITICAL V	OLUMES	E	ast-West: SUM:	83 125	E	ast-West: SUM:	0		E	ast-West: SUM:	95 148		Ea	ast-West: SUM:			E	ast-West: SUM:	
	VOLUME/CAPACITY (V/C) RATIO: 0.08					SUIVI:	0.000			JUIVI:	0.099			JUNI:	0.110			SUNI:	0.110	
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.08																			
¥/C							0.000				0.049				0.055				0.055	
	LEVEL OF SERVICE (LOS): A					Non Egg) Decis -4.) (1	A	D-H- V	WOODS	alaman and the	A 500	F	WOOD	I F0C :	A		h F		A
	REMARKS: Future 2035 No Build					Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	скground +	Non_ESC	Fut +	+ WCSP + N		IECT IM		h Event Ma	nagement F	Plan

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Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

-0.034 NO -0.028 NO $\triangle v/c$ after mitigation: -0.028 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Topanga	Canyon Bl			Year	of Count	2016	Ambie	nt Growt	h: (%): **		Condu	cted by:	G'	тс	Date:	Ja	nuary 20	20
15	East-West Street:	Erwin St				Project	tion Year:	2035		Pea	ak Hour:	Sat LN	Revie	wed by:			Project:	Promei	nade (10k	Seats)
		Phases			2			2				4				4				4
	oosed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	0	NB	0 SE	0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0 0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	EB 0	WB	0	EB	0 WE		EB	0	WB	3	EB	0	WB	3	EB	0	WB	3
	ATSAC-1 or ATSAC+A				0			0				2	·			2				2
	Override (Capacity	200	5 NO DIW	0	NOV 50	0.000.00	0	=::=::::=			0	==		5 M// 51 II I	0				0
	MOVEMENT		203	5 NO BUIL No. of	Lane	Project	C PROJEC	Lane	Delta	W/ WCSP	No. of	Lane	Added	RE W/ WCS	No. of	Lane	Added	WCSP W/ F	No. of	Lane
	mo vement		Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left		19	1	19	3		0	10	29	1	29	0	29	1	29	0	29	1	29
NORTHBOUND	← Left-Through			0							0				0				0	
ğ	↑ Through		674	2	239	16		0	7	681	3	179	229	910	3	237	0	910	3	303
ᄩ	Through-Right		40	1	42	3		0	-6	36	1	36	0	20	1 0	36	426	462	1 0	444
S.			42	0 0	42	3		U	-6	30	0	36	U	36	0	36	420	402	0	411
ž	Left-Right			0							0				0				0	
•																				
۵	→ Left		60	1	60	45		0	-43	17	1	17	0	17	1	17	0	17	1	17
S			641	0 2	220	-8		0	-4	637	0 2	219	0	637	0 2	219	0	637	0 2	219
<u>B</u>	→ Through → Through-Right		041	1	220	-0		U	-4	037	1	219	0	037	1	219	U	037	1	219
上	بَ Right		19	0	19	0		0	2	21	0	21	0	21	0	21	0	21	0	21
SOUTHBOUND	Left-Through-Right			0							0				0				0	
<u>"</u>	↓ Left-Right			0							0				0				0	
I	ے Left		26	1	26	4		0	9	35	1	35	0	35	1	35	0	35	1	35
₽	→ Left-Through			0							0				0				0	
9	→ Through		51	1	45	8		0	17	68	1	68	0	68	1	68	0	68	1	68
E	→ Through-Right → Right		39	1 0	39	9		0	40	79	1 0	65	0	79	1 0	65	0	79	1 0	65
EASTBOUND	Left-Through-Right		39	0	39	9		U	40	19	0	05	0	19	0	05	U	19	0	03
"	- Left-Right			0							0				0				0	
	C 1 - 6													-,			404	405		400
₽			55	1 0	55	0		0	-1	54	2 0	30	0	54	2 0	30	131	185	2	102
	← Through		82	1	58	0		0	8	90	2	45	33	123	2	62	0	123	2	62
WESTBOUND	Through-Right			1		-					0				0				0	
ES	Right		33	0	33	0		0	-1	32	1	15	295	327	1	310	0	327	1	310
>	Left-Through-Right Left-Right			0							0				0				0	
 	ψ Lon-Night		Nor	th-South:	299	Norti	h-South:	0		Nor	th-South:	248		Non	th-South:	254		Nor	th-South:	428
	CRITICAL VO	DLUMES	_	ast-West:	100		st-West:	0			ast-West:	98			ast-West:	345			ast-West:	345
				SUM:	399		SUM:	0			SUM:	346			SUM:	599			SUM:	773
	VOLUME/CAPACITY (V/C)				0.266			0.000				0.252				0.436				0.562
V/C	LESS ATSAC/ATCS ADJUS	TMENT:			0.266			0.000				0.152				0.336				0.462
	LEVEL OF SERVICE	E (LOS):			Α			Α				Α				Α				Α
	REI	MARKS:	Future	2035 No B	uild	Non_ESC I	Project Volu	ımes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	+ WCSP + N	lon_ESC +	ESC	w/ EMP (does not inc	lude 3% TC	CO credit)
,	Version: 1i Beta; 8/4/2011	·		· · · · · · · · · · · · · · · · · · ·	·		· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	· · · · · ·		· · · · · ·				PROJ	ECT IM	PACT	·		· · · · · ·

Change in v/c due to project: Significant impacted? -0.114 NO

0.070 NO

 $\Delta v/c$ after mitigation: 0.196 Fully mitigated? N/A







I/S #:	North-South Street:	Warner I	Orive North			Year o	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
16	East-West Street:	Erwin St	reet			Projecti	ion Year:	2035		Pea	ak Hour:	Sat LN	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
0		f Phases			0			0				3				3				3
	osed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	0	NB	0 SE	0 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or	· OLA-3?	EB 0	WB	0	EB	0 WE		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+				0			0				2				2				2
	Override	Capacity	202	5 NO BUIL	1200	NON ESC	C PROJEC	1200	FUTUR	W/ WCSP	W/ NON ES	0	FUTU	RE W/ WCS	DW/ FIII I	0	FUT W/	WCSP W/ F	III I BBO I	0 W/ EMD
	MOVEMENT		203	No. of	Lane	Project	FROJEC	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left		0	1	0	46		0	46	46	2	25	328	374	2	206	131	505	2	278
NORTHBOUND	Left-Through		•	0	•			•			0	•	•		0			•	0	•
ВО	↑ Through		0	0 0	0	0		0	0	0	0	0	0	0	0	0	0	0	0 0	0
ᄑ	Through-Right Right		0	1	0	182		0	182	182	1	153	393	575	1	546	33	608	1	579
OR I	← Left-Through-Right		, and the second	0	Ŭ	102		ŭ	102	102	0	100	000	0.0	0	340		000	0	0/3
	Left-Right			0							0				0				0	
			,																	
9	└→ Left ├→ Left-Through		0	0 0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0 0	0
SOUTHBOUND	Through		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
₽ P	← Through-Right		, and the second	0	·			·		· ·	0			· ·	0	· ·		ŭ	0	ŭ
5	ب Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
SO	Left-Through-Right			0 0							0				0				0	
	↓ Left-Right		l	U							U				U				U	
	J Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
2	→ Left-Through			0							0				0				0	
l o	→ Through		0	1	0	28		0	141	141	2	71	0	141	2	71	426	567	2	284
ET8	→ Through-Right		0	0	0	70		0	70	70	0 1	58	0	70	1	0	0	70	1	0
EASTBOUND	Right 0 0 Left-Through-Right 0		O	70		U	70	70	0	30		70	0	U		70	0	U		
_	- Left-Right			0							0				0				0	
	√ Left			1		50			50	50		50	•	50	4	50	•	50	4	50
9	√ Left-Through		0	0	0	58		0	58	58	1 0	58	0	58	0	58	0	58	1 0	58
WESTBOUND	← Through		0	2	0	0		0	259	259	2	130	0	259	2	130	0	259	2	130
TB(Through-Right			0							0				0				0	
ES.	Right Left-Through-Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0 0	0
>	Left-Through-Right Left-Right			0 0							0				0				0	
	North-South:				0	North	h-South:	0		Nor	th-South:	153		Nor	th-South:	546		Nor	th-South:	579
	CRITICAL V	OLUMES	E	ast-West:	0	Eas	st-West:	0		E	ast-West:	130		E	ast-West:			E	ast-West:	342
-	VOLUME/CAPACITY (V/C) RATIO: 0.00						SUM:	0			SUM:	283			SUM:				SUM:	
	. ,				0.000			0.000				0.199				0.474				0.646
V/C					0.000			0.000				0.099				0.374				0.546
	` '				Α			Α				Α				Α				Α
	REMARKS: Not analyzed under WCSP					Non_ESC F	Project Volu	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	+ WCSP + N		ESC IM		does not inc	clude 3% TO	CO credit)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? 0.099 NO 0.374 NO $\Delta v/c$ after mitigation: 0.546 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street: Owensm	outh Av			Year	of Count	2016	Ambie	nt Growt	h: (%): **		Condu	cted by:	G ⁻	тс	Date:	Ja	nuary 20	20
17	East-West Street: Erwin St				Projec	tion Year:			Pea	ak Hour:	Sat LN	Revie	wed by:			Project:	Promei	nade (10k	(Seats)
0	No. of Phases			2			2				4				4				4
	posed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	0	NB	0 SE	0	NB	3	SB	0	NB	3	SB	0	NB	3	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	WB	0	EB	0 WE		EB	3	WB	3	EB	3	WB	3	EB	3	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			0			0				2				2				2
	Override Capacity		5 NO DIW	0	NON 50		0				0				0	F117 14/	WCSP W/ F		0
	MOVEMENT	203	5 NO BUILI No. of	Lane	Project	SC PROJEC		Delta	W/ WCSP	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
	MO VEIMENT	Volume	Lanes	Volume	Traffic		Lane Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left	22	1	22	-2		0	13	35	2	19	0	35	2	19	0	35	2	19
NORTHBOUND	← Left-Through		0							0				0				0	
l g	↑ Through	118	1	65	-6		0	-2	116	2	58	98	214	2	107	-98	116	2	58
ᄩ	Through-Right	44	1	11	4		0	3	4.4	0	0	00	00	0	50	00	4.4	0	0
K					-1		0	3	14	1 0	0	66	80	0	59	-66	14	1 0	0
ž	Left-Right 0									0				0				0	
Q	→ Left	24	1	24	4		0	3	27	1	27	0	27	1	27	0	27	1	27
S		153	0 1	110	27		0	26	179	0 2	90	0	179	0 2	90	0	179	0 2	90
1BO	← Through-Right 1				21		U	20	179	0	90	U	179	0	90	U	179	0	90
上	ب Right 67 0				14		0	27	94	2	31	0	94	2	0	0	94	2	0
SOUTHBOUND	← Left-Through-Right 0 ← Left-Right 0 ←									0				0				0	
"	↓ Left-Right		0							0				0				0	
	ے Left	54	1	54	51		0	22	76	2	42	295	371	2	204	98	469	2	258
₽	→ Left-Through		0							0				0				0	
no	→ Through Through-Right 118 1 1 1 1 1 1 1 1 1 1 1				90		0	17	135	2	68	98	233	2	117	361	594	2	297
T.B	↑ Through-Right → Right	24	1 0	24	19		0	5	29	0 1	10	0	29	0	10	0	29	0 1	10
EASTBOUND	Left-Through-Right	24	0	24	19		U	5	29	0	10	U	29	0	10	U	29	0	10
ш	∠ Left-Right							0				0				0			
۵		17	1 0	17	1		0	4	21	1 0	21	0	21	1 0	21	0	21	1 0	21
5	⊮ Leπ-Through ← Through	148	1	88	11		0	43	191	2	96	0	191	2	96	0	191	2	96
WESTBOUND	Through-Right		1				Ţ.			0		Ĭ		0				0	
EST	Right	27	0	27	2		0	6	33	1	6	0	33	1	6	0	33	1	6
≶	Left-Through-Right Left-Right		0							0				0				0	
	, corrugit	Nor	th-South:	132	Nor	th-South:	0		Nor	th-South:	109		Nort	h-South:	134		Non	th-South:	109
	CRITICAL VOLUMES	_	ast-West:	142	_	ast-West:	0			ast-West:	138			st-West:	300			ast-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):			Α			Α				Α				Α				Α
	REMARKS:	Future	2035 No B	uild	Non_ESC	Project Volu	ımes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	- WCSP + N	on_ESC +	ESC	w/ EMP (does not inc	lude 3% TO	CO credit)
,	Version: 1i Beta; 8/4/2011		· · · · · ·		· · · · · · · · · · · · · · · · · · ·	·			· · · · · ·		· · · · · · · · · · · · · · · · · · ·	·	PROJ	ECT IM	PACT	·			

Change in v/c due to project: Significant impacted? -0.093 NO

0.033 NO

 $\Delta v/c$ after mitigation: 0.054 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street: Car	noga Av				Year	of Count	2016	Ambie	nt Growt	h: (%): **		Condu	cted by:	G	TC	Date:	Ja	nuary 20	20
18	East-West Street: Erv	/in St				Projec	tion Year	2035		Pea	ak Hour:	Sat LN	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. of Pha				3			3				4				4				4
	posed Ø'ing: N/S-1, E/W-2 or Botl	ND	0	SB	0	NB	0 SE	0 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA	-3? NB-		ЗВ WВ	0	EB	0 3E		EB	2	WB	2	EB	2	WB	2	EB	2	WB	2
	ATSAC-1 or ATSAC+ATCS				0			0				2	'			2				2
	Override Capa	city			0			0				0				0				0
	MOVEMENT		2035	NO BUILI			SC PROJEC			W/ WCSP				RE W/ WCS				WCSP W/ F		
	WIOVEWIENT	Vo	olume	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
	↑ Left		63	1	63	3		0	4	67	2	37	0	67	2	37	0	67	2	37
NORTHBOUND	← Left-Through			0				_			0			-	0			-	0	
00	Through		399	2	151	17		0	19	418	2	150	0	418	2	150	0	418	2	150
뿔	Through-Right			1							1		_		1		_		1	
띪	→ Right		54	0	54	1		0	-22	32	0	32	0	32	0	32	0	32	0	32
ž	Left-Through-Right Left-Right			0							0				0				0	
J	, cert-right	<u> </u>		U																
ا م	∟ Left		13	1	13	1		0	14	27	1	27	0	27	1	27	0	27	1	27
SOUTHBOUND	→ Left-Through		40.4	0	450	40				000	0	450		000	0	450	•	000	0	450
8	↓ Through✓ Through-Right		404	2	152	18		0	-11	393	2 1	159	0	393	2	159	0	393	2	159
Ӗ	✓ Right		53	0	53	4		0	30	83	0	83	0	83	0	83	0	83	0	83
000	Left-Through-Right			0				_			0				0				0	
0,	↓ Left-Right			0							0				0				0	
			30	1	30	4		0	12	42	2	23	33	75	2	41	0	75	2	41
9	→ Left-Through		30	0	30	4		U	12	42	0	23	33	73	0	41	0	73	0	41
Į į	→ Through		75	1	66	9		0	16	91	2	46	131	222	2	111	262	484	2	242
Ī	Through-Right			1					_		0		_		0		_		0	
EASTBOUND	Right	Right 57 0 Left-Through-Right 0		57	5		0	0	57	1 0	57	0	57	1	57	0	57	1 0	57	
ш	↓ Left-Right	1								0				0				0		
	•																			
	✓ Left		25	1	25	0		0	-8	17	2	9	0	17	2	9	0	17	2	9
WESTBOUND			73	0 1	49	2		0	7	80	0 2	40	0	80	0	40	0	80	0 2	40
BO	Through-Right		73	1	43	2		U	,	00	0	40	U	00	0	40	U	00	0	40
ST	Right		25	0	25	1		0	19	44	1	44	0	44	1	44	0	44	1	44
×	,			0							0				0				0	
	├ Left-Right	-	Norti	h-South:	215	Nor	th-South:	0		Non	th-South:	196		Non	th-South:	196		Nor	th-South:	196
	CRITICAL VOLUI	MES		n-South. ast-West:	91		ast-West:	0			ast-West:	67			ast-West:				ast-West:	251
				306		SUM:	0			SUM:	263			SUM:				SUM:	447	
				0.215			0.000				0.191				0.230				0.325	
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.21			0.215			0.000				0.096				0.130				0.225	
	LEVEL OF SERVICE (LOS):			Α			Α				Α				Α				Α	
	REMAR	KS:	Future	2035 No B	uild	Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	+ WCSP + N	lon_ESC +	ESC	wit	h Event Mai	nagement P	Plan
<u> </u>	Varcion: 1i Peter 9/4/2011								•				•			IECT IM				

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.119 NO -0.085 NO $\triangle v/c$ after mitigation: 0.010 Fully mitigated? N/A







I/S #:	North-South Street:	De Soto	Av			Year	of Count:	2016	Ambie	nt Growtl	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
19	East-West Street:	Erwin St				Project	ion Year:	2035		Pea	k Hour:	Sat LN	Revie	wed by:			Project:	Promei	nade (10k	Seats)
		f Phases			3			3				3				3				3
	oosed Ø'ing: N/S-1, E/W-2 o		NB 0	SB	2	NB	0 SE	2 0	NB	0	SB	2	NB	0	SB	2	NB	0	SB	2
Right	Turns: FREE-1, NRTOR-2 o	r OLA-3?	EB 0	WB	0	EB	0 WE		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC-				0			0				2				2				2
	Override	Capacity	202	5 NO BUIL	0	NON ES	C PROJEC	0 T VOL S	EUTUBE	W/ WCSP	W/NON ES	0	FUTUS	RE W/ WCS	DW/ FIII I	0	FUT W/	WCSP W/ F	III I BBO I	•
	MOVEMENT		203	No. of	Lane	Project	CFROJEC	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left		45	1	45	-1		0	5	50	1	50	0	50	1	50	0	50	1	50
NORTHBOUND	Left-Through		400	0	405				00	400	0			400	0			400	0	
BO	↑ Through		400	2	135	-6		0	29	429	2	145	0	429	2	145	0	429	2 1	145
핕	↑ Through-Right ↑ Right		6	0	6	0		0	1	7	0	7	0	7	0	7	0	7	0	7
S S	Left-Through-Right			0	Ŭ			ŭ		•	0	•	•	•	0			•	0	
-	← Left-Right			0							0				0				0	
	1.00				_					_	1	_		_		_		_		
9			5	1 0	5	0		0	0	5	1 0	5	0	5	1 0	5	0	5	1 0	5
Į	Through		370	2	135	8		0	16	386	4	97	0	386	4	97	0	386	4	97
Ιĕ	Through-Right 1							_			0				0				0	
SOUTHBOUND	✓ Right 34 0 → Left-Through-Right 0					1		0	11	45	1	31	0	45	1	9	0	45	1	9
so				0							0				0				0	
	Leit-Night		l								U									
	ر Left		34	1	30	1		0	5	39	1	29	33	72	1	72	0	72	1	72
2	→ Left-Through		_	0						_	0				0				0	
EASTBOUND	→ Through → Through-Right		5	0 0	30	0		0	0	5	0	29	98	103	0	74	0	103	0	205
STE	Right		50	1	0	1		0	-6	44	1	0	0	44	1	0	262	306	1	0
EA	Left-Through-Right			1							1				1				1	
	-			0							0				0				0	
l	√ Left		5	1	5	0		0	0	5	1	5	0	5	1	5	0	5	1	5
9				0	,			U		3	0	3	U	3	0	3		3	0	3
WESTBOUND	← Through		5	1	5	0		0	1	6	1	6	0	6	1	6	0	6	1	6
Ä	Through-Right			1							1 0			•	1			•	1	
/ES	Right Left-Through-Right		6	0	4	0		0	0	6	0	4	0	6	0	4	0	6	0	4
>	Left-Right			0							0				0				0	
	-			th-South:	180		h-South:	0			th-South:	150			h-South:	150			th-South:	150
	CRITICAL V	OLUMES	Ea	ast-West:	35	Ea	st-West:	0		Eá	ast-West:	35		E	st-West:	80		E	ast-West:	211
	VOLUME/CAPACITY (V/C) RATIO:		SUM:	215		SUM:	0 000			SUM:	185			SUM:	230			SUM:	361
1//	C LESS ATSAC/ATCS ADJU	•			0.151			0.000				0.130				0.161				0.253
V/C					0.151			0.000				0.065				0.081				0.153
<u> </u>	LEVEL OF SERVICE		D.f.	T# ^	A	Non Eco.	Designative i	A	D-H- 1/ 1	WOOD 5	-1	A	E	MOOD	I F0C :	A	/FMP/	44	J	A
		MARKS:	Refer to	Traffix Ana	alysis	Non_ESC F	Project Volu	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	WCSP + N			,	does not inc	lude 3% TC	CO credit)
	Version: 1i Beta; 8/4/2011							PROJ	ECT IM	<u>PACT</u>										

Change in v/c due to project: Significant impacted? -0.086 NO

-0.070 NO

 $\Delta v/c$ after mitigation: 0.002 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Topanga	Canyon Bl			Year o	of Count:	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	TC	Date:	Já	anuary 20)20
20	East-West Street:	Calvert S	St/Promenac	de Blvd		Project	ion Year:	2035		Pea	ak Hour:	Sat LN	Revie	ewed by:			Project:	Prome	nade (10l	k Seats)
		Phases			3			3				4				4				4
	posed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	0	NB	0 SB	0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	EB 0	WB	2	EB	0 WE		EB	0	WB	3	EB	0	WB	3	EB	0	WB	3
	ATSAC-1 or ATSAC+A				0			0				2				2				2
	Override C	Sapacity	203	5 NO BUIL	•	NON-ES	C PROJEC	U	EUTUDE	W/ WCSP	W/ NON-ES		FUTU	RE W/ WCS	D W/ EIII I	•	FUT W/	WCSP W/ I	III I BBO	•
	MOVEMENT		203	No. of	Lane	Project	CFROSEC	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	Left		55	1	55	-2		0	2	57	1	57	0	57	1	57	0	57	1	57
Š	Left-Through			0	004				00	000	0	007	•	000	0	007		200	0	007
B B	↑ Through ↑ Through-Right		773	2	281	-30		0	60	833	3 1	237	0	833	3	237	0	833	3	237
픕	Right		71	0	71	115		0	44	115	0	115	0	115	0	115	0	115	0	115
NORTHBOUND	Left-Through-Right			0							0				0	3			0	0
	Left-Right			0							0				0				0	
	↓ Left		55	1	55	46		0	-9	40	1	40		40	4	40		46	1	40
9	→ Leπ		55	0	55	46		U	-9	46	0	46	0	46	0	46	0	40	0	46
SOUTHBOUND	Through		692	2	346	33		0	-85	607	2	304	0	607	2	304	131	738	2	369
Ě	← Through-Right			0							0				0				0	
5	→ Right → Left-Through-Right		27	1 0	27	2		0	14	41	1 0	41	0	41	1	41	0	41	1 0	41
SC	← Left-Through-Right ↓ Left-Right			0							0				0				0	
	•																			
	Left		0	0	0	0		0	0	0	1	0	0	0	1	0	0	0	1	0
불	→ Left-Through→ Through		0	0 0	0	0		0	0	0	0 0	30	0	0	0	30	0	0	0	30
BOI	→ Through-Right		U	0	U	U		U	U	U	1	30	0	U	1	30	U	U	1	30
EASTBOUND	Right		37	1	10	11		0	-7	30	0	0	0	30	0	0	0	30	0	0
E	Left-Through-Right			0							0				0				0	
	-			0							0				0				0	
	√ Left		0	0	0	123		0	123	123	2	68	917	1040	2	572	-65	975	2	536
WESTBOUND				0							0				0				0	
ŭ	← Through ← Through-Right		0	0 0	0	0		0	0	0	0	94	0	0	0	209	0	0	0	422
STE	Right		93	2	51	188		0	95	188	1	0	229	417	1	0	426	843	1	0
ΝË	Left-Through-Right			0						.55	0	,		• • •	0	J	.23	3.3	0	
	├ Left-Right 0 North-South: 401		404			•			0	004			0	004			0	400		
	CRITICAL VO	OLUMES		th-South: ast-West:	401 51		h-South: st-West:	0 0			th-South: ast-West:	361 98			th-South: ast-West:				th-South: ast-West:	
	SUM: 45				452	La	SUM:	0		E	SUM:	459		E.	SUM:			_	SUM:	
				0.317			0.000				0.334				0.700				0.721	
V/C					0.317			0.000				0.234				0.600				0.621
	LEVEL OF SERVICE (LOS):			Α			Α				Α				В				В	
	REMARKS: Future 2035 No Build					Non_ESC I	Project Volu		Delta Vol	= WCSP Ba	ckground +		Fut ·	+ WCSP + N	Non_ESC +	ESC	w/ EMP (does not in	clude 3% T	CO credit)
<u> </u>			<u> </u>				-						·		BBC IFOT IMPACT					

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.083 NO 0.283 NO ∆v/c after mitigation: 0.304
Fully mitigated? N/A

06 FP SAT LN 10-11 PM.xlsm







I/S #:	North-South Street:	Owensm	outh Av			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G'	тс	Date:	Ja	nuary 20	20
21	East-West Street:	Promena	ade Blvd			Project	tion Year	2035		Pea	ak Hour:	Sat LN	Revie	wed by:			Project:	Promei	nade (10k	Seats)
		f Phases			2			2				2				2				2
Орј	posed Ø'ing: N/S-1, E/W-2 or	r Both-3?	MD 0	0.0	0	MD	0 SE	0 3 0	NB	0	00	0		0	0.0	0	MD	0	0.0	0
Right	Turns: FREE-1, NRTOR-2 or	r OLA-3?	NB 0 EB 2	SB WB	0	NB EB	0 SE 2 WE	-	NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+	ATCS-2?		112	0	LD	2 111	0	LD-	U	112	2	LD	J	112	2		U	112	2
	Override	Capacity			0			0				0				0				0
			203	5 NO BUIL	D	NON-ES	C PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	C PROJ	FUTUI	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT			No. of	Lane	Project		Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
	5		Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
₽	↑ Left Left-Through		28	1 0	28	22		0	-6	22	1 0	22	0	22	1 0	22	0	22	1 0	22
NORTHBOUND	↑ Through		136	1	69	-16		0	-1	135	1	70	0	135	1	70	0	135	1	70
B	↑ Through-Right		100	1	00	10		ŭ	•	100	1	, 0		100	1	, ,		100	1	, ,
I	Right		2	0	2	-1		0	2	4	0	4	0	4	0	4	0	4	0	4
ğ	Left-Through-Right			0							0				0				0	
	← Left-Right			0							0				0				0	
	16		I 40	4	40	00		0	0.4	40		40		40		40		40	4	40
9			19	1 0	19	32		0	24	43	1 0	43	0	43	0	43	0	43	1 0	43
l ž	Through		168	1	102	-21		0	6	174	1	104	0	174	1	104	0	174	1	104
Ψ	← Through-Right			1							1				1		_		1	
SOUTHBOUND	Right		35	0	35	33		0	-2	33	0	33	0	33	0	33	0	33	0	33
SO	Left-Through-Right			0							0				0				0	
	↓ Left-Right		<u> </u>	0							0				0				0	
ı	Ĵ Left		22	0	22	5		0	-17	5	0	5	164	169	0	169	-164	5	0	5
₽	→ Left-Through			1							1				1				1	
no l	→ Through		4	0	23	2		0	-2	2	0	5	0	2	0	5	0	2	0	5
Ē	→ Through-Right		40	1	00	•		0	40	0	1	0			1	0		0	1	0
EASTBOUND	Right Left-Through-Right		19	0 0	23	3		0	-16	3	0 0	0	0	3	0	0	0	3	0 0	0
ш				0							0				0				0	
6	✓ Left		1	0	1	0		0	0	1	0	1	0	1	0	1	0	1	0	1
<u> </u>			3	1 0	3	0		0	-3	0	1 0	1	0	0	1 0	1	0	0	1 0	1
WESTBOUND	Through-Right		3	1	3	U		U	-3	U	1	'		U	1		U	U	1	'
ST	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	
				0				_			0				0				0	
	CRITICAL V	OLUMES		th-South: ast-West:	130 25		th-South: ast-West:	0			th-South:	126 6			th-South:	126 170			th-South: ast-West:	126
	CRITICAL V	OLUMES		ast-west: SUM:	155	Eá	SUM:	0		E	ast-West: SUM:	132		Eá	ast-West: SUM:	170 296		E	ast-west: SUM:	6 132
	VOLUME/CAPACITY (V/C) RATIO:		30	0.103		20	0.000			30	0.088			30	0.197			30	0.088
V/C	LESS ATSAC/ATCS ADJUS	•			0.103			0.000				0.000				0.197				0.000
	LEVEL OF SERVICE				0.103 A			0.000 A				0.044 A				0.099 A				0.044 A
			E.,.t,	2035 No B		Non ESC	Project Val		Delta Val	- MCSD D-	ckaround :		E.,4	- WCSD + N	lon ESC :		فشبر	h Event Mar	nagement D	
<u></u>		MARKS:	Future	e ∠U35 NO E	ouiia	Non_ESC	Project Volu	uriles Only	Delta Vol	= WCSP Ba	ckground +	NON_ESC	Fut -	+ WCSP + N				h Event Mar	iagement P	ian
	Version: 1i Beta; 8/4/2011														PROJ	ECT IM	PACT			

Change in v/c due to project: Significant impacted? -0.059 NO

-0.004 NO

 $\Delta v/c$ after mitigation: -0.059 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Shoup A	v			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	TC	Date:	Ja	nuary 20	20
22	East-West Street:	Oxnard S	St			Projec	tion Year			Pea	ak Hour:	Sat LN	Revie	wed by:			Project:	Prome	nade (10l	(Seats)
0		Phases			2			2				4				4				4
	posed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	0	NB	0 SE	0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	EB 0	WB	0	EB	0 WE		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+A				0			0				2				2				2
	Override (Capacity	202	5 NO BUIL	•	NON-ES	SC PROJEC	U	ELITLIDE	W/ WCSP	W/ NON-ES	0 C PPO I	FUTU	RE W/ WCS	D W/ EIII I	•	FUT W/	WCSP W/ F	III I BBO	•
	MOVEMENT		203	No. of	Lane	Project	JC FROJEC	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left		14	1	14	0		0	0	14	1	14	0	14	1	14	0	14	1	14
I i	← Left-Through		070	0				•		000	0		•	000	0		•	000	0	
ВО	↑ Through ↑ Through-Right		279	1	156	3		0	11	290	2	145	0	290	2	145	0	290	2	145
Ŧ	→ Right		33	0	33	0		0	5	38	1	25	0	38	1	25	0	38	1	25
NORTHBOUND	Left-Through-Right			0				,			0	_,			0				0	
				0							0				0				0	
	↓ Left		25	1	25	0		0	4	29	1	29	0	29	1	29	0	29	1	29
Ð	Left-Through		25	0	23	U		U	4	29	0	29	U	29	0	29	U	29	0	29
SOUTHBOUND	Through		243	1	138	3		0	36	279	1	154	0	279	1	154	0	279	1	154
뿔	Through-Right			1							1				1				1	
5			32	0 0	32	0		0	-4	28	0 0	28	0	28	0	28	0	28	0	28
SC	Left-Right			0							0				0				0	
۵	J Left ∴ Left-Through		24	1 0	24	0		0	-3	21	1 0	21	0	21	1	21	0	21	1 0	21
2	→ Through		68	2	34	0		0	1	69	2	35	0	69	2	35	0	69	2	35
99	→ Through-Right			0	-			_			0				0		_	-	0	
EASTBOUND	Right		11	1	4	0		0	0	11	1	4	0	11	1	4	4 0 11 1		4	
Ē	★ Left-Through-Right ≺ Left-Right			0 0							0				0				0	
) Len-right																			
	√ Left		19	1	19	3		0	7	26	1	26	0	26	1	26	0	26	1	26
I i			69	0	69	6		0	-3	66	0 1	66	33	99	0	99	0	99	0	99
ВО	↑ Through-Right		09	0	09	0		U	-3	00	0	00	33	99	0	99	U	99	0	99
WESTBOUND	Right		28	1	16	3		0	6	34	1	20	0	34	1	20	0	34	1	20
N N	Left-Through-Right Left-Right			0							0				0				0	
	νοτh-South: 181		181	Nor	th-South:	0		Nor	th-South:	174		Nor	th-South:	174		Nor	th-South:	174		
				93		ast-West:	0			ast-West:	87			ast-West:	120			ast-West:	120	
				274		SUM:	0			SUM:	261			SUM:				SUM:	294	
				0.183			0.000				0.190				0.214				0.214	
V/C				0.183			0.000				0.095				0.114				0.114	
				Α			Α				Α				Α				Α	
	REI	MARKS:	Future	2035 No B	Build	Non_ESC	Project Volu	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N		ESC		h Event Mai	nagement F	Plan

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.088 NO -0.069 NO $\Delta v/c$ after mitigation: -0.069 Fully mitigated? N/A







I/S #:	North-South Street: Farralo	ne Avenue			Year of	Count:	2016	Ambie	nt Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Já	nuary 20	20
23	East-West Street: Oxnard	Street			Projectio	on Year:	2035		Pea	ak Hour:	Sat LN	Revie	wed by:			Project:	Prome	nade (10l	(Seats)
Opi	No. of Phases posed Ø'ing: N/S-1, E/W-2 or Both-3?	MD 0	0.0	2 0 0	A/D	0 00	2	4/5	0	0.0	2 0 0	A/D	0	0.5	0		0	0.0	2 0 0
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SB 0 WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0				2				2				2
	Override Capacity			0			0				0				0				0
	MOVEMENT	203	No. of			PROJECT V			W/ WCSP			Added	RE W/ WCS	No. of		Added	WCSP W/ F	No. of	
	MOVEMENT	Volume	Lanes	Lane Volume	Project Traffic		Lane olume	Delta Volume	Volume	No. of Lanes	Lane Volume	Volume	Volume	Lanes	Lane Volume	Volume	Volume	Lanes	Lane Volume
0	Left	0	0	0	0		0	1	1	0	1	0	1	0	1	0	1	0	1
3	Left-Through	0	0	0	0		0	0	0	0	9	0	0	0	9	0	0	0	9
ВО	↑ Through ↑ Through-Right	0	0	U	U		0	U	U	0	9	U	U	0	9	U	U	0	9
Ξ	Right	0	0	0	0		0	8	8	0	0	0	8	0	0	0	8	0	0
NORTHBOUND	↓ Left-Through-Right		1						-	1				1			_	1	
	Left-Right		0							0				0				0	
	↓ Left	0	0	0	0		0	17	17	0	17	0	17	0	17	0	17	0	17
Ð	Left-Through	U	0	U	U		U	17	17	0	17	U	17	0	17	U	17	0	17
SOUTHBOUND	Through	0	0	0	0		0	1	1	0	29	0	1	0	29	0	1	0	29
9	Through-Right		0	_						0		_		0		_		0	
5		0	0	0	0		0	11	11	0 1	0	0	11	0	0	0	11	0 1	0
SC	Left-Right		0							0				0				0	
	Left	0	1	0	0		0	13	13	1	13	0	13	1	13	0	13	1	13
EASTBOUND	 	0	0	0	5		0	143	143	0 1	73	0	143	0	73	0	143	0	73
BOI	→ Through → Through-Right	U	1	U	5		U	143	143	1	13	U	143	1	13	U	143	1	13
ST	Right	0	0	0	0		0	3	3	0	3	0	3	0	3	0	3	0	3
E			0							0				0				0	
	- ≺ Left-Right	1	0							0				0				0	
	√ Left	0	1	0	0		0	14	14	1	14	0	14	1	14	0	14	1	14
WESTBOUND			0							0				0				0	
l So	← Through ♣ Through-Right	0	1	0	9		0	264	264	1	150	33	297	1	167	0	297	1	167
STB	← Through-Right ← Right	0	1 0	0	0		0	36	36	1 0	36	0	36	1 0	36	0	36	1 0	36
WE.	Left-Through-Right		0				J	00	00	0	- 00		00	0	- 00		00	0	- 00
									0				0				0		
	North-South: 0 CRITICAL VOLUMES East-West: 0					South: t-West:	0			th-South: ast-West:	30 163			th-South: ast-West:				th-South: ast-West:	30 180
				0	East	t-west: SUM:	0		E	SUM:	193		E	ast-west: SUM:				ast-west: SUM:	210
	VOLUME/CAPACITY (V/C) RATIO: 0.000						0.000				0.129				0.140				0.140
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.000						0.000				0.064				0.070				0.070
	0.000			A			A				Α				Α				Α
	REMARKS: Not analyzed under WCSP				Non ESC Pro	oject Volume		Delta Vol	= WCSP Ba	ckground +		Fut -	+ WCSP + N	Non ESC +		wit	th Event Ma	nagement F	
<u> </u>	Version: 1i Reta: 8/4/2011					-,0: 10:41110	0,		., cc. ba			. ut	.,		IECT IM		275.11 1114		

Version: 1i Beta; 8/4/2011

Change in v/c due to project: 0.064 PROJECT IMPACT Δ

Significant impacted?

0.064 NO 0.070 NO $\triangle v/c$ after mitigation: 0.070 Fully mitigated? N/A







I/S #:	North-South Street: To	opanga Ca	anyon BI			Year	of Count	2016	Ambie	nt Growt	h: (%): **		Condu	cted by:	G	TC	Date:	Ja	nuary 20	20
24	East-West Street: Ox	xnard St				Project	tion Year	2035		Pea	ak Hour:	Sat LN	Revie	wed by:			Project:	Promei	nade (10k	(Seats)
Орр	No. of Ph posed Ø'ing: N/S-1, E/W-2 or Bo				3 0			3				4 0				4 0				4 0
Right '	Turns: FREE-1, NRTOR-2 or OL	.A-3?		SB	0	NB	0 SE		NB	0 3	SB	0	NB	0	SB	0	NB	0 3	SB	0
	ATSAC-1 or ATSAC+ATC	CS-2?	B U	WB	3 0	EB	0 W	0	EB	3	WB	3 2	EB	3	WB	3 2	EB	3	WB	3 2
	Override Cap	acity			0			0				0				0				0
	*********		2035	NO BUILI			C PROJEC			W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT	\	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
	Left		56	1	56	4		0	6	62	1	62	0	62	1	62	0	62	1	62
NORTHBOUND	Left-Through		754	0	077	50		0	40	705	0	005	0	705	0	005	0	705	0	005
BO	↑ Through ↑ Through-Right		751	2	277	50		0	-46	705	3 0	235	0	705	3 0	235	U	705	3 0	235
王	Right		79	0	79	9		0	44	123	1	86	0	123	1	0	0	123	1	5
Š	← Left-Through-Right			0							0				0				0	
_				0							0				0				0	
	↓ Left		79	1	79	-4		0	-3	76	2	42	0	76	2	42	164	240	2	132
SOUTHBOUND	Left-Through			0		•		ŭ	· ·	70	0			, ,	0		101	210	0	102
) g	Through		600	2	206	107		0	-118	482	2	166	885	1367	2	472	-98	1269	2	439
▍ἔ▮	← Through-Right → Right		17	1 0	17	-1		0	1	16	1 0	16	33	49	1 0	49	0	49	1 0	49
	Left-Through-Right		17	0	17	-1		U	-1	10	0	10	33	49	0	49	U	49	0	49
Ö	↓ Left-Right			0							0				0				0	
	† 1. 6:			4						50		50		50		50				50
Ω	 ✓ Left → Left-Through 		51	1 0	51	2		0	2	53	1 0	53	0	53	1 0	53	0	53	1 0	53
EASTBOUND	→ Through		116	2	58	4		0	11	127	2	64	0	127	2	64	0	127	2	64
<u> </u>	→ Through-Right			0							0				0				0	
AS	Right	9		29	2		0	11	68	1 0	6	0	68	1	6	0	68	1 0	6	
ш	Left-Right	2 Lott Timough Right								0				0				0		
	*																			
			82	1 0	82	-16		0	52	134	2 0	74	590	724	2	398	-295	429	2 0	236
WESTBOUND	√ Leπ-Inrough ← Through		86	2	43	0		0	12	98	2	49	33	131	2	66	0	131	2	66
<u>B</u>	Through-Right			0		Ĭ		ŭ			0				0				0	- 55
ES	Right Left-Through-Right		46	1	0	8		0	-3	43	1	1	0	43	1	1	0	43	1	0
>	Left-Through-Right Left-Right			0 0							0				0				0 0	
					356		th-South:	0			th-South:	277			th-South:				th-South:	501
	CRITICAL VOLUMES East-West: 140 SUM: 496			140	Ea	ast-West:	0		Ea	ast-West:	138		Ea	ast-West:			E	ast-West:	300	
						SUM:	0 000			SUM:	415			SUM:				SUM:	801	
V/C	. ,			0.348			0.000				0.302				0.724				0.583	
¥/C	0.01			0.348			0.000 A				0.202 A				0.624 B				0.483	
						Non ESC	Project Vol		Delta Vol	= WCSP Ba	ckaround ±		Fut a	+ WCSP + N	lon FSC ±		w/ EMP /	does not inc	lude 3% To	CO credit)
<u></u>	REMARKS: Future 2035 No Build					NOII_ESC	FTOJECT VOII	unes Only	Della VOI	- WOOF Da	ckyrourid +	INUII_ESC	Ful	WOF TN		IECT IM		uoes not int	nuue 370 TC	JO Gledit)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.146 NO 0.276 NO $\triangle v/c$ after mitigation: 0.135 Fully mitigated? N/A







I/S #:	North-South Street:	Warner I	Drive South			Year	of Count	2016	Ambie	nt Growt	h: (%): **		Condu	cted by:	G'	тс	Date:	Ja	nuary 20	20
25	East-West Street:	Oxnard S	St			Projec	tion Year:	2035		Pea	ak Hour:	Sat LN	Revie	wed by:			Project:	Promei	nade (10k	Seats)
		f Phases			3			3				4				4				4
	posed Ø'ing: N/S-1, E/W-2 o		NB 0	SB	1 2	NB	0 SE	1 3 2	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 o	r OLA-3?	EB 0	WB	0	EB	0 SE		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+	ATCS-2?			0			0				2	'			2				2
	Override	Capacity			0			0				0				0				0
			203	5 NO BUIL			C PROJEC			W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic		Lane	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
	↑ Left		volume 26	0	26	0		Volume 0	-5	21	Lailes 1	21	0	21	1	21	O	21	1	21
₽	← Left-Through		20	0	20	U		U	2	21	0	21	U	21	0	21	0	21	0	21
NORTHBOUND	† Through		2	0	55	0		0	-2	0	0	14	0	0	0	14	0	0	0	14
单	Through-Right			0							1				1				1	
R	→ Right		27	0	0	1		0	1	28	1	0	0	28	1	0	0	28	1	0
9	← Left-Through-Right			1							0				0				0	
			<u> </u>	0							0				0				0	
_	Left		33	0	33	66		0	33	66	1	66	622	688	1	688	-65	623	1	623
SOUTHBOUND	Left-Through			1	00			ŭ			0		022	000	0			020	0	020
l o	Through		1	0	34	8		0	7	8	0	73	0	8	0	384	0	8	0	237
異	← Through-Right			0							1				1				1	
5			59	1 0	59	137		0	78	137	1 0	0	622	759	1	0	-294	465	1 0	0
SC	↓ Left-Right			0							0				0				0	
	24 Lott riight		ı																	
	Left		112	1	112	63		0	-49	63	2	35	0	63	2	35	0	63	2	35
	→ Left-Through			0							0		_		0				0	
l go	→ Through → Through-Right		161	2	81	46		0	76	237	1	123	0	237	1	123	164	401	1	205
l ii	Right		13	1	0	2		0	-5	8	0	8	0	8	0	8	0	8	0	8
EASTBOUND	Left-Through-Right		10	0	U	_		o		O	0	J		Ū	0	J		O	0	J
	- Left-Right			0							0				0				0	
	, 															•				
مِ ا			2	1 0	2	0		0	0	2	1 0	2	0	2	1 0	2	0	2	1 0	2
WESTBOUND	← Through		152	2	76	19		0	72	224	2	112	0	224	2	112	0	224	2	112
.BO	Through-Right		.02	0		, , ,		ŭ			0				0				0	
ISI	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	
\vdash			Nor	th-South:	114	Non	th-South:	0		Nor	th-South:	94		Non	th-South:	702		Non	th-South:	637
	CRITICAL V	OLUMES		ast-West:	188	_	ast-West:	0			ast-West:	147			ast-West:	147			ast-West:	207
				SUM:			SUM:	0			SUM:	241			SUM:	849			SUM:	844
	VOLUME/CAPACITY (V/C) RATIO:			0.212			0.000				0.175				0.617				0.614
V/C	LESS ATSAC/ATCS ADJU	STMENT:			0.212			0.000				0.088				0.517				0.514
	LEVEL OF SERVICE	E (LOS):			Α			Α				Α				Α				Α
	RE	MARKS:	Future	2035 No E		Non_ESC	Project Volu	ımes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	+ WCSP + N	lon_ESC +	ESC	w/ EMP (does not inc	lude 3% TC	CO credit)
	Version: 1i Beta; 8/4/2011		1				-	,			-	_			PRO	ECT IM	PACT			,
	10.31011. 11 Deta, 0/4/2011														1 1100		. 701			

Change in v/c due to project: Significant impacted? -0.124 NO

0.305 NO

 $\Delta v/c$ after mitigation: 0.302







Second S	I/S #:	North-South Street:	Owensm	outh Av			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
Part	26	East-West Street:	Oxnard :	St			Project	tion Year	2035		Pea	ak Hour:	Sat LN	Revie	wed by:			Project:	Promei	nade (10k	Seats)
Right																					
Part	Ор	posed Ø'ing: N/S-1, E/W-2 or	Both-3?			7		0 05			0				0				0		
ATSAC-1 or ATSAC-ATCS-22	Right	Turns: FREE-1, NRTOR-2 or	OLA-3?			7			-												-
Part		ATSAC-1 or ATSAC+	ATCS-2?	LD==	WD		LD-	0 112	-	LD	U	WD		LD	U	WD		LD	U	WD	
Note Lines Volume Lines Volume Volu		Override	Capacity			0			0								0				
Note Column Col				203	5 NO BUIL	D	NON-ES	C PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	C PROJ	FUTUI	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/ F	ULL PROJ	W/ EMP
Left		MOVEMENT																			
Part Left Through Right State Stat		<u> </u>			Lanes							Lanes				Lanes					
Ceft-Right	Ω			16	1	16	-4		0	4	20	1	20	0	20	1	20	0	20	•	20
Ceft-Right	3			81		45	-15		0	-2	70		46	0	70	1	46	0	70		46
Ceft-Right	<u>B</u>			01	1	40	-10		O	-2	13		40		13	1	40		13		40
Ceft-Right	E	, ,		9	0	9	-2		0	3	12		12	0	12	0	12	0	12	-	12
Ceft-Right	Ř															0					
Ceft-Through Ceft					0							0				0				0	
Ceft-Through Ceft																					
Left-through	₽			35		35	0		0	5	40		40	0	40	1	40	0	40		40
Left-through	5	,		110		77	1		0	- 1	120		79	0	120	1	79	0	120		79
Left-through	<u>B</u>			113	1	"	'		U	'	120		70	U	120	1	70	0	120	1	70
Left-through	一			35	0	35	0		0	0	35	0	35	0	35	0	35	0	35	0	35
Left-through	ις Σ															•				_	
CRITICAL VOLUMES CRITICAL VO	0,	↓ Left-Right			0							0				0				0	
CRITICAL VOLUMES CRITICAL VO) Loft		20	1	20	17		0	0	20	1	20	0	20	1	20	0	20	1	20
Ceft Signate Ceft Signate	₽			30	•	30	17		U	9	39		39	U	39	0	39	U	39	-	39
Ceft Signate Ceft Signate	5			130		65	56		0	-4	126		63	590	716	2	358	98	814		407
Ceft Signate Ceft Signate	BC	→ Through-Right	Right 14 1													0				0	
Ceft Signate Ceft Signate	\S1			14	•	6	11		0	9	23		13	33	56	1	46	0	56		46
Companies Comp	J)															•				•	
CRITICAL VOLUMES CRITICAL VO		≺ Leπ-Right		l	U							U				U				U	
CRITICAL VOLUMES SUM: 193 SUM: 193				35	1	35	1		0	6	41	1	41	0	41	1	41	0	41	1	41
Left-Right	2															0					
Left-Right	90			122		61	4		0	19	141		71	0	141	2	71	0	141		71
Left-Right	E.			0		0	0		0		7		0		7	0	0		7		0
Left-Right	ES			О		U	U		U	1	/		U	U	7	0	U	U	/		U
CRITICAL VOLUMES East-West: SUM: 100 SUM: East-West: 0 SUM: 0 SUM: 110 SUM: East-West: 399 SUM: East-West: 448 SUM: 4497 SUM: 456 SUM: 546 SUM: 54	>	· -														0				_	
SUM: 193 SUM: 0 SUM: 208 SUM: 497 SUM: 546 VOLUME/CAPACITY (V/C) RATIO: 0.129 0.000 0.000 0.139 0.331 0.364 V/C LESS ATSAC/ATCS ADJUSTMENT: 0.129 0.000 0.000 0.069 0.231 0.231 0.264 LEVEL OF SERVICE (LOS): A		·									Nor	th-South:									
VOLUME/CAPACITY (V/C) RATIO: 0.129 0.000 0.139 0.331 0.364 V/C LESS ATSAC/ATCS ADJUSTMENT: 0.129 0.000 0.000 0.069 0.231 0.231 0.264 LEVEL OF SERVICE (LOS): A		CRITICAL V	OLUMES	E			Eá				E				Ea				E		
V/C LESS ATSAC/ATCS ADJUSTMENT: 0.129 0.000 0.069 0.231 0.231 0.264 LEVEL OF SERVICE (LOS): A	-				SUM:			SUM:				SUM:				SUM:				SUM:	546
LEVEL OF SERVICE (LOS): A A A A A A A A A A A A A A A A A A		•	•			0.129			0.000				0.139				0.331				0.364
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)	V/C	C LESS ATSAC/ATCS ADJUS	STMENT:			0.129			0.000				0.069				0.231				0.264
		LEVEL OF SERVIC	E (LOS):			Α			Α				Α				Α				Α
Version: 1i Reta: 8/4/2011		RE	MARKS:	Future	e 2035 No B	uild	Non_ESC	Project Volu	ımes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	+ WCSP + N	lon_ESC +	ESC	w/ EMP (does not inc	lude 3% TO	CO credit)
FORMUL II MOND, WITHOUT I INVICUT INTERVAL	<u></u>	Version: 1i Beta; 8/4/2011		•										•		PRO.	IECT IM	PACT			<u> </u>

Change in v/c due to project: Significant impacted? -0.060 NO

0.102 NO

 $\Delta v/c$ after mitigation: 0.135 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street: C	Canoga A	Av			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
27		Oxnard S	St		_	Projec	tion Year	2035		Pea	ak Hour:	Sat LN	Revie	wed by:			Project:	Prome	nade (10l	k Seats)
	No. of P				2			2				3				3				3
Opp	oosed Ø'ing: N/S-1, E/W-2 or Bo	oth-3?	NB 0	SB	0	NB	0 SE	0 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or O	LA-3?	EB 0	WB	0	EB	0 3E		EB	0	3В WВ	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+AT				0			0				2	'			2				2
	Override Ca	apacity			0			0				0				0				0
	MOVEMENT	ļ	203	5 NO BUILI			SC PROJEC			W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT		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
	↑ Left		volume 24	1	24	1		Volume 0	3	27	2	15	0	27	2	15	0	27	2	15
9	← Left-Through			0				·	· ·	_,	0				0	.0		_,	0	10
NORTHBOUND	Through		433	2	157	12		0	-36	397	3	132	0	397	3	132	0	397	3	132
発	Through-Right			1							0				0				0	
l R	Right		37	0	37	2		0	4	41	1	28	0	41	1	28	0	41	1	28
2	Left-Through-Right Left-Right			0 0							0				0				0	
	Y Leit-Right			U							U				U				U	
	→ Left		46	1	46	-1		0	2	48	1	48	0	48	1	48	0	48	1	48
	Left-Through			0		_					0		_		0		_		0	
BO			72	2	36	-2		0	1	73	3 0	24	0	73	3 0	24	0	73	3 0	24
SOUTHBOUND	✓ Right		44	0	39	-1		0	-1	43	1	39	0	43	1	39	0	43	1	39
00	Left-Through-Right			0	00			ŭ			0			.0	0				0	
S	↓ Left-Right			0							0				0				0	
			10	1	10	2		0	-1	9	1	9	0	9	1	9	0	9	1	9
₽	→ Left-Through		10	0	10	2		0	-1	9	0	9	0	9	0	9	U	9	0	9
	→ Through		439	2	220	92		0	43	482	2	241	98	580	2	290	0	580	2	290
EASTBOUND	→ Through-Right 0									0				0				0		
AS.	Right Left-Through-Right		79	1 0	67	16		0	5	84	1 0	77	492	576	1 0	569	98	674	1	667
ш	Left-Right			0							0				0				0	
	*																			
6	✓ Left		22	1	22	2		0	4	26	1	26	0	26	1	26	0	26	1	26
WESTBOUND			84	0 1	61	8		0	21	105	0 2	53	0	105	0 2	53	0	105	0 2	53
ВО			04	1	01	0		U	21	103	0	33	U	103	0	33	U	103	0	33
ST	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			
	North-South: 2				203	Nor	th-South:	0		Nor	th-South:	180		Non	th-South:	180		Nor	0 th-South:	180
	CRITICAL VOL	UMES		ast-West:	242		ast-West:	0			ast-West:	267			ast-West:	595			ast-West:	
				SUM:	445		SUM:	0			SUM:	447			SUM:				SUM:	
	VOLUME/CAPACITY (V/C) R	RATIO:			0.297			0.000				0.314				0.544				0.613
V/C	LESS ATSAC/ATCS ADJUST	MENT:			0.297			0.000				0.214				0.444				0.513
	LEVEL OF SERVICE (LOS):				Α			Α				Α				Α				Α
	REMARKS: Future 2035 No Build					Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	WCSP + N	lon_ESC +	ESC	w/ EMP (does not inc	clude 3% To	CO credit)
<u> </u>	Varaiani 1i Patai 9/4/2011								•				•			IECT IM				

Version: 1i Beta; 8/4/2011

NO

Change in v/c due to project: Significant impacted? 0.147 NO $\Delta v/c$ after mitigation: 0.216 Fully mitigated? N/A







I/S #:	North-South Street:	De Soto	Av			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
28	East-West Street:	Oxnard S	St			Project	tion Year	2035		Pea	ak Hour:	Sat LN	Revie	wed by:			Project:	Prome	nade (10k	Seats)
		Phases			2			2				2				2				2
Opp	posed Ø'ing: N/S-1, E/W-2 or E	Both-3?	NB 0	SB	0	NB	0 SE	0 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or 0	OLA-3?	EB 0	ЗВ WВ	0	EB	0 3E		EB	0	3В WВ	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+A				0			0				2				2				2
	Override C	apacity			0			0				0				0				0
	MOVEMENT		203	5 NO BUILI			C PROJEC			W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT		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
	↑ Left		39	1	39	0		0	-3	36	1	36	0	36	1	36	0	36	1	36
₽	Left-Through			0							0				0				0	
l g	Through		404	2	142	-3		0	22	426	3	142	0	426	3	142	0	426	3	142
置	Through-Right		00	1	00			0		00	0	40		00	0	40		00	0	40
NORTHBOUND			22	0	22	0		0	4	26	1 0	13	0	26	1 0	13	0	26	1 0	13
Ž	Left-Right			0							0				0				0	
₽	Left		14	1	14	0		0	1	15	1	15	0	15	1 0	15	0	15	1	15
N			383	0 2	135	-4		0	31	414	0 4	104	0	414	4	104	262	676	0 4	169
層	→ Through-Right		300	1	133	-4		Ů	31	717	0	104		717	0	104	202	070	0	103
SOUTHBOUND	بَ Right َ		22	0	22	0		0	2	24	1	13	0	24	1	13	0	24	1	13
SO	Left-Through-Right			0							0				0				0 0	
I	↓ Left-Right			U							U				U				U	
I	ے Left		25	1	25	2		0	-3	22	1	22	0	22	1	22	0	22	1	22
₽	→ Left-Through			0							0				0				0	
ğ	→ Through → Through-Right → Right → 1 54 1			46	4		0	-6	40	1 0	40	0	40	1	40	0	40	1 0	40	
EASTBOUND	→ Through-Right 0			35	6		0	5	59	1	41	33	92	1	74	0	92	1	74	
EA	Left-Through-Right			0							0				0				0	
	-			0							0				0				0	
ı	√ Left		18	1	18	1		0	9	27	1	27	0	27	1	27	0	27	1	27
2				0				·	_		0				0				0	
WESTBOUND	← Through		51	1	30	2		0	-3	48	1	29	0	48	1	29	0	48	1	29
TB.	← Through-Right 1		9	0		0	1	10	1 0	10	0	10	1 0	10	0	10	1 0	10		
Æ	Right 9 0 Left-Through-Right 0		9	U		U		10	0	10	0	10	0	10	U	10	0	10		
	├ Left-Right 0										0				0				0	
	CRITICAL VO	LIMES		th-South: ast-West:	174 64		th-South:	0			th-South: ast-West:	157 68			th-South: ast-West:				th-South: ast-West:	205 101
	CRITICAL VO	LUMES	E	SUM:	238	Eä	ast-West: SUM:	0		E	ast-west: SUM:	225		E	ast-west: SUM:			E	ast-west: SUM:	306
	VOLUME/CAPACITY (V/C)	RATIO:			0.159			0.000				0.150				0.172				0.204
V/C	LESS ATSAC/ATCS ADJUST	TMENT:			0.159			0.000				0.075				0.086				0.104
	LEVEL OF SERVICE (LOS):							Α				A				A				A
	REMARKS: Future 2035 No Build					Non ESC	Project Vol		Delta Vol	= WCSP Ba	ckground +		Fut -	+ WCSP + N	Non ESC +	ESC	wit	h Event Mai	nagement P	
<u> </u>	Vorcion: 4i Poto: 9/4/2014						,	,	L		J		L			IECT IM			J	

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.084 NO -0.073 NO Δ v/c after mitigation: -0.055 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Canoga	Av			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	TC	Date:	Ja	nuary 20)20
29	East-West Street:	Califa St				Projec	tion Year	2035		Pea	ak Hour:	Sat LN	Revie	wed by:			Project:	Prome	nade (10l	k Seats)
0		f Phases			2			2				2				2				2
1	posed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	0	NB	0 SE	0 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or	r OLA-3?	EB 2	WB	0	EB	2 WE		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+				0			0				2				2				2
	Override	Capacity	203	5 NO BUIL	•	NON-ES	C PROJEC	U	EUTUDE	W/ WCSP	W/ NON-ES		FUTU	RE W/ WCS	D W/ EIII I	•	FUT W/	WCSP W/ F	III I PPO	•
	MOVEMENT		203	No. of	Lane	Project	SC FROJEC	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left		36	1	36	0		0	6	42	1	42	0	42	1	42	0	42	1	42
NORTHBOUND	← Left-Through			0		_		•	_	504	0		•	504	0	404		504	0	404
BO	↑ Through ↑ Through-Right		571	2	192	7		0	-7	564	2	191	0	564	2	191	0	564	2	191
핕	Right		5	0	5	0		0	3	8	0	8	0	8	0	8	0	8	0	8
l OR	← Left-Through-Right			0	ŭ			ŭ		· ·	0	ŭ		· ·	0	· ·		ŭ	0	
	← Left-Right			0							0				0				0	
	↓ Left		8	1		0		0	2	10	1	40	0	40	4	40		10	1	10
9	Left-Through		8	0	8	U		U	2	10	0	10	U	10	0	10	0	10	0	10
SOUTHBOUND	Through		436	2	150	12		0	-6	430	2	148	492	922	2	312	98	1020	2	345
異	← Through-Right			1							1				1				1	
5			13	0 0	13	0		0	2	15	0	15	0	15	0	15	0	15	0	15
S	Left-Right			0							0				0				0	
	Left		30	1	30	4		0	-7	23	1	23	0	23	1	23	0	23	1	23
	→ Left-Through→ Through		8	0 1	8	2		0	2	10	0 1	10	0	10	1	10	0	10	0	10
BO	→ Through-Right		0	0	O	2		Ů	2	10	0	10		10	0	10		10	0	10
EASTBOUND	Right		25	1	25	3		0	-4	21	1	0	0	21	1	0	0	21	1	0
É	Left-Through-Right			0 0							0 0				0				0	
	-			U							U				U				U	
	√ Left		5	1	5	0		0	0	5	1	5	0	5	1	5	0	5	1	5
WESTBOUND				0						46	0 1	40		40	0	40		40	0	40
301	← Through ← Through-Right		9	1	9	0		0	3	12	0	12	0	12	0	12	0	12	0	12
STI	Right		10	0	6	0		0	-1	9	1	4	0	9	1	4	0	9	1	4
WE	Left-Through-Right 0		0							0				0				0		
	├ Left-Right 0		200	Non	th-South:	0		Non	0 th-South:	201		Non	0 th-South:	354		No	0 th-South:	387		
	CRITICAL V	OLUMES		ast-West:	39		ast-West:	0			ast-West:	35			ur-souur: ast-West:				นา-รอนนา: ast-West:	
				SUM:	239		SUM:	0			SUM:	236			SUM:				SUM:	
	VOLUME/CAPACITY (V/C	-			0.159			0.000				0.157				0.259				0.281
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.							0.000				0.079				0.159				0.181
	LEVEL OF SERVICE (LOS):				Α			Α				Α				Α				Α
	REMARKS: Future 2035 No Build					Non_ESC	Project Volu	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut	+ WCSP + N	Non_ESC +	ESC	wit	h Event Ma	nagement F	Plan
	N. I. Al D. A. Oldonia															IFOT IN				

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.080 NO 0.000 NO $\Delta v/c$ after mitigation: 0.022 Fully mitigated? N/A







I/S #:	North-South Street: De S	oto Av			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G'	тс	Date:	Ja	nuary 20	20
30	East-West Street: Calif	St			Projec	tion Year	2035		Pea	ak Hour:	Sat LN	Revie	wed by:			Project:	Prome	nade (10k	Seats)
	No. of Phas			3			3				2				2				2
1	posed Ø'ing: N/S-1, E/W-2 or Both-	MD 0	SB	2	NB	0 SE	2 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA-3	? EB 2	WB	0	EB	2 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATCS-			0			0				2				2				2
	Override Capac			0			0				0				0				0
	MOVEMENT	20	35 NO BUIL No. of			SC PROJEC		Delta	W/ WCSP			Added	RE W/ WCS	No. of		Added	WCSP W/ F	No. of	
	MOVEMENT	Volume	Lanes	Lane Volume	Project Traffic		Lane Volume	Volume	Total Volume	No. of Lanes	Lane Volume	Volume	Total Volume	No. of Lanes	Lane Volume	Volume	Volume	No. of Lanes	Lane Volume
	↑ Left	8	1	8	0		0	1	9	1	9	0	9	1	9	0	9	1	9
NORTHBOUND	Left-Through		0							0				0				0	
00	† Through	452	3	151	-1		0	11	463	3	154	0	463	3	154	0	463	3	154
里里	Through-Right		0							0				0				0	
I I	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		U							U				U				U	
		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	→ Left-Through		0							0				0				0	
ğ	Through	486	2	163	6		0	-16	470	3	157	33	503	3	168	262	765	3	255
≝	→ Through-Right		1	0	_		0		0	0	0		0	0	0		0	0 1	0
5		2	0	2	0		0	4	6	1 0	6	0	6	0	6	0	6	0	6
S	Left-Right		0							0				0				0	
		•																	
	ے Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	→ Left-Through		0	•				•	•	0			•	0				0	
ğ	→ Through → Through-Right → Through-Right → Through-Right → Through 0	0	0	0		0	0	0	0 0	0	0	0	0 0	0	0	0	0 0	0	
EASTBOUND	Right	16	1	16	1		0	6	22	2	8	0	22	2	8	0	22	2	8
EAS	Left-Through-Right		0		·		· ·			0	· ·			0	·			0	·
	- Left-Right		0							0				0				0	
	· · · · ·		•	•															
₽		0	0 0	0	0		0	0	0	0 0	0	0	0	0 0	0	0	0	0 0	0
	← Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	← Through-Right	Ĭ	0	J			Ţ.		ŭ	0	Ĭ		ŭ	0	, and the second		•	0	ŭ
EST	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
WE	Left-Through-Right		0							0				0				0	
		No	0 orth-South:	171	No	th-South:	0		Nor	th-South:	166		Non	th-South:	177		Mar	0 th-South:	264
	CRITICAL VOLUME		rın-souın: East-West:	16		ast-West:	0			เก-รอนเก: ast-West:	8			เก-รอนเก: ast-West:	8			เก-รอนเก: ast-West:	204 8
		·	SUM:		~	SUM:	0		-	SUM:	174			SUM:	185		_	SUM:	272
	VOLUME/CAPACITY (V/C) RATIO):		0.131			0.000				0.116				0.123				0.181
V/0	LESS ATSAC/ATCS ADJUSTMEN	Г:		0.131			0.000				0.058				0.062				0.091
	LEVEL OF SERVICE (LOS			A			Α				Α				Α				Α
-	REMARK		re 2035 No E		Non ESC	Project Vol		Delta Vol	= WCSP Ba	ckaround +		Fut -	+ WCSP + N	lon ESC +		wit	h Event Mai	nagement P	
<u> </u>		, atu	2000 140 1		11011_200			20114 701	.,, oc. ba	o.i.gi ouriu i		ı ıuı					vont ivial	.agomont i	1
	Version: 1i Beta; 8/4/2011													PROJ	ECT IM	PACI			

Change in v/c due to project: Significant impacted? -0.073 NO

-0.069

 $\Delta v/c$ after mitigation: -0.040 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Shoup A	v			Year o	of Count:	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20)20
31	East-West Street:	Burbank	BI			Projecti	ion Year:	2035		Pea	ak Hour:	Sat LN	Revie	wed by:			Project:	Prome	nade (10l	k Seats)
0		f Phases			2			2				4				4				4
	posed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	0	NB	0 SB	0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	EB 0	WB	0	EB	0 WB		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+				0			0				2				2				2
	Override (Capacity	203	5 NO BUIL	•	NON-ESC	C PROJECT	U	EUTUDE	W/ WCSP	W/ NON-ES		FUTU	RE W/ WCS	D W/ EIII I	•	FUT W/	WCSP W/ F	III I PPO	•
	MOVEMENT		203	No. of	Lane	Project	FROJEC	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left		23	1	23	0		0	4	27	1	27	0	27	1	27	0	27	1	27
l i	← Left-Through		070	0					4-	000	0		•	000	0			000	0	.=-
BOI	↑ Through ↑ Through-Right		276	1	149	1		0	17	293	1	159	0	293	1	159	0	293	1	159
E	Right		21	0	21	0		0	4	25	0	25	0	25	0	25	0	25	0	25
NORTHBOUND	← Left-Through-Right			0		Ĭ			·		0				0			_3	0	
	← Left-Right			0							0				0				0	
	└ Left		25	1	25	2		0	4	24	1	24	0	24	4	24	0	24	1	24
9	Left-Through		25	0	25	2		U	-1	24	0	24	U	24	0	24	"	24	0	24
SOUTHBOUND	Through		246	1	133	19		0	29	275	1	147	0	275	1	147	0	275	1	147
표	← Through-Right			1							1				1				1	
5			19	0 0	19	1		0	-1	18	0 0	18	0	18	0	18	0	18	0	18
SC	Left-Right			0							0				0				0	
	Left		36	1	36	0		0	4	40	1	40	0	40	1	40	0	40	1	40
N S	→ Left-Through→ Through		70	0 1	70	0		0	6	76	0 1	76	0	76	1	76	0	76	0	76
BO	→ Through-Right	Through-Right 0		70	U		Ů	U	70	0	70		70	0	70		70	0	70	
EASTBOUND	Right		17	1	6	0		0	4	21	1	8	0	21	1	8	0	21	1	8
Ε⁄	Left-Through-Right			0 0							0				0				0	
	-			U							U				U				U	
	√ Left		13	1	13	1		0	1	14	1	14	0	14	1	14	0	14	1	14
WESTBOUND				0		_			_		0				0				0	
301	← Through ← Through-Right		40	0 1	62	3		0	-2	38	0 1	59	33	71	0 1	92	0	71	0 1	92
STE	Right		22	0	0	2		0	-1	21	0	0	0	21	0	0	0	21	0	0
WE	Left-Through-Right			0							0				0				0	
	Left-Right 0 North-South: 174		17/	Nove	n-South:	0		No.	0 th-South:	183		Non	0 th-South:	183		No	0 th-South:	183		
	CRITICAL VO	OLUMES		เท-รอนเท: ast-West:	98		st-West:	0			ast-West:	99			เท-รอนเท: ast-West:				เก-รอนเก: ast-West:	
				SUM:	272		SUM:	0			SUM:	282			SUM:				SUM:	
	VOLUME/CAPACITY (V/C)) RATIO:			0.181			0.000				0.205				0.229				0.229
V/0	//C LESS ATSAC/ATCS ADJUSTMENT: 0.1							0.000				0.105				0.129				0.129
	LEVEL OF SERVICE (LOS):				Α			Α				Α				Α				Α
	REMARKS: Future 2035 No Build					Non_ESC F	Project Volu	imes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut	+ WCSP + N	Non_ESC +	ESC	wit	h Event Ma	nagement F	Plan
	V 1 11 D 1 01/10011	_		_							•		IFOT IN		•	•	_			

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.076 NO -0.052 NO $\Delta v/c$ after mitigation: -0.052 Fully mitigated? N/A

06 FP SAT LN 10-11 PM.xlsm







I/S #:	North-South Street:	US 101 V	VB Onramp			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
32	East-West Street:	Burbank	BI			Project	tion Year	2035		Pea	ak Hour:	Sat LN	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
		Phases			3			3				3				3				3
	oosed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	1 0	NB	0 SE	1 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	EB 0	3В WВ	0	EB	0 SE		EB	2	3В WВ	0	EB	2	WB	0	EB	2	WB	0
	ATSAC-1 or ATSAC+A				0			0				2				2				2
	Override (Capacity			0			0				0				0				0
	MOVEMENT		203	5 NO BUIL			C PROJEC			W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT		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
	↑ Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND	← Left-Through			0							0				0				0	
) Š	Through		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
l 뿐 l	Through-Right			0	•			•			0			•	0	•			0	•
8			0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
ž	Left-Right			0							0				0				0	
	→ Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
5	Left-Through		0	0	0	0		•	0	0	0	0	0	0	0	•	0	0	0	•
8			U	0	U	U		0	0	U	0	U	U	U	0	0	U	U	0	0
ΙĘΙ	↓ Right		0	0	0	0		0	0	0	0	0	0	0	Ö	0	0	0	Ö	0
SOUTHBOUND	Left-Through-Right			1							1				1				1	
, , ,	↓ Left-Right			0							0				0				0	
	J Left		0	1	0	0		0	0	0	1	0	0	0	1	0	0	0	1	0
₽	→ Left-Through			0					_	-	0			-	0				0	_
l g	→ Through		136	1	73	4		0	8	144	1	79	0	144	1	79	0	144	1	79
Ĕ	Through-Right 1 Right 9 0				9	0		0	4	13	1 0	13	0	13	1	13	0	13	1 0	13
EASTBOUND	Left-Through-Right		9	0	9	U		U	4	13	0	13	U	13	0	13	U	13	0	13
	- ✓ Left-Right			0							0				0				0	
	, 		000		400	0				004		400	000	040		0.40	404	700		404
₽	✓ Left ✓ Left-Through		290	2 0	160	6		0	1	291	2 0	160	328	619	2 0	340	164	783	2 0	431
WESTBOUND	← Through		114	0	114	3		0	21	135	1	68	33	168	1	84	0	168	1	84
l B	← Through-Right 1								1				1				1			
ES.	Right		0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
>	├ Left-Right 0										0				0				0	
	, , , , , , , , , , , , , , , , , , , 			th-South:	0		h-South:	0			th-South:	0			th-South:				th-South:	0
	CRITICAL VO	DLUMES	E	ast-West:	233	Ea	st-West:	0		E	ast-West:	239		E	ast-West:			E	ast-West:	510
 	VOLUME/CAPACITY (V/C)	DATIO:		SUM:	233		SUM:	0			SUM:	239			SUM:				SUM:	510
1//2	• • •				0.164			0.000				0.168				0.294				0.358
V/C	LESS ATSAC/ATCS ADJUS				0.164			0.000				0.084				0.194				0.258
	LEVEL OF SERVICE (LOS):					=6-		Α				A	_			A		. =		Α
	REMARKS: Future 2035 No Build						Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N		ESC IM		h Event Ma	nagement F	Plan

Version: 1i Beta; 8/4/2011

 PROJECT IMPACT

 ect:
 -0.080

NO

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

0.030 NO ∆v/c after mitigation: 0.094 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Topanga	a Canyon Bl			Year o	f Count:	2016	Ambie	nt Growt	h: (%): **		Condu	cted by:	G ⁻	тс	Date:	Ja	nuary 20	20
33	East-West Street:	Burbank	BI			Projection	on Year:	2035		Pea	ak Hour:	Sat LN	Revie	wed by:			Project:	Promei	nade (10k	Seats)
0		of Phases			3			3				3				3				3
	oosed Ø'ing: N/S-1, E/W-2 o		NB 0	SB	0	NB	0 SB	0 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 o	r OLA-3?	EB 0	WB	0	EB	0 WE		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+				0			0				2				2				2
	Override	Capacity	203	5 NO BUIL		NON-ESC	PROJEC	_	FUTURE	W/ WCSP	W/ NON-ES		FUTUE	RE W/ WCS	P W/ FULL	•	FUT W/	WCSP W/ F	III I PROJ	•
	MOVEMENT		200	No. of	Lane	Project	I	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
0	Left		113	1	113	3		0	38	151	2	83	0	151	2	83	0	151	2	83
NORTHBOUND	Left-Through		010	0	070	12		0	42	775	0	017	0	775	0	017	0	775	0	017
BO	↑ Through ↑ Through-Right		818	3 0	273	12		0	-43	775	3	217	0	775	3 1	217	0	775	3 1	217
E	→ Right		80	1	45	1		0	11	91	0	91	0	91	0	91	0	91	0	91
Š	Left-Through-Right			0							0				0				0	
_	Left-Right			0							0				0				0	
	↓ Left			1	22	0		0	-4	19	1	10	0	10	1	10	0	10	1	10
2	Left-Through		23	0	23	U		U	-4	19	0	19	U	19	0	19	U	19	0	19
l lo	Through		479	3	160	11		0	-3	476	3	159	1114	1590	3	530	-524	1066	3	355
单	← Through-Right	Right 169 1									0				0				0	
SOUTHBOUND		Right 169 1 → Left-Through-Right 0						0	-4	165	1	147	360	525	1	507	165	690	1	672
SC	↓ Left-Right			0							0				0				0	
	2G Lon Might		l																	
	Left		38	1	38	1		0	-2	36	1	36	0	36	1	36	0	36	1	36
	→ Left-Through			0		2		•	0	50	0	50	0	5 0	0	50	0	50	0	50
EASTBOUND	→ Through → Through-Right		55	1	55	2		0	-2	53	1	53	0	53	1	53	U	53	1	53
STE	Right		66	0	10	3		0	11	77	0	36	0	77	0	36	0	77	0	36
EA	Left-Through-Right			0							0				0				0	
	-			0							0				0				0	
I	√ Left		70	1	70	0		0	11	81	2	45	0	81	2	45	0	81	2	45
9				0					• •	٥.	0			٠.	0			٠.	0	
WESTBOUND	← Through		123	1	74	1		0	-5	118	2	45	0	118	2	45	0	118	2	45
I E	Through-Right Right		24	1 0	24	0		0	-6	18	1 0	18	0	18	1 0	18	0	18	1 0	18
KES	Left-Through-Right		24	0	24	U		U	-0	10	0	10	U	10	0	10	U	10	0	10
>	Left-Right			0							Ö				0				Ö	
				th-South:	296		-South:	0			th-South:	242			h-South:	613			th-South:	755
	CRITICAL V	OLUMES	l E	ast-West: SUM:	125 421	Eas	st-West: SUM:	0 0		Eá	ast-West: SUM:	98 340		Ea	ast-West: SUM:	98 711		E	ast-West: SUM:	98 853
	VOLUME/CAPACITY (V/C) RATIO:	1	JUIVI:	0.295		SUIVI:	0.000			SUIVI:	0.239			SUIVI:	0.499			SUIVI:	0.599
VIC	LESS ATSAC/ATCS ADJU	•			0.295											0.499 0.399				
"	LEVEL OF SERVIC							0.000				0.139 ^								0.499
			E. 14	2035 No B	A	Non ESC D	roject \/cl-	A Only	Delta Val	- WCSD B-	ckaround :	Non ESC	E.,4 ·	WCSP + N	lon ESC :	A ESC	w/EMD/	does not in	dudo 20/. TC	A Consolit
		MARKS:	Future	: ∠∪35 No B	ouila	Non_ESC P	roject Volu	urries Only	Deita Vol	= WCSP Ba	ckgrouna +	NON_ESC	Fut +	WCSP + N	_		· ·	does not inc	iuae 3% TC	o credit)
	Version: 1i Beta; 8/4/2011														PROJ	ECT IM	PACT			

Change in v/c due to project:

Significant impacted?

-0.156 NO

0.104 NO

 $\Delta v/c$ after mitigation: 0.204 Fully mitigated? N/A







I/S #:	North-South Street:	Owensm	outh Av			Year o	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
34	East-West Street:	Burbank	BI			Projecti	on Year	2035		Pea	ak Hour:	Sat LN	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
Opp	No. of posed Ø'ing: N/S-1, E/W-2 or I	Phases Both-3?			2			2				2				2				2 0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	NB 0	SB	2	NB	0 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
	ATSAC-1 or ATSAC+A	TCS-2?	EB 0	WB	0	EB	0 WE	3 0 0	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	Override C				0			0				0				0				0
			203	5 NO BUIL			PROJEC	T VOLS		W/ WCSP				RE W/ WCS				WCSP W/ F		W/ EMP
	MOVEMENT		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
	Left		11	1	11	0		0	2	13	1	13	0	13	1	13	0	13	1	13
NORTHBOUND	Left-Through		6	0	21	0		0	-1	5	0	19	0	5	0	19	0	5	0	19
8	↑ Through ↑ Through-Right		O	1	21	U		U	-1	5	1	19	U	5	1	19	U	5	1	19
1 1	→ Right		15	0	0	0		0	-1	14	0	0	0	14	0	0	0	14	0	0
9	Left-Through-Right			0							0				0				0	
	Left-Right			0							0				0				0	
	Left		45	1	45	1		0	-13	32	1	32	0	32	1	32	0	32	1	32
SOUTHBOUND	→ Left-Through			0							0				0				0	
1 BQ	Through		9	1	9	0		0	1	10	1 0	10	0	10	1	10	0	10	1 0	10
I ₹ I	← Through-Right → Right		74	0 1	74	2		0	0	74	1	53	0	74	0 1	53	0	74	1	53
1 00	Left-Through-Right			0		_		· ·			0		Ů		0	•			0	
· ·	↓ Left-Right			0							0				0				0	
ı	ے Left		43	1	43	-4		0	-1	42	1	42	0	42	1	42	0	42	1	42
₽	Left-Through		40	0	75	_		Ü		72	0	72	Ů	72	0	72		72	0	72
EASTBOUND	→ Through ¬ Through-Right ¬ Right 15 1				46	-8		0	-7	85	2	43	0	85	2	43	0	85	2	43
ΪĒ	_		15	0	10	-2		0	1	16	0 1	10	0	16	0	10	0	16	0 1	10
EAS	Left-Through-Right		10	0	10	-2		U	I	10	0	10	U	10	0	10	U	10	0	10
	- deft-Right			0							0				0				0	
ı	√ Left		8	1	8	0		0	-1	7	1	7	0	7	1	7	0	7	1	7
₽	₩ Left-Through		o o	0	U	U		·		,	0	,		,	0			,	Ó	,
WESTBOUND	← Through		88	1	61	1		0	-7	81	1	54	0	81	1	54	0	81	1	54
TB.		← Through-Right 1		33	0		0	-6	27	1 0	27	0	27	1 0	27	0	27	1 0	27	
NES	Left-Through-Right 0		33	U		U	-0	21	0	21	U	21	0	21	U	21	0	21		
	├ Left-Right 0										0				0				0	
	CRITICAL VO	HIMES		th-South: ast-West:	85 104		n-South: st-West:	0			th-South: ast-West:	66 96			th-South: ast-West:				th-South: ast-West:	66 96
	CRITICAL VO	COMES		SUM:	189	Eas	SUM:	0		E	SUM:	162		E	asi-wesi: SUM:			E	SUM:	162
	VOLUME/CAPACITY (V/C)	RATIO:			0.126			0.000				0.108				0.108				0.108
V/C	LESS ATSAC/ATCS ADJUST	TMENT:			0.126			0.000				0.054				0.054				0.054
	LEVEL OF SERVICE (LOS):				Α			Α				Α				Α				Α
	REMARKS: Future 2035 No Build					Non_ESC F	roject Volu	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	lon_ESC +	ESC	wit	h Event Mai	nagement F	lan
<u> </u>	Version: 1i Peter 9/4/2011															IECT IN				

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.072 NO -0.072 NO Δ v/c after mitigation: -0.072 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	Canoga <i>i</i>	Αv			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Já	nuary 20	20
35	East-West Street:	Burbank	BI			Project	tion Year	2035		Pea	ak Hour:	Sat LN	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. of I				3			3				3				3				3
Орр	oosed Ø'ing: N/S-1, E/W-2 or E	3oth-3?	NB 0	SB	0	NB	0 SE	0 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or C	DLA-3?	EB 0	WB	0	EB	0 3E		EB	0	3В WВ	3	EB	0	WB	3	EB	0	WB	3
	ATSAC-1 or ATSAC+AT				0			0				2	'			2				2
	Override Ca	apacity			0			0				0				0				0
	MOVEMENT		203	5 NO BUILI			C PROJEC			W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT		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
	↑ Left		15	1	15	0		0	6	21	2	12	0	21	2	12	0	21	2	12
NORTHBOUND	Left-Through			0							0				0				0	
00	Through		448	2	165	2		0	46	494	3	165	0	494	3	165	0	494	3	165
=	Through-Right			1							0				0				0	
<u>K</u>			48	0	48	0		0	1	49	2	0	0	49	2	0	0	49	2	0
ž	Left-Right			0							0				0				0	
۵	Left		28	1	28	1		0	1	29	1	29	0	29	1	29	0	29	1	29
5			27	0 2	13	1		0	1	28	0 2	14	492	520	0 2	178	98	618	0 2	210
<u>8</u>	→ Through → Through-Right		21	1	13			U		20	1	14	492	320	1	170	90	010	1	210
貞	Right		11	0	11	0		0	2	13	0	13	0	13	0	13	0	13	0	13
SOUTHBOUND	Left-Through-Right			0							0				0				0	
	↓ Left-Right			0							0				0				0	
I	ر Left		41	1	41	1		0	1	42	1	42	0	42	1	42	0	42	1	42
9	→ Left-Through			0							0				0				0	
9	→ Through		380	2	132	11		0	-19	361	2 1	126	0	361	2	126	0	361	2	126
l ii	Right	→ Through-Right 1			15	0		0	2	17	0	17	0	17	0	17	0	17	1 0	17
EASTBOUND	Left-Through-Right		10	0	10	· ·		Ü	_	.,	0	.,,		.,	0	.,		.,	0	.,
	→ Left-Right			0							0				0				0	
	√ Left		64	1	64	0		0	-8	56	1	56	0	56	1	56	0	56	1	56
9			04	0	04	U		J	-0	50	0	30	J	50	Ó	30		50	0	30
WESTBOUND	← Through		59	2	30	0		0	-2	57	2	29	0	57	2	29	0	57	2	29
Ĕ	Through-Right		0.4	0	47	•		0		0.4	0 1	_		0.4	0	_		0.4	0	-
ES	Right 31 1 1 1 Left-Through-Right 0		17	0		0	3	34	0	5	0	34	0	5	0	34	0	5		
>	├ Left-Right 0									Ö				Ŏ				0		
				th-South:	193		th-South:	0			th-South:	194			th-South:				th-South:	222
	CRITICAL VOI	LUMES	Ea	ast-West:	196 389	Eá	ast-West:	0		E	ast-West:	182 376		E	ast-West:			E	ast-West:	182 404
	VOLUME/CAPACITY (V/C)	RATIO:		SUM:	0.273		SUM:	0.000			SUM:	0.264			SUM:	0.264			SUM:	0.284
V/C	LESS ATSAC/ATCS ADJUST				0.273											0.264 0.164				
1 /C	0.2							0.000 A				0.164 A				U.164				0.184 A
						Non ESC	Project Vol		Dolta Val	= WCSP Ba	ckaround ±		Ent a	+ WCSP + N	lon ESC ±	ESC	14.00	h Event Ma	nagement F	
	REMARKS: Future 2035 No Build					NOII_ESC	rioject vol	unies Only	Della Vol	- WCSP Ba	ckground +	NOII_ESC	Fut -	F WUSP + N		IECT IM		ıı ⊵venı Ma	nagement P	riail

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.109 NO -0.109 NO ∆v/c after mitigation: -0.089
Fully mitigated? N/A







I/S #:	North-South Street: De S	Soto Av			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
36	East-West Street: Bur	bank Bl			Project	tion Year	2035		Pea	ak Hour:	Sat LN	Revie	wed by:			Project:	Promei	nade (10k	Seats)
	No. of Pha			3			3				2				2				2
Ор	posed Ø'ing: N/S-1, E/W-2 or Both			2		0 05	2		0		0		0		0		0		0
Right	Turns: FREE-1, NRTOR-2 or OLA	-3? NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+ATCS		W.D	0	LD.	0 111	0	LD	U	WD	2	LD	U	WD	2		U	WD	2
	Override Capa	city		0			0				0				0				0
		2	35 NO BUIL	.D	NON-ES	C PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	C PROJ	FUTUI	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT		No. of	Lane	Project		Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
		Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Ω	Left	16	1	16	0		0	9	25	1	25	0	25	1	25	0	25	1	25
NORTHBOUND	← Left-Through ↑ Through	466	0 3	155	-1		0	22	488	0 3	163	0	488	0 3	163	0	488	0 3	163
<u>B</u>	↑ Through-Right	400	0	100	-1		U	22	400	0	103		400	0	100		400	0	100
E	→ Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
Ř	← Left-Through-Right		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
SOUTHBOUND		412	0 2	149	12		0	-1	411	0 2	149	33	444	0	160	262	706	0 2	247
8	→ Through → Through-Right	412	1	149	12		U	-1	411	1	149	33	444	1	160	202	706	1	241
ΗĒ	↓ Right	35	0	35	1		0	1	36	0	36	0	36	0	36	0	36	0	36
9	Left-Through-Right		0		-		-	-		0				0				0	
S			0							0				0				0	
	1	1 40							40				40				40		
	 J Left → Left-Through 	42	2 0	23	0		0	-2	40	2	22	0	40	2	22	0	40	2	22
S	→ Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
8	→ Through-Right	Ŭ	0	· ·			·		Ū	0	Ū		Ū	0	U		Ū	0	ŭ
EASTBOUND	Right	33	2	10	0		0	3	36	2	8	0	36	2	8	0	36	2	8
EA	→ Left-Through-Right		0							0				0				0	
	- ✓ Left-Right		0							0				0				0	
	√ Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
9	₹ Left-Through		0	U			U	U	U	0	U		U	0	U		U	0	U
WESTBOUND	← Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
ĕ	← Through-Right		0							0				0				0	
ES	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	
		N/	orth-South:	165	Nort	th-South:	0		Non	th-South:	174		Non	th-South:	185		Non	th-South:	272
	CRITICAL VOLUM	23		ast-West:	0			ast-West:	22			ast-West:	22			ast-West:	22		
			East-West: SUM:			SUM:	0			SUM:	196			SUM:				SUM:	294
	VOLUME/CAPACITY (V/C) RAT	10:		0.132			0.000	-			0.131		-	·	0.138				0.196
V/0	C LESS ATSAC/ATCS ADJUSTME	NT:		0.132			0.000				0.065				0.069				0.098
	LEVEL OF SERVICE (LC	os):		A			Α				A				A				A
	REMARI		re 2035 No I		Non ESC	Project Volu		Delta Vol	= WCSP Ra	ckaround +		Fut 4	+ WCSP + N	lon ESC +		\a/it	h Event Mar	nagement P	
												agement r	IGIT						
	Version: 1i Beta; 8/4/2011													PROJ	IECT IN	PACI			

Change in v/c due to project:

Significant impacted?

-0.067 NO

-0.063 NO

 $\Delta v/c$ after mitigation: -0.034 Fully mitigated? N/A







I/S #:	North-South Street: Shoup	Av			Year of	f Count:	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	TC	Date:	Ja	nuary 20	20
37	East-West Street: Ventura	BI			Projectio	on Year:	2035		Pea	ak Hour:	Sat LN	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. of Phases			3			3				4				4				4
	posed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 2	SB	2	NB	2 SB	2	NB	0	SB	1	NB	0	SB	1	NB	0	SB	1
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	WB	2	EB	0 WB		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0				2				2				2
	Override Capacity	1		0			0				0				0				0
	MOVEMENT	203	No. of	Lane	NON-ESC	PROJECT		Delta	W/ WCSP	W/ NON-ES	Lane	Added	RE W/ WCS	No. of	Lane	Added	WCSP W/ F	No. of	
	MOVEMENT	Volume	Lanes	Volume	Traffic	Ι,	Lane Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Lane Volume
	↑ Left	25	0	25	0		0	0	25	0	25	0	25	0	25	0	25	0	25
NORTHBOUND	← Left-Through		1							1				1				1	
∥ gc	↑ Through	79	0	86	1		0	-8	71	0	87	0	71	0	87	0	71	0	87
l ¤ l	Through-Right	00	1	00	1		0	9	77	1	07		77	1	0.7	•	77	1	0.7
OR.		68	0 0	86	1		0	9	//	0	87	0	77	0	87	0	77	0	87
Ž	Left-Right		0							0				0				0	
•		•																	
۵	Left	155	1	99	10		0	41	196	1	118	0	196	1	118	0	196	1	118
SOUTHBOUND		43	1 0	99	2		0	-3	40	1 0	118	0	40	1 0	118	0	40	1 0	118
BC	→ Through ← Through-Right	43	0	99	2		U	-5	40	0	110		40	0	110	U	40	0	110
	ر Right	103	1	78	5		0	2	105	1	80	0	105	1	80	0	105	1	80
301	Left-Through-Right		0							0				0				0	
, , ,	↓ Left-Right		0							0				0				0	
ı	ال _ Left	51	1	51	1		0	0	51	1	51	0	51	1	51	0	51	1	51
₽	→ Left-Through		0	-					-	0			-	0		_	-	0	
no	→ Through	459	2	165	6		0	3	462	2	165	0	462	2	165	0	462	2	165
Ī	Through-Right	25	1	25	0		0	-3	32	1 0	32	0	20	1 0	32	0	20	1 0	20
EASTBOUND	Right 35 0 35		35	U		U	-3	32	0	32	0	32	0	32	U	32	0	32	
	→ Left-Right		0							0				0				0	
										,								,	
۵	✓ Left ✓ Left-Through	47	1 0	47	0		0	10	57	1 0	57	0	57	1	57	0	57	1 0	57
WESTBOUND	← Through	505	3	168	-2		0	32	537	2	194	360	897	2	299	-164	733	2	244
BC	Through-Right		0							1				1				1	
EST	Right	185	1	185	-1		0	53	238	1	0	0	238	1	179	0	238	1	179
⋝	Left-Through-Right Left-Right		0							0				0				0	
	North-South: 185				North-	South:	0		Nor	th-South:	205		Nor	th-South:	205		Nor	th-South:	205
	CRITICAL VOLUMES East-West: 350			350		t-West:	0			ast-West:	245			ast-West:	350			ast-West:	295
	SUM: 53					SUM:	0			SUM:	450			SUM:				SUM:	
	VOLUME/CAPACITY (V/C) RATIO:	0.375			0.000				0.327				0.404				0.364		
V/C	C LESS ATSAC/ATCS ADJUSTMENT:	0.375			0.000				0.227				0.304				0.264		
	LEVEL OF SERVICE (LOS):						Α				Α				Α				Α
	REMARKS: Refer to Traffix Analysis					oject Volum	nes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut	+ WCSP + 1	Non_ESC +	ESC	wit	h Event Ma	nagement F	Plan
	Version: 1i Pete: 9/4/2011												IECT IM						

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

-0.148 NO -0.071 NO $\triangle v/c$ after mitigation: -0.111 Fully mitigated? N/A







I/S #:	North-South Street: US 1	01 EB Ramps			Year of	Count:	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
38	East-West Street: Vent	ura Bl			Projectio	n Year:	2035		Pea	ak Hour:	Sat LN	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. of Phas			3			3				2				2				2
	oosed Ø'ing: N/S-1, E/W-2 or Both	ND 1	SB	0	NB	1 SB	0	NB	1	SB	0	NB	1	SB	0	NB	1	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA-	EB 0	WB	0	EB	0 WB		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATCS			0			0				2				2				2
	Override Capac		35 NO BUIL		NON-ESC I	PRO IECT	•	FUTURE	W/ WCSP	W/ NON-ES	•	FUTU	RE W/ WCS	P W/ FIII I	•	FUT W/	WCSP W/ F	III I PRO I	
	MOVEMENT		No. of	Lane	Project	T KOULUT	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
		Volume	Lanes	Volume	Traffic	,	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND	Left-Through	0	0 0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0	0
BO	↑ Through ↑ Through-Right	U	0	U	U		U	U	U	0	U		U	0	U	U	U	0	U
Ĭ Ĕ	⊘ Right	507	0	0	5		0	64	571	0	0	0	571	0	0	0	571	0	0
Š	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	↓ Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left-Through		0	ŭ			ŭ		· ·	0	ŭ		· ·	0			ŭ	0	ŭ
ğ	Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
ᆙᄩ	← Through-Right → Right	0	0 0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0	0
OG.	Left-Through-Right	U	0	U	U		U	0	U	0	U	U	U	0	U	0	U	0	U
Ñ	→ Left-Right		0							0				0				0	
		557	1	F.F.7	7		0	40	500	2	200	0	500	2	200	0	500		200
₽	⇒ Left Left-Through	557	0	557	7		0	42	599	0	329	0	599	0	329	0	599	2 0	329
l á	→ Through	353	2	177	5		0	8	361	2	181	0	361	2	181	0	361	2	181
IBC	→ Through-Right		0	_	_					0				0		_		0	
EASTBOUND	Right 0 0 Left-Through-Right 0		0	0		0	0	0	0 0	0	0	0	0	0	0	0	0	0	
			0							0				0				0	
	*																		
₽		0	0 0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0 0	0
WESTBOUND	← Through	388	2	136	2		0	10	398	2	139	360	758	2	259	-164	594	2	205
l B	Through-Right		1							1				1				1	
ES.	Right Left-Through-Right	19	0 0	19	0		0	1	20	0 0	20	0	20	0	20	0	20	0	20
>	Left-Through-Right Left-Right		0							0				0				0	
	North-South: (North-		0			th-South:				th-South:				th-South:	0
	CRITICAL VOLUMES East-West: 690 SUM: 690				East	t-West:	0 0		E	ast-West:	468 468		E	ast-West:			E	ast-West:	534 534
						SUM:	0.000			SUM:	468 0.312			SUM:	0.392			SUM:	0.356
V/C	LESS ATSAC/ATCS ADJUSTMEN	0.486 0.486			0.000				0.312				0.392 0.292				0.356 0.256		
"							0.000 A				0.212 A				0.292 A				0.256 A
-	LEVEL OF SERVICE (LOS): REMARKS: Future 2035 No Build				Non ESC Pro	oiect Volum		Delta Vol	= WCSP Ba	ckaround +		Fut -	+ WCSP + N	Non ESC +		wit	h Event Mai	nagement F	
<u> </u>	Vorcion: 1i Poto: 9/4/2011	,unu	14011_E00 F10	ojoot voiun	ioo Oriiy	Doita voi	, v OOI Da	onground 1	14011_E00	I ut	. ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		IECT IM		LVCIII IVIAI	agement r	iuii		

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.274 NO -0.194 NO $\Delta v/c$ after mitigation: -0.230 Fully mitigated? N/A







I/S #:	North-South Street:	Topanga	Canyon Bl			Year	of Count	2016	Ambie	nt Growt	h: (%): **		Condu	cted by:	G'	тс	Date:	Ja	nuary 20	20
39	East-West Street:		NB Off-ramp)		Projec	tion Year			Pea	ak Hour:	Sat LN	Revie	wed by:			Project:	Promei	nade (10k	Seats)
0		f Phases			3			3				0				0				0
	osed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	0	NB	0 SE	0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	EB 1	WB	0	EB	1 WE		EB	1	WB	1	EB	1	WB	1	EB	1	WB	1
	ATSAC-1 or ATSAC+				0			0				2				2				2
	Override	Capacity	202	5 NO BUIL	0	NON F	SC PROJEC	0 T.VOL 6	FUTURE	W/ WCSP	W/NON FE	1500	FUTU	RE W/ WCS	D W// EUL I	1500	FUT W/	WCSP W/ F	III I DDO I	1500
	MOVEMENT		203	No. of	Lane	Project	SC PROJEC	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND	← Left-Through			0							0				0				0	
l ğ	Through		749	3	250	1		0	80	829	3	276	0	829	3	276	0	829	3	276
ᄩ	Through-Right			0	0			0	•	0	0	0		•	0	0		0	0	0
8	Right		0	0 0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
ž	Left-Through-Right Left-Right			0							0				0				0	
	Lettright										J								•	
	→ Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through			0		_					0				0				0	
BO			660	3 0	220	9		0	-44	616	3 0	205	1114	1730	3 0	577	-524	1206	3	402
I톰	← Through-Right → Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left-Through-Right			0	U			O	Ů	Ū	0	· ·		J	0	J		Ū	0	J
S	↓ Left-Right			0							0				0				0	
	1										0	•								
	J Left ∴ Left-Through		0	0 0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
S	→ Through		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	→ Through-Right			0	Ŭ			ŭ	·	ŭ	0			Ü	0	· ·		Ū	0	·
ST	Right		215	0	0	0		0	-1	214	0	0	0	214	0	0	0	214	0	0
Ā	Left-Through-Right			0							0				0				0	
I	- ≺ Left-Right			0							0				0				0	
I	√ Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
9				0					•	ŭ	0			ŭ	0			ŭ	0	
∥ ö ∣	← Through		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Through-Right		074	0		4.0		_	4.7	000	0	_	_	000	0	_	_	600	0	_
ES	Right Left-Through-Right		271	2	149	16		0	17	288	0	0	0	288	0	0	0	288	0	0
>	Left-Right			0							0				0				0	
	, ,		Nor	th-South:	250	Nor	th-South:	0		Nor	th-South:	276		Nort	th-South:	577		Nor	th-South:	402
	CRITICAL VO	OLUMES	Ea	ast-West:	149	E	ast-West:	0		E	ast-West:	0		Ea	ast-West:	0		E	ast-West:	0
	Valuation			SUM:	399		SUM:	0			SUM:	276			SUM:	577			SUM:	402
	VOLUME/CAPACITY (V/C		Ì		0.280			0.000				0.184				0.385				0.268
V/C	LESS ATSAC/ATCS ADJUS				0.280			0.000				0.092				0.285				0.168
	LEVEL OF SERVIC	E (LOS):			Α			Α				Α				Α				Α
	RE	MARKS:	Future	2035 No B	Build	Non_ESC	Project Volu	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	+ WCSP + N	lon_ESC +	ESC	wit	h Event Mar	nagement P	lan
,	/ersion: 1i Beta; 8/4/2011								-			PROJ	ECT IM	PACT						

Change in v/c due to project:

Significant impacted?

-0.188 NO

0.005 NO

 $\Delta v/c$ after mitigation: -0.112 Fully mitigated? N/A







I/S #:	North-South Street:	Topanga	a Canyon Bl			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
40	East-West Street:	Clarendo	on St			Projec	tion Year	2035		Pea	ak Hour:	Sat LN	Revie	wed by:			Project:	Promei	nade (10k	Seats)
		f Phases			3			3				4				4				4
Ор	posed Ø'ing: N/S-1, E/W-2 or	Both-3?			2		0 0	2		0		2		0		2		0		2
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	NB 0 EB 2	SB WB	0 2	NB EB	0 SE 2 WI	-	NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+	ATCS-2?	LD Z	WD	0	LD-	2 771	0	LD	U	WD	2	LD	U	WD	2	LD	U	WD	2
	Override	Capacity			0			0				0				0				0
			203	5 NO BUIL	D	NON-ES	SC PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	C PROJ	FUTUI	RE W/ WCS	P W/ FULL	PROJ	FUT W/	WCSP W/ F	ULL PROJ	W/ EMP
	MOVEMENT			No. of	Lane	Project		Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
	*		Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
₽	Left		24	1 0	24	0		0	3	27	1 0	27	0	27	1 0	27	0	27	1 0	27
NORTHBOUND	← Left-Through ↑ Through		810	2	280	12		0	77	887	2	307	0	887	2	307	0	887	2	307
<u>B</u>	↑ Through-Right		010	1	200	12		O		007	1	307		001	1	307		007	1	307
Ĕ	Right		30	0	30	0		0	3	33	0	33	0	33	0	33	0	33	0	33
Š	← Left-Through-Right			0							0				0				0	
				0							0				0				0	
	1																			
₽			124	1 0	124	2		0	11	135	1 0	135	0	135	1 0	135	0	135	1 0	135
5	↓ Through		504	2	190	11		0	44	548	2	207	459	1007	2	360	-164	843	2	305
<u>B</u>	→ Through-Right		304	1	130	''		ŭ		340	1	201	400	1007	1	300	-104	040	1	303
上	Right		67	0	67	1		0	6	73	0	73	0	73	0	73	0	73	0	73
SOUTHBOUND	Left-Through-Right			0							0				0				0	
0,	↓ Left-Right			0							0				0				0	
			101	1	72	0		0	11	112	2	62	0	112	2	62	0	112	2	62
₽	→ Left-Through		101	0	12	U		U	- 11	112	0	02	U	112	0	62	U	112	0	62
5	→ Through		20	Ö	72	0		0	2	22	0	48	0	22	0	48	0	22	0	48
EASTBOUND	→ Through-Right			0							1				1				1	
\ST	Right		23	0	0	0		0	3	26	0	0	0	26	0	0	0	26	0	0
7	Left-Through-Right			1							0				0				0	
	-		<u>l</u>	0							0				0				0	
	√ Left		13	0	13	0		0	1	14	0	14	0	14	0	14	0	14	0	14
9				1		_				• •	1				1				1	
WESTBOUND	← Through		7	0	20	0		0	1	8	0	22	0	8	0	22	0	8	0	22
ΪĒ	Through-Right			0		_			_		0		_		0		_		0	
ĒS	Right Left-Through-Right		70	1 0	70	0		0	8	78	2	0	0	78	2	0	0	78	2	0
>	Left-Right			0							0				0				0	
	, g		Nor	th-South:	404	Nor	th-South:	0		Nor	th-South:	442		Non	th-South:	442		Nor	th-South:	442
	CRITICAL VOLUMES East-West: 1						ast-West:	0			ast-West:	84			ast-West:	84			ast-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 ADJUS	STMENT:			0.383			0.000				0.283				0.283				0.283
	LEVEL OF SERVICE	E (LOS):			Α			Α				Α				Α				Α
	RE	MARKS:	Refer to	o Traffix Ana	alysis	Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	+ WCSP + N	lon_ESC +	ESC	wit	h Event Mar	nagement P	lan
<u> </u>	Version: 1i Beta; 8/4/2011								I .			IECT IM								
	version. II Deta, 0/4/2011														1 1/00		. 701			

Change in v/c due to project:

-0.100 NO

-0.100 NO

 $\Delta v/c$ after mitigation: -0.100 Fully mitigated? N/A







I/S #:	North-South Street: To	opanga (Canyon BI			Year	of Count	2016	Ambie	nt Growt	h: (%): **		Condu	cted by:	G'	тс	Date:	Ja	nuary 20	20
41	East-West Street: Ve	entura B	l .			Projec	tion Year:	2035		Pea	ak Hour:	Sat LN	Revie	wed by:			Project:	Promer	ade (10k	Seats)
	No. of Ph				4			4				4				4				4
1 -	posed Ø'ing: N/S-1, E/W-2 or Bo		NB 0	SB	0	NB	0 SE	0	NB	3	SB	0	NB	3	SB	0	NB	3	SB	0
Right	Turns: FREE-1, NRTOR-2 or OL	A-37	EB 0	WB	2	EB	0 SE		EB	0	3В WВ	3	EB	0	WB	3	EB	0	WB	3
	ATSAC-1 or ATSAC+ATO	CS-2?			0			0				2	'			2				2
	Override Cap	oacity			0			0				0				0				0
			203	5 NO BUIL			C PROJEC			W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT		V-1	No. of Lanes	Lane Volume	Project Traffic		Lane	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
	↑ Left		Volume 55	1	55	0		Volume 0	volume 3	58	Lanes	58	O	58	Lanes	58	O	58	1	58
9	↑ Left-Through		55	0	55	U		U	3	36	0	56	0	36	0	36	U	36	0	36
NORTHBOUND	↑ Through		419	3	140	-4		0	41	460	3	153	0	460	3	153	0	460	3	153
ě	↑ Through-Right			0							0				0				0	
R	→ Right		95	1	77	-1		0	1	96	1	58	0	96	1	58	0	96	1	58
2	← Left-Through-Right			0							0				0				0	
	→ Left-Right			0							0				0				0	
	Left		109	1	109	4		0	5	114	2	63	0	114	2	63	0	114	2	63
SOUTHBOUND	Left-Through		103	0	103	7		O	3	114	0	03		117	0	03		114	0	00
00	Through		328	2	124	10		0	3	331	2	110	98	429	2	208	0	429	2	167
Ř	← Through-Right			1							1				1				1	
5	→ Right		44	0	44	2		0	0	44	1	0	360	404	1	0	-164	240	1	0
So	← Left-Through-Right			0							0				0				0	
	Leit-Night			0							U				0				U	
	ر Left		232	2	128	5		0	23	255	3	89	0	255	3	89	0	255	3	89
₽	→ Left-Through			0							0				0				0	
00	→ Through		287	2	112	5		0	2	289	2	112	0	289	2	112	0	289	2	112
TB	→ Through-Right → Right		49	1 0	49	1		0	-1	48	1 0	48	0	48	0	48	0	48	1 0	48
EASTBOUND	Left-Through-Right		49	0	49	'		U	-1	40	0	40	0	40	0	40	U	40	0	40
	- Left-Right			0							0				0				0	
۵	✓ Left ✓ Left-Through		68	2	37	1		0	1	69	2 0	38	0	69	2	38	0	69	2	38
3	√ Leπ-Inrougn ← Through	1	298	2	149	4		0	4	302	2	151	0	302	2	151	0	302	2	151
WESTBOUND	← Through-Right		200	0	143	7		3	4	002	0	101		002	0	101		002	0	101
ST	Right		151	1	151	2		0	21	172	2	32	0	172	2	32	0	172	2	32
WE				0							0				0				0	
	├ Left-Right		Man	0	249	Man	th Cauthi	0		Man	0	016		Man	()	266		Man	0	225
	North-South: 24 CRITICAL VOLUMES East-West: 27					-	th-South: ast-West:	0 0			th-South: ast-West:	216 240			th-South: ast-West:	266 240			h-South: st-West:	225 240
	OMITIONE VOLU		Le	SUM:	528		SUM:	0			SUM:	456			SUM:	506			SUM:	465
	VOLUME/CAPACITY (V/C) RA	ATIO:			0.384			0.000				0.332				0.368				0.338
V/0	C LESS ATSAC/ATCS ADJUSTM	IENT:			0.384			0.000				0.232				0.268				0.238
	LEVEL OF SERVICE (I				A			A				Α				Α				Α
	REMA		Future	2035 No B		Non ESC	Project Volu		Delta Vol	= WCSP Ba	ckaround +		Fut 4	+ WCSP + N	lon ESC +		wit	h Event Mar	agement P	
<u> </u>			i utule	2000 140 1	uild	14011_E00	. 10,000 0010	loo Offiny	Jona voi	**************************************	o.igi odila 1		I rut	77001 110				voint iviai	agomont F	
	Version: 1i Beta; 8/4/2011														PROJ	ECT IM	PACI			

Change in v/c due to project: Significant impacted? -0.152 NO

-0.116 NO

 $\Delta v/c$ after mitigation: -0.146 Fully mitigated? N/A







I/S #:	North-South Street:	Canoga	Av			Year	of Count	2016	Ambie	nt Growt	h: (%): **		Condu	cted by:	G'	тс	Date:	Ja	nuary 20	20
42	East-West Street:	US 101 \	NB Off Ram	р		Project	tion Year:	2035		Pea	ak Hour:	Sat LN	Revie	wed by:			Project:	Promei	nade (10k	Seats)
0		of Phases			3			3				2				2				2
	oosed Ø'ing: N/S-1, E/W-2 o		NB 0	SB	2	NB	0 SE	2	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 o	r OLA-3?	EB 0	WB	0	EB	0 WE		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC-				0			0				2				2				2
	Override	Capacity	202	5 NO BUIL	0	NON FE	C PROJEC	0	FUTURE	W/ WCSP	W/NON FE	0	FUTU	RE W/ WCS	DW/FIIII	0	FUT W/	WCSP W/ F	III I DDO I	0 VAI/ EMD
	MOVEMENT		203	No. of	Lane	Project	C PROJEC	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND	← Left-Through			0							0				0				0	
l ŭ	↑ Through		262	3	87	2		0	-9	253	3	84	0	253	3	84	0	253	3	84
l ≝ l	Through-Right		0	0	0	0		0	•	0	0	0		0	0	0		0	0	0
R.	Right		0	0	0	U		0	0	Ü	0	0	0	0	0	0	0	0	0	0
Ž	Left-Through-Right Left-Right			0							0				0				0	
	→ Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
3	→ Left-Through		470	0	440				4-	407	0	400	400	070	0	0.15		4077	0	
BO			470	4 0	118	14		0	17	487	4 0	122	492	979	0	245	98	1077	4 0	269
ᄑ	→ Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left-Through-Right		Ĭ	0	ŭ			ŭ		· ·	0	ŭ		ŭ	0	ŭ		· ·	0	ŭ
o	↓ Left-Right			0							0				0				0	
	Left		_	0	0	0		0	0	0	0	•	0	0	0	•	0	0	0	0
₽	→ Left-Through		0	0	U	U		U	U	U	0	0	0	U	0	0	0	U	0	0
	→ Through		0	0	0	0		0	0	0	Ö	0	0	0	0	0	0	0	0	0
EASTBOUND	→ Through-Right			0							0				0				0	
4S1	Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
J.	Left-Through-Right			0 0							0				0				0	
											U									
	√ Left		99	1	99	0		0	-5	94	1	94	0	94	1	94	0	94	1	94
WESTBOUND				0					_	_	0		_	_	0		_	_	0	
∥ જૂ	← Through ← Through-Right		0	0 0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
STE	Right		233	2	128	-1		0	-5	228	2	125	0	228	2	125	0	228	2	125
VE.	Left-Through-Right		200	0	.25			3			0	.23		220	0	.23			0	.23
	⊱ Left-Right			0							0				0				0	
	CDITION	OL LIMES		th-South:	118		h-South:	0			th-South:	122			th-South:	245			th-South:	269
	CRITICAL V	OLUMES	E	ast-West: SUM:	128 246	Ea	st-West: SUM:	0 0		E	ast-West: SUM:	125 247		Ea	ast-West: SUM:	125 370		E	ast-West: SUM:	125 394
	VOLUME/CAPACITY (V/C) RATIO:		JUNI.	0.173		COM.	0.000			JUM.	0.165			30W.	0.247			30W.	0.263
VIC	LESS ATSAC/ATCS ADJU	•			0.173							0.165 0.082				0.247 0.147				
3 /C	LEVEL OF SERVICE							0.000												0.163
-			Future	2025 N - D	A	Non ECO	Duningt V-1	A Only	Delta V-1	- WCCD D-	aleman mal :	A Non ESC	F. A.	WCCD : A	lan FCC :	A		h Frant NA		A
<u> </u>		MARKS:	Future	2035 No E	ouila	Non_ESC	Project Volu	urnes Only	Deita Vol	= WCSP Ba	ckgrouna +	NON_ESC	Fut +	+ WCSP + N				h Event Mar	iagement P	ıа⊓
Version: 1i Beta; 8/4/2011 PRO.												PROJ	ECT IM	PACT						

Change in v/c due to project:

Significant impacted?

-0.091 NO

-0.026 NO

 $\Delta v/c$ after mitigation: -0.010 Fully mitigated? N/A







I/S #:	North-South Street:	Canoga	Av			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Já	nuary 20	20
43	East-West Street:	US 101 E	B On Ramp)		Project	tion Year	2035		Pea	ak Hour:	Sat LN	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. o posed Ø'ing: N/S-1, E/W-2 or Turns: FREE-1, NRTOR-2 or		NB 0 EB 0	SB WB	3 0 0 0	NB EB	0 SE		NB EB	0	SB WB	2 0 0 0	NB EB	0	SB WB	2 0 0 0	NB EB	0	SB WB	2 0 0
	ATSAC-1 or ATSAC+	ATCS-2?	<i>EB</i> 0	VV D	0	EB	O VVI	0	EB	U	VV D	2		U	VV B	2	EB	U	WB	2
	Override	Capacity			0			0				0				0				0
	MOVEMENT		203	5 NO BUILI			C PROJEC			W/ WCSP				RE W/ WCS	No. of			WCSP W/ F	No. of	
	MOVEMENT		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
	Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND	Left-Through		000	0	00			0		055	0	0.5		055	0	0.5		055	0	0.5
ВО	↑ Through ↑ Through-Right		263	3 0	88	1		0	-8	255	3 0	85	0	255	0	85	0	255	3 0	85
H H	→ Right		131	1	131	0		0	-9	122	1	122	0	122	1	122	0	122	1	122
Š	Left-Through-Right			0							0				0				0	
	→ Left-Right			0							0				0				0	
			280	2	154	7		0	-1	279	2	153	459	738	2	406	98	836	2	460
SOUTHBOUND	→ Left-Through			0							0				0				0	
BOI	↓ Through✓ Through-Right		303	2	152	8		0	10	313	2	157	33	346	2	173	0	346	2	173
Ӗ	→ Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
000	Left-Through-Right			0	ŭ			· ·		ŭ	0	ŭ		ŭ	0	ŭ		· ·	0	ŭ
, o	↓ Left-Right			0							0				0				0	
	ے Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
₽	Left-Through			0	ŭ	Ŭ		Ŭ		Ü	0	ŭ		Ü	0	Ŭ	Ĭ	Ü	0	Ů
EASTBOUND	→ Through		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
TB	→ Through-Right → Right		0	0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0	0
EAS	Left-Through-Right		U	0	U	U		U	U	U	0	U	U	U	0	U	U	U	0	U
	- deft-Right			0							0				0				0	
1	√ Left		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
₽	₩ Left-Through		0	0	U	U		0		U	0	0		J	0			U	0	3
WESTBOUND	← Through		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
TB	← Through-Right ← Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
VES	Right Left-Through-Right		U	0	U	U		U	U	U	0	U	U	U	0	U	U	U	0	U
_	├ Left-Right 0								0				0				0			
	North-South: 285 CRITICAL VOLUMES East-West: 0				285		th-South: ast-West:	0			th-South: ast-West:	275 0			th-South: ast-West:				th-South: ast-West:	582 0
					285	Eā	SUM:	0		E	SUM:	275		E	ast-west: SUM:			_	ast-west: SUM:	-
					0.200			0.000				0.183				0.352				0.388
V/C					0.200			0.000				0.092				0.252				0.288
	LEVEL OF SERVICE (LOS):			Α			Α				Α				Α				Α	
	RE	MARKS:	Future	2035 No B	uild	Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut	+ WCSP + N	Non_ESC +	ESC	wit	h Event Ma	nagement F	Plan
	Version: 1i Peta: 9/4/2011												IECT IM							

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.108 NO

0.052 NO

 $\Delta v/c$ after mitigation: 0.088 Fully mitigated? N/A







I/S #:	North-South Street: Cand	ga Av			Year of Co	ount: 2016	Ambi	ent Growt	h: (%): **		Condu	cted by:	G	TC	Date:	Ja	nuary 20	20
44	East-West Street: Vent	ıra Bl			Projection \	'ear: 2035		Pe	ak Hour:	Sat LN	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
_	No. of Phas			3		3				4				4				4
Орр	posed Ø'ing: N/S-1, E/W-2 or Both-	3? 0 NB 0	SB	0	NB 0	SB 3	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or OLA-	? NB 0	WB	3		WB 3	EB	0	WB	3	EB	0	WB	3	EB	0	WB	3
	ATSAC-1 or ATSAC+ATCS-			0		0				2				2				2
	Override Capac			0		0				0				0				0
	MOVEMENT	20	35 NO BUIL		NON-ESC PRO			E W/ WCSP				RE W/ WCS				WCSP W/ F		
	MOVEMENT	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
	↑ Left	54	1	54	0	0	0	54	1	54	0	54	1	54	0	54	1	54
NORTHBOUND	✓ Left-Through		0						0				0				0	
0 0	Through	102	1	63	0	0	-7	95	1	59	0	95	1	59	0	95	1	59
뿔	Through-Right		1		_				1		_		1		_		1	
l K	Right	23	0	23	0	0	-1	22	0	22	0	22	0	22	0	22	0	22
ž	← Left-Through-Right ← Left-Right ← L		0 0						0				0				0	
	Len-Right																	
	_ Left	84	1	84	2	0	0	84	1	84	0	84	1	84	0	84	1	84
SOUTHBOUND	→ Left-Through		0		_	_			0				0		_		0	
8		95	0	95	3	0	3	98	1 0	98	33	131	1	131	0	131	1 0	131
Ӗ	✓ Right	114	1	24	3	0	3	117	1	28	0	117	1	28	0	117	1	28
100			0						0				0				0	
<i>"</i>	↓ Left-Right		0						0				0				0	
1		164	2	90	0	0	-2	162	2	89	0	162	2	89	0	162	2	89
9	→ Left-Through	104	0	90	U	O .	-2	102	0	09	U	102	0	09	U	102	0	09
EASTBOUND	→ Through	400	2	200	0	0	6	406	2	203	0	406	2	203	0	406	2	203
<u>B</u>	→ Through-Right		0		_		_		0		_		0		_		0	
AS.	Right 46 1 19		19	0	0	3	49	1 0	22	0	49	1	22	0	49	1 0	22	
ш	Left-Right		0						0				0				0	
	*																	
	√ Left ← L fr = L	29	1	29	0	0	1	30	1	30	0	30	1	30	0	30	1	30
WESTBOUND		410	0 3	137	1	0	2	412	0 3	137	0	412	0 3	137	0	412	0 3	137
BO	Through-Right	410	0	137	'	U		412	0	137	U	412	0	137	U	412	0	137
ST	Right	99	1	15	0	0	-4	95	1	11	0	95	1	11	0	95	1	11
×	,		0						0				0				0	
				149	North-Sou	ıth: 0		Nor	th-South:	152		Nor	th-South:	185		Nor	th-South:	185
	CRITICAL VOLUMES East-West: 229				East-W				ast-West:	233			ast-West:				ast-West:	233
	SUM: 378					<i>JM</i> : 0			SUM:	385			SUM:				SUM:	418
	VOLUME/CAPACITY (V/C) RATIO: 0.26					0.000				0.280				0.304				0.304
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.20					0.000				0.180				0.204				0.204
	LEVEL OF SERVICE (LOS):					Α				Α				Α				Α
	REMARKS: Future 2035 No Build				Non_ESC Project	t Volumes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	Non_ESC +	ESC	wit	h Event Ma	nagement F	Plan
<u></u>	Varcion: 1i Pota: 9/4/2011				•				•			IECT IM						

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.085 NO -0.061 NO $\Delta v/c$ after mitigation: -0.061 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	De Soto	Av			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
45	East-West Street:	US 101 V	NB Ramps			Projec	tion Year	2035		Pea	ak Hour:	Sat LN	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
Орр	No. of posed Ø'ing: N/S-1, E/W-2 or	f Phases Both-3?	4/0	0.0	3 2	4/0	0 01	3 2	4/0	0	0.0	3	4/5	0	0.0	3	4/0	0		ο ο
Right ⁻	Turns: FREE-1, NRTOR-2 or	OLA-3?	NB 0 EB 0	SB WB	0 2	NB EB	0 SE 0 WI		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+				0	_		0				2				2				2
	Override (Capacity		5 NO DIW	0	11011 50		0				0				0	=1.1= 14//			0
	MOVEMENT		203	5 NO BUIL No. of	Lane	Project	SC PROJEC	Lane	Delta	W/ WCSP	No. of	Lane	Added	RE W/ WCS	No. of	Lane	Added	WCSP W/ F	No. of	Lane
	mo vemerr		Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left		58	1	58	0		0	1	59	1	59	0	59	1	59	0	59	1	59
NORTHBOUND	Left-Through		077	0					40	005	0	400	•	005	0	400		005	0	400
BO	↑ Through ↑ Through-Right		377	2	189	0		0	-12	365	3 0	122	0	365	3 0	122	0	365	3	122
E I	→ Right		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
Š	Left-Through-Right			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
SOUTHBOUND	Left-Through			0	U			U		U	0	U		U	0	U		O	0	U
	Through		385	4	96	11		0	51	436	4	109	33	469	4	117	262	731	4	183
≝	Through-Right		404	0	404			0		407	0	50	•	407	0	50		407	0	50
5			104	0	104	3		0	3	107	2	59	0	107	0	59	0	107	0	59
Š	↓ Left-Right			0							0				0				0	
	1											_								
	J Left→ Left-Through		0	0 0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	→ Through		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
98	Through-Right	Through-Right 0 0 Right 0 0								0				0				0		
AST	Right 0 0		0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
ш	★ Left-Through-Right ★ Left-Right			0 0							0				0				0	
)		1																	
ا ۾	✓ Left		85	1	78	-1		0	8	93	1	84	0	93	1	84	0	93	1	84
WESTBOUND			0	0	78	0		0	0	0	0	84	0	0	0	84	0	0	0	84
B0	Through-Right			0	70			Ů		U	0	04		U	0	04		U	0	04
TS	Right Left-Through-Right		150	1	0	-1		0	8	158	1	0	0	158	1	0	0	158	1	0
×	Left-Through-Right Left-Right			1							1				1				1 0	
	North-South: 189				189	Nor	th-South:	0		Nor	th-South:	168		Nor	th-South:	176		Nor	th-South:	242
					78	E	ast-West:	0		E	ast-West:	84		E	ast-West:			E	ast-West:	84
ļ					267		SUM:	0			SUM:	252			SUM:				SUM:	326
					0.187			0.000				0.177				0.182				0.229
V/C					0.187			0.000				0.088				0.091				0.129
<u> </u>	LEVEL OF SERVICE (LOS):						Α				Α				Α				Α	
L	REMARKS: Refer to Traffix Analysis				alysis	Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N		ESC IM		h Event Ma	nagement F	Plan

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Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.099 NO -0.096 NO $\triangle v/c$ after mitigation: -0.058 Fully mitigated? N/A







I/S #:	North-South Street: De Soto	Av			Year o	f Count:	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Já	anuary 20	20
46	East-West Street: US 101	EB Ramps			Projecti	on Year:	2035		Pea	ak Hour:	Sat LN		wed by:			Project:	Prome	nade (10l	(Seats)
Ор	No. of Phases posed Ø'ing: N/S-1, E/W-2 or Both-3?			3 2			3 2				3 0				3 0				3
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SB 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?	EB 0	WB	0	EB	U WE	0	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	Override Capacity			0			0				0				0				0
		203	5 NO BUIL		NON-ESC	PROJEC			W/ WCSP				RE W/ WCS				WCSP W/ I		
	MOVEMENT	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
Ω	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND	← Left-Through ↑ Through	210	0 3	70	-7		0	-5	205	0 4	51	0	205	0	51	0	205	0 4	51
<u>B</u>	↑ Through ↑ Through-Right	210	0	70			Ū		200	0	01	Ů	200	0	01		200	0	01
R	→ Right	92	1	92	-3		0	2	94	1	94	0	94	1	94	0	94	1	94
2	← Left-Through-Right		0							0				0				0	
	→ Left-Right	I	0							0				0				0	
	⊢ Left	187	2	103	2		0	-15	172	2	95	0	172	2	95	262	434	2	239
SOUTHBOUND	→ Left-Through		0							0				0				0	
BOI	↓ Through	291	2	146	3		0	-9	282	2	141	33	315	2	158	0	315	2	158
Ŧ	→ Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
ος	← Left-Through-Right		0							0				0				0	
0,	↓ Left-Right	l .	0							0				0				0	
	ے Left	213	1	109	0		0	-10	203	1	104	0	203	1	104	0	203	1	104
₽	→ Left-Through	2.0	1	.00			ŭ		200	1		Ů	200	1			200	1	
EASTBOUND	→ Through	5	0	109	0		0	0	5	0	104	0	5	0	104	0	5	0	104
ΞE	→ Through-Right	214	0	214	1		0	-1	213	0 1	213	0	213	0	213	0	213	0 1	213
EAS	Right Left-Through-Right		0	214			U	-1	213	0	213	U	213	0	213	U	213	0	213
	- deft-Right		0							0				0				0	
	√ Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
9	⊮ Leπ	U	0	U	"		U	0	U	0	U		U	0	U		U	0	U
WESTBOUND	← Through	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
Ĭ	Through-Right	_	0	0						0	•			0			6	0	
ÆS	Right Left-Through-Right	0	0 0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
>	Left-Right		0							0		<u> </u>		0				0	
	North-South: 195				-South:	0			th-South:	189			th-South:				th-South:	333	
	CRITICAL VOLUMES East-West: 214 SUM: 409		Eas	st-West: SUM:	0		E	ast-West: SUM:	213 402		E	ast-West: SUM:			E	ast-West: SUM:	213 546		
	VOLUME/CAPACITY (V/C) RATIO: 0.28					JUN.	0.000			30W.	0.282			30W.	0.282			30111.	0.383
V/C	0.20						0.000				0.262				0.282				0.363
	0.201		0.20 <i>i</i>			0.000 A				0.162 A				0.162				0.263 A	
	REMARKS:	Refer to	Traffix Ana		Non_ESC P	roject Volu		Delta Vol	= WCSP Ba	ckaround +		Fut -	+ WCSP + N	Non ESC +		wit	h Event Ma	nagement F	
<u> </u>	REMARKS: Refer to Traffix Analysis Version: 1i Reta: 8/4/2011					. 5,001 1010		20 701				1			IFCT IM				

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Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Significant impacted?

Change in v/c due to project:

-0.105 NO -0.105 NO $\Delta v/c$ after mitigation: -0.004 Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North-South Street:	De Soto	Av			Year	of Count	2016	Ambie	ent Growt	h: (%): **		Condu	cted by:	G	тс	Date:	Ja	nuary 20	20
47	East-West Street:	Ventura	BI			Projec	tion Year	2035		Pea	ak Hour:	Sat LN	Revie	wed by:			Project:	Prome	nade (10l	(Seats)
0		f Phases			3			3				4				4				4
1	posed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	1 2	NB	0 SE	3 2	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	EB 0	WB	2	EB	0 WE		EB	0	WB	3	EB	0	WB	3	EB	0	WB	3
	ATSAC-1 or ATSAC+				0			0				2				2				2
	Override	Capacity	203	5 NO BUIL	•	NON-ES	SC PROJEC	U	ELITLIDE	W/ WCSP	W/ NON-ES		EUTU	RE W/ WCS	D W/ EIII I	•	FUT W/	WCSP W/ F	III I PPO	•
	MOVEMENT		203	No. of	Lane	Project	JC FROJEC	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left		17	1	17	0		0	2	19	1	19	0	19	1	19	0	19	1	19
l š	Left-Through			0						20	0			20	0				0	
BOI	↑ Through ↑ Through-Right		79	1	59	0		0	4	83	2	42	0	83	2 0	42	0	83	2	42
王	Right		39	0	39	0		0	8	47	1	35	0	47	1	35	0	47	1	35
NORTHBOUND	← Left-Through-Right			0				ŭ		••	0	- 00			0	- 55		••	0	
	← Left-Right			0							0				0				0	
	↓ Left		305	2	168	-7		0	62	367	2	202	0	267	2	202	0	267	2	202
9	Left-Through		305	0	168	-7		U	62	307	0	202	U	367	0	202	0	367	0	202
SOUTHBOUND	Through		77	1	77	-1		0	-3	74	1	74	33	107	1	107	0	107	1	107
異	← Through-Right			0							0				0				0	
5			143	1 0	143	-3		0	10	153	1 0	36	0	153	1	36	0	153	1	36
S	Left-Right			0							0				0				0	
	Left		111	1	111	3		0	6	117	1	117	0	117	1	117	0	117	1	117
l S	→ Left-Through→ Through		415	0	146	9		0	21	436	0 2	153	0	436	0	153	0	436	0	153
BO	→ Through-Right	↑ Through-Right 1		140			Ū	21	430	1	100		430	1	155	ľ	430	1	100	
EASTBOUND	Right 22 0 2		22	0		0	1	23	0	23	0	23	0	23	0	23	0	23		
E/	Left-Through-Right			0 0							0				0				0	
	-			U							U				U				U	
	√ Left		20	1	20	0		0	4	24	1	24	0	24	1	24	0	24	1	24
WESTBOUND			075	0	100					000	0	4.0=		000	0	405		005	0	4.00
301	← Through ← Through-Right		372	3 0	124	4		0	8	380	3 0	127	0	380	3	127	0	380	3 0	127
STE	Right		112	1	112	2		0	37	149	1	0	0	149	1	0	0	149	1	0
WE	Left-Through-Right			0							0				0				0	
	Left-Right 0 North-South: 227		227	Non	th-South:	0		No.	0 th-South:	244		Non	0 th-South:	244	<u> </u>	No	0 th-South:	244		
	CRITICAL VOLUMES East-West: 235					tn-Soutn: ast-West:	0			tn-Soutn: ast-West:	244 244			tn-Soutn: ast-West:				าก-Soutn: ast-West:	244 244	
	SUM: 462				462		SUM:	0			SUM:	488			SUM:			_	SUM:	488
					0.324			0.000				0.355				0.355				0.355
V/0					0.324			0.000				0.255				0.255				0.255
	LEVEL OF SERVICE (LOS):			Α			Α				Α				Α				Α	
	REMARKS: Future 2035 No Build					Non_ESC	Project Volu	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	lon_ESC +	ESC	wit	h Event Ma	nagement F	Plan
		ALBA CAMONA														IEOT IN				

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.069 NO -0.069 NO Δ v/c after mitigation: -0.069 Fully mitigated? N/A







I/S #:	North-South Street: T	Горапда	Canyon BI			Year	of Count	2016	Ambie	nt Growt	h: (%): **		Condu	cted by:	G	тс	Date:	January 202		20
48	East-West Street: N	Martinez	St			Projec	tion Year	2035		Pea	ak Hour:	Sat LN	Revie	wed by:			Project:	Prome	nade (10k	(Seats)
	No. of P posed Ø'ing: N/S-1, E/W-2 or B Turns: FREE-1, NRTOR-2 or O	oth-3?	NB 0	SB	2 0 0	NB	0 SE		NB	0	SB	2 0 0	NB	0	SB	2 0 0	NB	0	SB	2 0 0
19	ATSAC-1 or ATSAC+AT		EB 0	WB	0	EB	0 W	B 0 0	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	Override Ca				0			0				0				0				0
			203	5 NO BUILI	D	NON-ES	C PROJEC	T VOLS	FUTURE	W/ WCSP	W/ NON-ES	SC PROJ	FUTU	RE W/ WCS	P W/ FULL	PROJ	FUT W/	T W/ WCSP W/ FULL PROJ		W/ EMP
	MOVEMENT		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
₽	↑ Left✓ Left-Through		3	0 1	3	0		0	-1	2	0 1	2	0	2	0	2	0	2	0	2
a final	↑ Through		445	0	226	-7		0	46	491	0	248	0	491	0	248	0	491	0	248
兇	Through-Right			1							1				1				1	
NORTHBOUND			1	0	226	0		0	0	1	0	248	0	1	0	248	0	1	0	248
ž	Left-Right			0							0				0				0	
	·																			
9	↓ Left↓ Left-Through		3	0	3	0		0	-1	2	0 1	2	0	2	0 1	2	0	2	0	2
SOUTHBOUND	Through		480	0	245	5		0	-2	478	0	243	98	576	0	292	0	576	0	292
至	Through-Right			1							1			_	1				1	
5			3	0	245	0		0	0	3	0	243	0	3	0	292	0	3	0	292
တိ	↓ Left-Right			0							0				Ö				0	
1	Left		12	0	12	0		0	2	16	0	16	0	16	0	16	0	16	0	16
₽	→ Left-Through		13	0	13	U		0	3	16	0	16	0	16	0	16	U	10	0	16
EASTBOUND	→ Through		2	0	18	0		0	0	2	0	20	0	2	0	20	0	2	0	20
ET8	→ Through-Right → Right		3	0	0	0		0	-1	2	0	0	0	2	0	0	0	2	0	0
EAS	Left-Through-Right		· ·	1	U	· ·		Ü		_	1	Ü		_	1	O .		_	1	O
	- ← Left-Right			0							0				0				0	
	√ Left		3	0	3	0		0	0	3	0	3	0	3	0	3	0	3	0	3
WESTBOUND				0							0			_	0				0	
BOL	← Through ← Through-Right		2	0	8	0		0	1	3	0	9	0	3	0	9	0	3	0	9
ST	Right		3	0	0	0		0	0	3	0	0	0	3	Ö	0	0	3	Ö	0
WE	Left-Through-Right Left-Right			1 0							1				1 0				1	
	<u>, </u>			th-South:	248		th-South:	0			th-South:	250			th-South:				th-South:	294
	CRITICAL VOL	LUMES	E	ast-West: SUM:	21 269	Ea	ast-West: SUM:	0		E	ast-West: SUM:	25 275		E	ast-West: SUM:			E	ast-West: SUM:	25 319
	VOLUME/CAPACITY (V/C) F	RATIO:		30W.	0.179		30W.	0.000			30W.	0.183			30111.	0.213			JUNI.	0.213
V/C	LESS ATSAC/ATCS ADJUSTI				0.179			0.000				0.092				0.113				0.113
	LEVEL OF SERVICE	(LOS):			A			A				A				A				A
	REMA	ARKS:	Future	2035 No B		Non_ESC	Project Vol	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut -	+ WCSP + N	Non_ESC +	ESC	wit	h Event Ma	nagement F	Plan
1	Varsian: 1i Bata: 9/4/2011								•							IECT IN				

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: Significant impacted? -0.087 NO -0.066 NO $\Delta v/c$ after mitigation: -0.066 Fully mitigated? N/A







I/S #:	North-South Street:	Topanga	Canyon Bl			Year	of Count	2016	Ambie	nt Growt	h: (%): **		Condu	cted by:	G'	тс	Date:	Ja	nuary 20	20
49	East-West Street:	Mulholla	ind Dr			Project	ion Year:			Pea	ak Hour:	Sat LN	Revie	wed by:			Project:	Promei	nade (10k	Seats)
		f Phases			3			3				4				4				4
	oosed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	2	NB	0 SE	2	NB	0	SB	2	NB	0	SB	2	NB	0	SB	2
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	EB 0	WB	0	EB	0 WE		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+A				0			0				2				2				2
	Override (Capacity	202	5 NO BUIL	0	NON ES	C PROJEC	•	CUTURE	W/ WCSP	W/ NON ES	0	FUTU	RE W/ WCS	DW/FIIII	•	FUT W/	WCSP W/ F	III I BBO I	
	MOVEMENT		203	No. of	Lane	Project	CFROJEC	Lane	Delta	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic		Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left		60	1	60	0		0	17	77	1	77	0	77	1	77	0	77	1	77
NORTHBOUND	← Left-Through			0							0				0				0	
l g	Through		248	1	127	0		0	-3	245	1	127	0	245	1	127	0	245	1	127
l ∄ l	Through-Right		6	1 0	6	0		0	2	8	1 0	8	0	8	1 0	8	0	8	1 0	8
S.			U	0	U	U		U	2	O	0	0	U	0	0	0	0	O	0	0
2	Left-Right			0							0				0				0	
₽	Left		6	0 1	6	0		0	-1	5	0 1	5	0	5	0	5	0	5	0 1	5
5			207	0	191	0		0	3	210	1	108	98	308	1	157	0	308	1	157
層	✓ Through-Right		201	1	131			·	Ŭ	210	0	100	30	000	0	107		000	0	107
SOUTHBOUND	Right		168	0	191	0		0	10	178	1	117	0	178	1	117	0	178	1	117
SOI	Left-Through-Right			0							0				0				0	
	→ Left-Right		<u> </u>	0							0				0				0	
1	ح Left		217	1	120	-5		0	3	220	1	123	0	220	1	123	0	220	1	123
₽	→ Left-Through			1							1				1				1	
9	→ Through		23	0	120	-1		0	3	26	0	123	0	26	0	123	0	26	0	123
TB	→ Through-Right → Right		58	0 1	28	-1		0	12	70	0 1	32	0	70	0	32	0	70	0 1	32
EASTBOUND	Left-Through-Right		30	0	20	-1		U	12	70	0	32	U	70	0	32	0	70	0	32
	- deft-Right			0							0				0				0	
	Clatt				_							_				_				
₽			5	0 0	5	0		0	1	6	0	6	0	6	0	6	0	6	0 0	6
WESTBOUND	← Through		22	0	48	0		0	1	23	0	45	0	23	0	45	0	23	0	45
ΜĔ	Through-Right			0							0				0				0	
ES.	Right		21	0	0	0		0	-5	16	0	0	0	16	0	0	0	16	0	0
>	Left-Through-Right Left-Right			0							1 0				0				0	
	, zon night		Nor	th-South:	251	Norti	h-South:	0		Nor	th-South:	194		Non	th-South:	234		Nor	th-South:	234
	CRITICAL VO	OLUMES	E	ast-West:	168	Ea	st-West:	0		E	ast-West:	168		Ea	ast-West:	168		E	ast-West:	168
				SUM:	419		SUM:	0			SUM:	362			SUM:	402			SUM:	402
	VOLUME/CAPACITY (V/C)		Î		0.294			0.000				0.263				0.292				0.292
V/C	LESS ATSAC/ATCS ADJUS				0.294			0.000				0.163				0.192				0.192
<u></u>	LEVEL OF SERVIC				Α			Α				Α				Α				Α
	REI	MARKS:	Refer to	Traffix Ana	alysis	Non_ESC F	Project Volu	umes Only	Delta Vol	= WCSP Ba	ckground +	Non_ESC	Fut +	+ WCSP + N				h Event Mar	nagement P	lan
,	Version: 1i Beta; 8/4/2011														PROJ	ECT IM	PACT			

Change in v/c due to project: Significant impacted? -0.131 NO

-0.102 NO

 $\Delta v/c$ 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

****************************** North Bound South Bound East Bound West Bound L - T - R L - T - R Approach:

Control: Permitted Permitted Split Phase Split Phase Rights: Include Include Include Include Rights: Include Include Include Min. Green: 0 0 0 0 0 0 0 0 0 0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 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 5 50 34 5 Initial Bse: 45 400 6 5 370 34 34 5 50 5 5 34 34 5 50 PHF Volume: 45 400 6 5 370 5 5 n

Reduct Vol: 0 0 0 Reduced Vol: 45 400 6 0 0 0 0 0 0 0 0 5 370 34 34 5 50 5 5 6 FinalVolume: 45 400 6 10 370 34 37 5 55 5 -----|

Saturation Flow Module:

Lanes: 1.00 2.96 0.04 0.08 2.92 1.00 1.15 0.15 1.70 1.00 1.00 Final Sat.: 1425 4212 63 117 4158 1425 1642 219 2414 1425 1425 1425 -----|

Capacity Analysis Module:

Crit Volume: 45 127 32 6

Crit Moves: **** **********************************

Intersection #37 Shoup/Ventura Blvd

Level Of Service Computation Report

Circular 212 Planning Method (Base Volume Alternative) ********************************

***************************** 100 Cycle (sec): Critical Vol./Cap.(X): Optimal Cycle: 30 Average Delay (sec/veh): XXXXXX 30 Level Of Service: ******************************

North Bound South Bound East Bound L - T - R L - T - R East Bound West Bound Approach: L - T - R ------| Control: Permitted Protected Split Phase Split Phase Include Rights: Include Include Include Min. Green: 0 0 0 0 0 0 0 0 0 0 0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 Y+R: 0 1 0 1 0 1 1 0 0 1 1 0 2 1 0 1 0 3 0 1 Lanes: -----| Volume Module: Base Vol: 25 79 68 155 43 103 51 459 35 47 505 Growth Adj: 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 PHF Volume: 25 79 68 155 43 103 51 459 35 47 505 0 0 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 68 155 43 51 459 35 47 505 Reduced Vol: 25 79 103 185 1.00 MLF Adj: 1.00 103 51 459 35 47 505 FinalVolume: 25 79 68 171 43 185 -----| Saturation Flow Module: 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:

Crit Moves:

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 *** ***

Level Of Service Computation Report

Circular 212 Planning Method (Base Volume Alternative) *************************

Intersection #40	Topanga Canyo	n 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:	No	rth B	ound	Soi	uth B	ound	Ea	ast B	ound	We	est Bo	ound
Movement:	L	- T	- R	L ·	- T	- R	L ·	- T	- R	L ·	- Т	- R
Control:	I	Permi	tted	Pi	rotec	ted	Sp.	lit P	hase	Sp.	lit Pl	nase
Rights:		Incl	ude		Incl	ude		Incl	ude		Incl	ude
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:												
Lanes:	. 1 (0 2	1 0	. 1 (0 2	1 0	. 1 (1!	0 0	0 -	1 0	0 1
Volume Modul											_	
Base Vol:						67						70
Growth Adj:					1.00			1.00			1.00	
Initial Bse:				124			101	20		13	7	70
User Adj:					1.00			1.00			1.00	1.00
PHF Adj:					1.00			1.00			1.00	1.00
PHF Volume:				124			101	20		13	-	
Reduct Vol:				0	_	_	0	0	_	0		0
Reduced Vol:				124			101		23		7	
PCE Adj:					1.00			1.00			1.00	
MLF Adj:					1.00			1.00			1.00	
FinalVolume:						67		20				
Saturation F.				1						1		
Sat/Lane:				1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:					1.00			1.00		1.00	1.00	
Lanes:				1.00	2.65	0.35	1.44	0.26	0.30	0.65	0.35	1.00
Final Sat.:						502		370		926		
Capacity Ana												

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 ******************************

North Bound South Bound East Bound West Bound L - T - R L - T - R Approach: Control: Permitted Permitted Split Phase Split Phase Rights: Include Include Include Rights: Include Include Include Min. Green: 0 0 0 0 0 0 0 0 0 0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 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 0 0 0 104 85 1.00 Initial Bse: 58 377 0 0 385 104 0 0 0 85 0 150 104 0 0 0 PHF Volume: 58 377 0 0 385 85 0 Reduct Vol: 0 0 0 Reduced Vol: 58 377 0 0 0 0 0 0 0 0 0 0 0 385 0 0 0 104 85 0 150 FinalVolume: 58 377 0 0 385 104 0 0 94 0 165 -----| Saturation Flow Module: Lanes: 1.00 2.00 0.00 0.00 4.00 1.00 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:

Crit Volume: 189 0 0 86 **** **** *** Crit Moves:

-----|

Intersection #46 US 101 EB/De Soto

Level Of Service Computation Report Circular 212 Planning Method (Base Volume Alternative)

***************************** 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 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 Y+R: Lanes: 0 0 3 0 1 2 0 2 0 0 1 1 0 0 1 0 0 0 0 -----| Volume Module: Base Vol: 0 210 92 187 291 0 213 5 214 Initial Bse: 0 210 92 187 291 0 213 5 214 0 0 PHF Volume: 0 210 92 187 291 0 213 5 214 0 0 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 n 0 213 5 214 Reduced Vol: 0 210 92 187 291 0 0 0 FinalVolume: 0 210 92 206 291 0 234 5 214 0 0 Saturation Flow Module: 0.00 3.00 1.00 2.00 2.00 0.00 1.96 0.04 1.00 0.00 0.00 0.00 Lanes:

-----| 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

Final Sat.: 0 4275 1425 2850 2850 0 2790 60 1425 0 0

**** *** **** Crit Moves:

Level Of Service Computation Report

Circular 212 Planning Method (Base Volume Alternative) *******************************

Intersection #49 Topanga Canyon Blvd/Mulholland *****************************

100 100 Critical Vol./Cap.(X): 0.301 0 Average Delay (sec/veh): xxxxxx 27 Level Of Service: A Critical Vol./Cap.(X): Cycle (sec): Optimal Cycle: 27

****************************** North Bound South Bound East Bound West Bound L - T - R L - T - R Approach:

Control: Permitted Permitted Split Phase Split Phase

 Rights:
 Include
 Include
 Include

 Min. Green:
 0
 0
 0
 0
 0
 0
 0

 Include 0 0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 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 Initial Bse: 60 248 6 6 207 168 217 23 58 22 5 PHF Volume: 60 248 6 6 207 168 217 23 58 5 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 6 6 207 Reduced Vol: 60 248 58 217 23 5 22 168 21 FinalVolume: 60 248 6 6 207 168 239 23 58 5 22

-----| Saturation Flow Module:

1425 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 -----|

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

Trip Generation Rates [a] Residential	ITE Land Use	Size	Daily		M. Peak He	Weekday our	P.I	И. Peak Ho	our				dour
Residential	Use		Daily							Saturday Midday Peak			.oul
Residential				In	Out	Total	In	Out	Total	Daily	ln	Out	Total
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 Retail	710 826	per ksf per ksf	11.03 44.32	88% 62%	12% 38%	1.56 0.39	17% 48%	83% 52%	1.49 1.51	2.46 49.97	54% 52%	46% 48%	0.43 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)	ī												
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] Retail	820	7.0 ksf	(112) 310	(1) 2	(7) 1	(8) 3	(7) 5	(3) 6	(10) 11	(123) 350	(6) 18	(4) 16	(10) 34
TDM Reduction Program - 3% [d]	020	7.0 KSI	(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) TOD Reduction by TAZ - 12% [f]			1,943 (233)	(3)	111 (13)	135 (16)	107 (13)	56 (7)	163 (20)	2,142 (257)	100 (12)	77 (9)	177 (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]	230	320 UU	(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] Pass-By Reduction - 35% [e]			(19) (210)	0 (1)	0 (1)	0 (2)	0 (4)	(1) (3)	(1) (7)	(21) (238)	(1) (12)	(1) (11)	(2) (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] Model Adjustment - 5.6% [h]			(76) (103)	(1) (1)	(4) (5)	(5) (6)	(4) (5)	(2) (3)	(6) (8)	(84) (114)	(4) (5)	(3) (5)	(7) (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 TDM Reduction Program - 11% [d]	710	114.0 ksf	1,257 (138)	157 (17)	(3)	178 (20)	29 (3)	141 (16)	170 (19)	280 (31)	26 (3)	23 (2)	49 (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] Subtotal Block A (NW-A)			(933) 5,007	(5) 232	(3) 81	(8) 313	(15) 136	(17) 232	(32) 368	(1,052) 4,363	(53) 227	(49) 195	(102) 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] Net Trips - Block A (NW-A)			(237) 3,993	(11) 185	(4) 64	(15) 249	(6) 109	(11) 185	(17) 294	(206) 3,479	(11) 181	(9) 155	(20) 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]	000	05.0 16	(145)	(2) 20	(9)	(11)	(9)	(4)	(13)	(160)	(7) 213	(6) 197	(13)
Retail TDM Reduction Program - 3% [d]	820	85.0 ksf	3,767 (113)	(1)	13 0	33 (1)	61 (2)	67 (2)	128 (4)	4,247 (127)	(6)	(6)	410 (12)
Pass-By Reduction - 35% [e]			(1,279)	(7)	(4)	(11)	(21)	(22)	(43)	(1,442)	(72)	(67)	(139)
Subtotal Block B (NW-B) TOD Reduction by TAZ - 12% [f]			4,653 (558)	41 (5)	152 (18)	193 (23)	174 (21)	111 (13)	285 (34)	5,183 (622)	252 (30)	211 (26)	463 (56)
TAZ Internal Capture - 4% [g]			(164)	(1)	(6)	(7)	(6)	(4)	(10)	(182)	(9)	(7)	(16)
Model Adjustment - 5.6% [h] Net Trips - Block B (NW-B)			(220) 3,711	(2) 33	(7) 121	(9) 154	(8) 139	(5) 89	(13) 228	(245)	(12) 201	(10) 168	(22) 369
Net Trips - Block B (NW-B)			3,711	33	121	134	139	09	220	4,134	201	100	309
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]	, 10	170.0 KSI	(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] Pass-By Reduction - 35% [e]			(78) (888)	0 (5)	(1) (3)	(1) (8)	(1) (15)	(2) (15)	(3)	(88) (1,001)	(4) (50)	(5) (46)	(9) (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] Model Adjustment - 5.6% [h]			(108) (146)	(7) (9)	(1) (1)	(8) (10)	(2) (3)	(7) (9)	(9) (12)	(77) (103)	(4) (6)	(4) (5)	(8) (11)
Entertainment & Sports Center		10,000 seats	8,696	206	11	217	826	44	870	8,696	827	43	870
Internal Capture [i] Net Trips - South-West			(435) 10,715	(10) 345	(1) 33	(11) 378	(41) 833	(2) 192	(43) 1,025	(1,739) 8,694	(165) 761	(9) 123	(174) 884
Existing to be Removed	1												
Regional Retai	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] Pass-By Reduction - 35% [c]			(547) (6,187)	(8) (86)	(4) (53)	(12) (139)	(23) (258)	(24) (280)	(47) (538)	(640) (7,240)	(32) (363)	(30) (335)	(62) (698)
Net Trips - Existing to be Removed			11,490	160	99	259	479	519	998	13,447	675	622	1,297
		Total	13,439	406	387	793	471	516	987	12,972	650	546	1,196
Modified Project without ESC, Phases 1-3 (non-event day)													
	1	Net New Trips	1,949	246	288	534	(8)	(3)	(11)	(475)	(25)	(76)	(101)
Modified Project with ESC, Phases 1-3 (event		Total	21,700	602	397	999	1,256	558	1,814	19,929	1,312	580	1,892
day)	1	Net New Trips	10,210	442	298	740	777	39	816	6,482	637	(42)	595

ks: 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 23 ANP 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-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. Periode to specification of the properties of the period approximately 30,000 gross square feet of non-residential area will function as a trip generator.
[g] TAZ internal capture per WC 2035 for the specified land uses.
[g] TAZ internal capture per WC 2035 and is a proxy for the ITE vs model trip generation comparison.
[g] Internal capture is estimated at 5% on weekdays and 20% on weekends.