



**APPENDIX G**

**LEVEL OF SERVICE WORKSHEETS**

**THE PLAZA @ THE GLEN**

**MITIGATION OPTION**

**PACKAGE 1**

**THE PLAZA @ THE GLEN**

**WITH PROJECT ONLY**

## Project: THE PLAZA AT THE GLEN

DOT Case Number:  
 Year of counts: 2008  
 Project buildout: 2013  
 Ambient growth: 2.0% per year

Project Trip Generation	Adjacent to Project			Not Adjacent		
	In	Out	Total	In	Out	Total
AM Peak Hour	892	245	1137	887	257	1144
PM Peak Hour	540	1139	1679	566	1146	1712

Filename: \\Otcnas\Otcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%)+ i-s credits.xls

### Level of Service and Volume to Capacity Ratio Summary

No.	Intersection	Peak Hour	Existing (2008)		Cumulative Base		Future with project		Project Impact		After mitigation		
			v/c	LOS	v/c	LOS	v/c	LOS	Δ v/c	significant?	v/c	Δ v/c	mitigated?
1	Fulton Av & Sherman Way	AM	0.484	A	0.574	A	0.580	A	0.006	NO	0.528	-0.046	N/A
		PM	0.634	B	0.785	C	0.807	D	<b>0.022</b>	<b>YES</b>	0.726	-0.059	YES
2	Coldwater Canyon Av & Sherman Way	AM	0.595	A	0.695	B	0.731	C	0.036	NO	0.672	-0.023	N/A
		PM	0.570	A	0.672	B	0.718	C	<b>0.046</b>	<b>YES</b>	0.656	-0.016	YES
3	Whitsett Ave & Sherman Way	AM	0.766	C	0.913	E	0.926	E	<b>0.013</b>	<b>YES</b>	0.873	-0.040	YES
		PM	0.769	C	0.911	E	0.953	E	<b>0.042</b>	<b>YES</b>	0.892	-0.019	YES
4	Woodman Ave & Vanowen St	AM	0.853	D	0.980	E	1.004	F	<b>0.024</b>	<b>YES</b>	0.948	-0.032	YES
		PM	0.798	C	0.938	E	0.953	E	<b>0.015</b>	<b>YES</b>	0.899	-0.039	YES
5	Fulton Ave & Vanowen St	AM	0.638	B	0.752	C	0.793	C	<b>0.041</b>	<b>YES</b>	0.733	-0.019	YES
		PM	0.609	B	0.751	C	0.800	C	<b>0.049</b>	<b>YES</b>	0.738	-0.013	YES
6	Coldwater Canyon Av & Vanowen St	AM	0.617	B	0.725	C	0.793	C	<b>0.068</b>	<b>YES</b>	0.726	0.001	YES
		PM	0.710	C	0.841	D	0.873	D	<b>0.032</b>	<b>YES</b>	0.812	-0.029	YES
7	Whitsett Av & Vanowen St	AM	0.728	C	0.847	D	0.861	D	0.014	NO	0.808	-0.039	N/A
		PM	0.731	C	0.866	D	0.918	E	<b>0.052</b>	<b>YES</b>	0.855	-0.011	YES
8	Coldwater Canyon Av & Hamlin St	AM	0.814	D	0.909	E	0.985	E	<b>0.076</b>	<b>YES</b>	0.911	0.002	YES
		PM	0.777	C	0.917	E	1.031	F	<b>0.114</b>	<b>YES</b>	0.922	0.005	YES
9	Woodman Av & Victory Blvd	AM	0.859	D	0.995	E	1.026	F	<b>0.031</b>	<b>YES</b>	0.918	-0.077	YES
		PM	0.897	D	1.086	F	1.144	F	<b>0.058</b>	<b>YES</b>	1.029	-0.057	YES
10	Fulton Ave & Victory Blvd	AM	0.639	B	0.763	C	0.856	D	<b>0.093</b>	<b>YES</b>	0.733	-0.030	YES
		PM	0.635	B	0.818	D	0.916	E	<b>0.098</b>	<b>YES</b>	0.792	-0.026	YES
11	Ethel Av & Victory Blvd	AM	0.407	A	0.505	A	0.708	C	<b>0.203</b>	<b>YES</b>	0.482	-0.023	YES
		PM	0.517	A	0.680	B	1.022	F	<b>0.342</b>	<b>YES</b>	0.726	0.046	YES
12	Morse Ave & Victory Blvd	AM	0.633	B	0.741	C	0.963	E	<b>0.222</b>	<b>YES</b>	0.522	-0.219	YES
		PM	0.620	B	0.789	C	1.165	F	<b>0.376</b>	<b>YES</b>	0.748	-0.041	YES
13	Coldwater Canyon Av & Victory Blvd	AM	0.778	C	0.910	E	1.053	F	<b>0.143</b>	<b>YES</b>	0.847	-0.063	YES
		PM	0.779	C	1.000	E	1.244	F	<b>0.244</b>	<b>YES</b>	0.975	-0.025	YES
14	Whitsett Av & Victory Blvd	AM	0.720	C	0.856	D	0.936	E	<b>0.080</b>	<b>YES</b>	0.813	-0.043	YES
		PM	0.853	D	1.058	F	1.128	F	<b>0.070</b>	<b>YES</b>	1.011	-0.047	YES
15	170 FWY SB (North Side) & Victory Blvd	AM	0.563	A	0.666	B	0.701	C	0.035	NO	0.642	-0.024	N/A
		PM	0.674	B	0.856	D	0.878	D	<b>0.022</b>	<b>YES</b>	0.822	-0.034	YES
16	170 FWY SB (South Side) & Victory Blvd	AM	1.202	F	1.396	F	1.412	F	<b>0.016</b>	<b>YES</b>	1.358	-0.038	YES
		PM	0.852	D	1.108	F	1.178	F	<b>0.070</b>	<b>YES</b>	1.110	0.002	YES



Intersection No. 1		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Fulton Av</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Sherman Way</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0					
AM Peak: 7:30 AM									PM									
		Counts	Lane	Lanes	Ambient Growth	+ Related Projects	= Total		+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume		
		Volume	Volume				Volume	Volume										
Northbound	Left	151	1	151	16		167	1	167	(3%)	8	175	1	175	-2	173	1	173
	Lt-Th		0	0			0	0				0	0		0	0	0	0
	Thru	66	1	66	7	19	92	1	92	0%	0	92	1	92	0	92	1	92
	Th-Rt		0	0			0	0				0	0		0	0	0	0
	Right	159	1	159	17		176	1	176	0%	0	176	1	176	0	176	1	176
	Shared		0	0			0	0			0	0		0	0	0	0	0
Southbound	Left	30	1	30	3		33	1	33	0%	0	33	1	33	0	33	1	33
	Lt-Th		0	0			0	0			0	0		0	0	0	0	0
	Thru	42	1	69	4	24	70	1	101	0%	0	70	1	101	0	70	1	101
	Th-Rt		0	0			0	0				0	0		0	0	0	0
	Right	28	0	0	3		30	0	0	0%	0	30	0	0	0	30	0	0
	Shared		0	0			0	0			0	0		0	0	0	0	0
Eastbound	Left	44	1	44	5		48	1	48	0%	0	48	1	48	0	48	1	48
	Lt-Th		0	0			0	0			0	0		0	0	0	0	0
	Thru	1517	3	506	158	62	1737	3	579	0%	0	1737	3	579	0	1737	3	579
	Th-Rt		0	0			0	0			0	0		0	0	0	0	0
	Right	137	1	137	14		151	1	151	3%	27	178	1	178	-7	171	1	171
	Shared		0	0			0	0			0	0		0	0	0	0	0
Westbound	Left	150	1	150	16		166	1	166	0%	0	166	1	166	0	166	1	166
	Lt-Th		0	0			0	0			0	0		0	0	0	0	0
	Thru	1136	2	568	118	114	1369	2	684	0%	0	1369	2	684	0	1369	2	684
	Th-Rt		0	0			0	0			0	0		0	0	0	0	0
	Right	79	1	79	8		87	1	87	0%	0	87	1	87	0	87	1	87
	Shared		0	0			0	0			0	0		0	0	0	0	0
Critical Volumes:		North-South: 220 East-West: 656 Total: 876			North-South: 267 East-West: 744 Total: 1012				North-South: 275 East-West: 744 Total: 1020				North-South: 273 East-West: 744 Total: 1018					
Volume/capacity (v/c) ratio:		0.584			0.674				0.680				0.678					
v/c less ATSAC adjustment:		0.484			0.574				0.580				0.528					
Level of Service (LOS):		<b>A</b>			<b>A</b>				<b>A</b>				<b>A</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.006	Δv/c after mitigation:	-0.046
Significantly impacted?	NO	Fully mitigated?	N/A



Intersection No. 1		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Fulton Av</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Sherman Way</b>		Signal System: 3 v/c reduction: 10%			from year: 2008 to year: 2013				Signal System: 3 v/c reduction: 10%				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			+ 2.0% Ambient Growth				Opposed Phasing: 0				Opposed Phasing: 0					
PM Peak: 5:00 PM		Counts			= Total				+ Project				Adjusted					
		Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	Volume	Lanes	Volume	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume		
Northbound	Left	212	1	212	22		234	1	234	(3%)	34	268	1	268	-9	260	1	260
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0	0	0
	Thru	58	1	58	6	40	104	1	104	0%	0	104	1	104	0	104	1	104
	Th-Rt		0	0			0	0	0		0	0	0	0	0	0	0	0
Southbound	Right	169	1	169	18		187	1	187	0%	0	187	1	187	0	187	1	187
	Shared		0	0			0	0	0		0	0	0	0	0	0	0	0
	Left	61	1	61	6		68	1	68	0%	0	68	1	68	0	68	1	68
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0	0	0
Eastbound	Thru	58	1	58	6	53	117	1	117	0%	0	117	1	117	0	117	1	117
	Th-Rt		0	0			0	0	0		0	0	0	0	0	0	0	0
	Right	42	0	0	4		46	0	46	0%	0	46	0	46	0	46	0	46
	Shared		0	0			0	0	0		0	0	0	0	0	0	0	0
Westbound	Left	11	1	11	1		12	1	12	0%	0	12	1	12	0	12	1	12
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0	0	0
	Thru	1346	2	673	140	115	1602	2	801	0%	0	1602	2	801	0	1602	3	534
	Th-Rt		0	0			0	0	0		0	0	0	0	0	0	0	0
Westbound	Right	155	1	155	16		171	1	171	3%	17	188	1	188	-4	184	1	184
	Shared		0	0			0	0	0		0	0	0	0	0	0	0	0
	Left	116	1	116	12		128	1	128	0%	0	128	1	128	0	128	1	128
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0	0	0
Westbound	Thru	1513	2	520	157	86	1756	2	603	0%	0	1756	2	603	0	1756	2	878
	Th-Rt		1	520			1	603			1	603		603		0	0	0
	Right	47	0	0	5		52	0	52	0%	0	52	0	52	0	52	1	52
	Shared		0	0			0	0	0		0	0	0	0	0	0	0	0
Critical Volumes:		North-South: 312 East-West: 789 Total: 1102			North-South: 398 East-West: 929 Total: 1327				North-South: 432 East-West: 929 Total: 1361				North-South: 423 East-West: 890 Total: 1314					
Volume/capacity (v/c) ratio:		0.734			0.885				0.907				0.876					
v/c less ATSAC adjustment:		0.634			0.785				0.807				0.726					
Level of Service (LOS):		<b>B</b>			<b>C</b>				<b>D</b>				<b>C</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.022	Δv/c after mitigation:	-0.059
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 2		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Sherman Way</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0					
AM Peak: 7:30 AM																		
		Counts	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	117	1	117	12		130	1	130	0%	0	130	1	130	0	130	1	130
	Lt-Th		0	0			0	0	0			0	0		0	0	0	
	Thru	445	1	279	46	13	504	1	315	(6%)	15	519	1	327	-4	515	1	324
	Th-Rt		1	279				1	315				1	327			1	324
Southbound	Right	113	0	0	12	1	126	0	0	(3%)	8	134	0	0	-2	132	0	0
	Shared		0	0			0	0				0	0			0	0	
	Left	73	1	73	8	1	82	1	82	0%	0	82	1	82	0	82	1	82
	Lt-Th		0	0			0	0	0			0	0		0	0	0	
Eastbound	Thru	525	1	322	55	40	620	1	376	6%	53	673	1	402	-13	660	1	396
	Th-Rt		1	322				1	376				1	402			1	396
	Right	119	0	0	12		132	0	0	0%	0	132	0	0	0	132	0	0
	Shared		0	0			0	0				0	0			0	0	
Westbound	Left	99	1	99	10		109	1	109	0%	0	109	1	109	0	109	1	109
	Lt-Th		0	0			0	0	0			0	0		0	0	0	
	Thru	1398	2	501	146	62	1606	2	574	0%	0	1606	2	574	0	1606	2	574
	Th-Rt		1	501				1	574	0%	0	1606	1	574			1	574
Westbound	Right	105	0	0	11		116	0	0	0%	0	116	0	0	0	116	0	0
	Shared		0	0			0	0				0	0			0	0	
	Left	102	1	102	11	1	114	1	114	3%	27	141	1	141	-7	134	1	134
	Lt-Th		0	0			0	0	0			0	0		0	0	0	
Westbound	Thru	1261	2	457	131	114	1506	2	543	0%	0	1506	2	543	0	1506	2	543
	Th-Rt		1	457				1	543	0%	0	1506	1	543			1	543
	Right	111	0	0	12	1	124	0	0	0%	0	124	0	0	0	124	0	0
	Shared		0	0			0	0				0	0			0	0	
Critical Volumes:		North-South: 440 East-West: 603 Total: 1043			North-South: 505 East-West: 688 Total: 1193				North-South: 532 East-West: 715 Total: 1246				North-South: 525 East-West: 708 Total: 1233					
Volume/capacity (v/c) ratio:		0.695			0.795				0.831				0.822					
v/c less ATSAC adjustment:		0.595			0.695				0.731				0.672					
Level of Service (LOS):		<b>A</b>			<b>B</b>				<b>C</b>				<b>B</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.036	Δv/c after mitigation:	-0.023
Significantly impacted?	NO	Fully mitigated?	N/A



<b>Intersection No. 2</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>					
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Sherman Way</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0					
PM Peak: 5:00 PM																		
		Counts	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	112	1	112	12		124	1	124	0%	0	124	1	124	0	124	1	124
	Lt-Th		0	0			0	0	0		0	0	0		0	0	0	
	Thru	515	1	314	54	15	584	1	355	(6%)	69	653	1	406	-17	635	1	393
	Th-Rt		1	314			355	1	355			406	1	406		393	1	393
Right	Right	113	0	0	12	1	126	0	0	(3%)	34	160	0	0	-9	152	0	0
	Shared		0	0			0	0	0		0	0	0		0	0	0	
Southbound	Left	121	1	121	13	1	135	1	135	0%	0	135	1	135	0	135	1	135
	Lt-Th		0	0			0	0	0		0	0	0		0	0	0	
	Thru	369	1	259	38	63	471	1	318	6%	34	505	1	335	-9	496	1	330
	Th-Rt		1	259			318	1	318			335	1	335		330	1	330
Right	Right	149	0	0	15		164	0	0	0%	0	164	0	0	0	164	0	0
	Shared		0	0			0	0	0		0	0	0		0	0	0	
Eastbound	Left	124	1	124	13		137	1	137	0%	0	137	1	137	0	137	1	137
	Lt-Th		0	0			0	0	0		0	0	0		0	0	0	
	Thru	1292	2	469	135	115	1542	2	556	0%	0	1542	2	556	0	1542	2	556
	Th-Rt		1	469			556	1	556			556	1	556		556	1	556
Right	Right	114	0	0	12		126	0	0	0%	0	126	0	0	0	126	0	0
	Shared		0	0			0	0	0		0	0	0		0	0	0	
Westbound	Left	101	1	101	11	1	112	1	112	3%	17	129	1	129	-4	125	1	125
	Lt-Th		0	0			0	0	0		0	0	0		0	0	0	
	Thru	1209	2	431	126	86	1421	2	505	0%	0	1421	2	505	0	1421	2	505
	Th-Rt		1	431			505	1	505			505	1	505		505	1	505
Right	Right	85	0	0	9	1	94	0	0	0%	0	94	0	0	0	94	0	0
	Shared		0	0			0	0	0		0	0	0		0	0	0	
Critical Volumes:		North-South: 436			North-South: 490				North-South: 541				North-South: 528					
		East-West: 570			East-West: 668				East-West: 685				East-West: 681					
		Total: 1005			Total: 1158				Total: 1227				Total: 1210					
Volume/capacity (v/c) ratio:		0.670			0.772				0.818				0.806					
v/c less ATSAC adjustment:		0.570			0.672				0.718				0.656					
Level of Service (LOS):		<b>A</b>			<b>B</b>				<b>C</b>				<b>B</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.046	Δv/c after mitigation:	-0.016
Significantly impacted?	YES	Fully mitigated?	YES





Intersection No. 3		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>Whitsett Ave</b>		Critical Phases: 3 Capacity: 1425			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 3 Capacity: 1425				Project: THE PLAZA AT THE GLEN						
East/West Street: <b>Sherman Way</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Critical Phases: 3 Capacity: 1425						
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Signal System: 3						
AM Peak: 7:30 AM		v/c reduction: 10%			v/c reduction: 10%				PM				Opposed Phasing: 0						
		Counts		Lane	+ 2.0% Ambient Growth	+ Related Projects	= Total		+ Project	= Total	Lane	Adjusted	Total	Lane	Volume	Lanes	Volume		
		Volume	Lanes				Volume	Lanes										Volume	Lanes
Northbound	Left	79	1	79	8		87	1	87	0%	0	87	1	87	0	87	1	87	
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0	0	0	
	Thru	408	1	265	42	53	503	1	319	(7%)	18	521	1	329	-5	517	1	327	
	Th-Rt		1	265			319	1	319			329	1	329		327	1	327	
Right	Right	121	0	0	13		134	0	0	(1%)	3	137	0	0	-1	136	0	0	
	Shared		0	0			0	0			0	0	0		0	0	0	0	
	N/B RTOR:																		
	Existing: 0%																		
Projected: 0%																			
Mitigated: 0%																			
Southbound	Left	384	2	211	40	6	429	2	236	0%	0	429	2	236	0	429	2	236	
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0	0	0	
	Thru	454	1	260	47	45	546	1	311	7%	62	608	1	347	-16	593	1	338	
	Th-Rt		1	260			311	1	311			347	1	347		338	1	338	
Right	Right	66	0	0	7	3	76	0	0	1%	9	85	0	0	-2	83	0	0	
	Shared		0	0			0	0			0	0	0		0	0	0	0	
	S/B RTOR:																		
	Existing: 0%																		
Projected: 0%																			
Mitigated: 0%																			
Eastbound	Left	88	1	88	9	12	109	1	109	(1%)	3	112	1	112	-1	111	1	111	
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0	0	0	
	Thru	1471	2	517	153	58	1682	2	590	(2%)	5	1687	2	592	-1	1686	2	592	
	Th-Rt		1	517			590	1	590			592	1	592		592	1	592	
Right	Right	81	0	0	8		89	0	0	0%	0	89	0	0	0	89	0	0	
	Shared		0	0			0	0			0	0	0		0	0	0	0	
	E/B RTOR:																		
	Existing: 50%																		
Projected: 50%																			
Mitigated: 50%																			
Westbound	Left	134	1	134	14	1	149	1	149	1%	9	158	1	158	-2	155	1	155	
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0	0	0	
	Thru	1684	2	670	175	118	1977	2	779	2%	18	1995	2	785	-5	1991	2	784	
	Th-Rt		1	670			779	1	779			785	1	785		784	1	784	
Right	Right	326	0	0	34		360	0	0	0%	0	360	0	0	0	360	0	0	
	Shared		0	0			0	0			0	0	0		0	0	0	0	
	W/B RTOR:																		
	Existing: 50%																		
Projected: 50%																			
Mitigated: 50%																			
Critical Volumes:		North-South: 476			North-South: 555				North-South: 565				North-South: 563						
		East-West: 758			East-West: 888				East-West: 897				East-West: 895						
		Total: 1233			Total: 1443				Total: 1463				Total: 1458						
Volume/capacity (v/c) ratio:		0.866			1.013				1.026				1.023						
v/c less ATSAC adjustment:		0.766			0.913				0.926				0.873						
Level of Service (LOS):		<b>C</b>			<b>E</b>				<b>E</b>				<b>D</b>						

### PROJECT IMPACT

Change in v/c due to project:	0.013	Δv/c after mitigation:	-0.040
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 3		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Whitsett Ave</b>		Critical Phases: 3 Capacity: 1425			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 3 Capacity: 1425				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Sherman Way</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Critical Phases: 3 Capacity: 1425					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Signal System: 3					
PM Peak: 5:00 PM		Counts			+ 2.0%				PM				v/c reduction: 15%					
		Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	86	1	86	9		95	1	95	0%	0	95	1	95	0	95	1	95
	Lt-Th		0	0				0	0			0	0		0	0	0	0
	Thru	641	1	385	67	63	770	1	456	(7%)	80	850	1	502	-20	830	1	490
	Th-Rt		1	385				1	456				1	502			1	490
Southbound	Right	129	0	0	13		142	0	0	(1%)	11	153	0	0	-3	150	0	0
	Shared		0	0				0	0			0	0			0	0	0
	Left	368	2	203	38	7	414	2	227	0%	0	414	2	227	0	414	2	227
	Lt-Th		0	0				0	0			0	0		0	0	0	0
Eastbound	Thru	385	1	232	40	59	484	1	288	7%	40	524	1	311	-10	514	1	305
	Th-Rt		1	232				1	288				1	311			1	305
	Right	80	0	0	8	4	92	0	0	1%	6	98	0	0	-2	96	0	0
	Shared		0	0				0	0			0	0			0	0	0
Westbound	Left	96	1	96	10	12	118	1	118	(1%)	11	129	1	129	-3	126	1	126
	Lt-Th		0	0				0	0			0	0		0	0	0	0
	Thru	1664	2	581	173	112	1949	2	679	(2%)	23	1972	2	687	-6	1966	2	685
	Th-Rt		1	581				1	679				1	687			1	685
Westbound	Right	80	0	0	8		88	0	0	0%	0	88	0	0	0	88	0	0
	Shared		0	0				0	0			0	0			0	0	0
	Left	70	1	70	7	1	79	1	79	1%	6	85	1	85	-2	83	1	83
	Lt-Th		0	0				0	0			0	0		0	0	0	0
Westbound	Thru	1338	2	548	139	91	1569	2	635	2%	11	1580	2	639	-3	1577	2	638
	Th-Rt		1	548				1	635				1	639			1	638
	Right	306	0	0	32		338	0	0	0%	0	338	0	0	0	338	0	0
	Shared		0	0				0	0			0	0			0	0	0
Critical Volumes:		North-South: 587			North-South: 684				North-South: 729				North-South: 718					
		East-West: 651			East-West: 758				East-West: 771				East-West: 768					
		Total: 1239			Total: 1441				Total: 1500				Total: 1485					
Volume/capacity (v/c) ratio:		0.869			1.011				1.053				1.042					
v/c less ATSAC adjustment:		0.769			0.911				0.953				0.892					
Level of Service (LOS):		<b>C</b>			<b>E</b>				<b>E</b>				<b>D</b>					

Filename: \\01cnas1\01cnas1\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 A - adj(-15%)+ i+s credits.xls  
 Developed 2005-2007 by Ken Aitchison

PROJECT		IMPACT	
Change in v/c due to project:	0.042	Δv/c after mitigation:	-0.019
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 4		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION			
North/South Street: <b>Woodman Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Critical Phases: 2 Capacity: 1500			
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 15%			
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0			
AM Peak: 7:30 AM																
		Counts		Lane Volume	Ambient Growth	+ Related Projects	= Total		+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
		Volume	Lanes				Volume	Lanes								
Northbound	Left	115	1	115	12		127	1	127	0%	0	127	1	127	0	127
	Lt-Th		0	0			0	0			0	0	0	0	0	0
	Thru	830	1	458	86	16	933	1	514	(3%)	8	941	1	518	-2	939
	Th-Rt		1	458			514	1	518			1	518		1	517
Southbound	Right	86	0	0	9		95	0	0	0%	0	95	0	0	0	95
	Shared		0	0			0	0			0	0	0	0	0	0
	Left	107	1	107	11		118	1	118	0%	0	118	1	118	0	118
	Lt-Th		0	0			0	0			0	0	0	0	0	0
Eastbound	Thru	1216	2	608	127	27	1369	2	685	3%	27	1396	2	698	-7	1390
	Th-Rt		0	0			0	0			0	0	0	0	0	0
	Right	177	1	177	18		196	1	196	0%	0	196	1	196	0	196
	Shared		0	0			0	0			0	0	0	0	0	0
Westbound	Left	107	1	107	11		118	1	118	0%	0	118	1	118	0	118
	Lt-Th		0	0			0	0			0	0	0	0	0	0
	Thru	1028	1	608	107	56	1191	1	699	5%	44	1235	1	721	-11	1224
	Th-Rt		1	608			699	1	699			1	721		1	716
Westbound	Right	188	0	0	20		207	0	0	0%	0	207	0	0	0	207
	Shared		0	0			0	0			0	0	0	0	0	0
	Left	99	1	99	10		109	1	109	0%	0	109	1	109	0	109
	Lt-Th		0	0			0	0			0	0	0	0	0	0
Westbound	Thru	988	1	534	103	96	1187	1	638	(5%)	13	1200	1	644	-3	1197
	Th-Rt		1	534			638	1	638			1	644		1	642
	Right	80	0	0	8		88	0	0	0%	0	88	0	0	0	88
	Shared		0	0			0	0			0	0	0	0	0	0
Critical Volumes:		North-South: 723 East-West: 707 Total: 1430			North-South: 812 East-West: 808 Total: 1620				North-South: 825 East-West: 830 Total: 1656				North-South: 822 East-West: 825 Total: 1647			
Volume/capacity (v/c) ratio:		0.953			1.080				1.104				1.098			
v/c less ATSAC adjustment:		0.853			0.980				1.004				0.948			
Level of Service (LOS):		<b>D</b>			<b>E</b>				<b>F</b>				<b>E</b>			

### PROJECT IMPACT

Change in v/c due to project:	0.024	Δv/c after mitigation:	-0.032
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 4		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Woodman Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			+ 2.0% Ambient Growth				<input type="checkbox"/> Adjacent				Opposed Phasing: 0					
PM Peak: 5:00 PM		Counts			= Total				+ Project				Adjusted					
		Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	Volume	Lanes	Volume	Volume	Lanes	Volume	Volume	Lanes	Volume			
Northbound	Left	133	1	133	14		146	1	146	0%	0	146	1	146	0	146	1	146
	Lt-Th		0	0				0	0				0	0		0	0	0
	Thru	899	1	495	94	39	1031	1	566	(3%)	34	1065	1	583	-9	1057	1	579
	Th-Rt		1	495				1	566				1	583		1	1	579
Southbound	Right	92	0	0	10		101	0	0	0%	0	101	0	0	0	101	0	0
	Shared		0	0				0	0				0	0		0	0	0
	Left	120	1	120	13		133	1	133	0%	0	133	1	133	0	133	1	133
	Lt-Th		0	0				0	0				0	0		0	0	0
Eastbound	Thru	1029	2	515	107	31	1167	2	584	3%	17	1184	2	592	-4	1180	2	590
	Th-Rt		0	0				0	0				0	0		0	0	0
	Right	181	1	181	19		199	1	199	0%	0	199	1	199	0	199	1	199
	Shared		0	0				0	0				0	0		0	0	0
Westbound	Left	115	1	115	12		127	1	127	0%	0	127	1	127	0	127	1	127
	Lt-Th		0	0				0	0				0	0		0	0	0
	Thru	1103	1	610	115	107	1324	1	728	5%	28	1352	1	742	-7	1345	1	738
	Th-Rt		1	610				1	728				1	742		1	1	738
Westbound	Right	118	0	0	12		131	0	0	0%	0	131	0	0	0	131	0	0
	Shared		0	0				0	0				0	0		0	0	0
	Left	90	1	90	9		99	1	99	0%	0	99	1	99	0	99	1	99
	Lt-Th		0	0				0	0				0	0		0	0	0
Westbound	Thru	1015	1	576	106	87	1208	1	679	(5%)	57	1265	1	708	-14	1250	1	701
	Th-Rt		1	576				1	679				1	708		1	1	701
	Right	137	0	0	14		151	0	0	0%	0	151	0	0	0	151	0	0
	Shared		0	0				0	0				0	0		0	0	0
Critical Volumes:		North-South: 647			North-South: 730				North-South: 739				North-South: 736					
		East-West: 700			East-West: 827				East-West: 841				East-West: 837					
		Total: 1347			Total: 1557				Total: 1579				Total: 1574					
Volume/capacity (v/c) ratio:		0.898			1.038				1.053				1.049					
v/c less ATSAC adjustment:		0.798			0.938				0.953				0.899					
Level of Service (LOS):		<b>C</b>			<b>E</b>				<b>E</b>				<b>D</b>					

Filename: \\olcnas1\olcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 A - adj(-15%)+ i+s credits.xls  
 Developed 2005-2007 by Ken Aitchison

PROJECT		IMPACT	
Change in v/c due to project:	0.015	Δv/c after mitigation:	-0.039
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 5		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Fulton Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0					
AM Peak: 7:30 AM									PM									
		Counts		Lane Volume	Ambient Growth	+ Related Projects	= Total		+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume		
		Volume	Lanes				Volume	Lanes									Volume	Lanes
Northbound	Left	85	1	85	9	4	97	1	97	(5%)	13	110	1	110	-3	107	1	107
	Lt-Th		0	0			0	0				0	0		0	0	0	
	Thru	272	1	205	28	19	320	1	236	(3%)	8	328	1	240	-2	326	1	239
	Th-Rt		1	205			1	236				1	240		1	239		0
Southbound	Right	138	0	0	14	1	153	0	0	0%	0	153	0	0	0	153	0	0
	Shared		0	0			0	0			0	0	0		0	0	0	
	Left	45	1	45	5		50	1	50	0%	0	50	1	50	0	50	1	50
	Lt-Th		0	0			0	0				0	0		0	0	0	
Eastbound	Thru	310	1	310	32	24	366	1	366	3%	27	393	1	393	-7	387	1	387
	Th-Rt		0	0			0	0			0	0	0		0	0	0	
	Right	70	1	70	7		78	1	78	0%	0	78	1	78	0	78	1	78
	Shared		0	0			0	0			0	0	0		0	0	0	
Westbound	Left	72	1	72	8		80	1	80	0%	0	80	1	80	0	80	1	80
	Lt-Th		0	0			0	0			0	0	0		0	0	0	
	Thru	1118	1	600	116	52	1286	1	690	0%	0	1286	1	712	0	1286	1	707
	Th-Rt		1	600			1	690				1	712		1	707		0
Westbound	Right	82	0	0	8	4	94	0	0	5%	44	138	0	0	-11	127	0	0
	Shared		0	0			0	0			0	0	0		0	0	0	
	Left	112	1	112	12		124	1	124	0%	0	124	1	124	0	124	1	124
	Lt-Th		0	0			0	0			0	0	0		0	0	0	
Westbound	Thru	1028	1	547	107	93	1228	1	651	0%	0	1228	1	651	0	1228	1	651
	Th-Rt		1	547			1	651				1	651		1	651		0
	Right	66	0	0	7		73	0	0	0%	0	73	0	0	0	73	0	0
	Shared		0	0			0	0			0	0	0		0	0	0	
Critical Volumes:		North-South: 395			North-South: 464				North-South: 504				North-South: 494					
		East-West: 712			East-West: 814				East-West: 836				East-West: 831					
		Total: 1107			Total: 1278				Total: 1340				Total: 1324					
Volume/capacity (v/c) ratio:		0.738			0.852				0.893				0.883					
v/c less ATSAC adjustment:		0.638			0.752				0.793				0.733					
Level of Service (LOS):		<b>B</b>			<b>C</b>				<b>C</b>				<b>C</b>					

### PROJECT IMPACT

Change in v/c due to project:	0.041	Δv/c after mitigation:	-0.019
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 5		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION															
North/South Street: <b>Fulton Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500															
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 15%															
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				<table border="1"> <tr> <th></th> <th>In</th> <th>Out</th> <th>Total</th> </tr> <tr> <td>AM</td> <td>887</td> <td>257</td> <td>1144</td> </tr> <tr> <td>PM</td> <td>566</td> <td>1146</td> <td>1712</td> </tr> </table>					In	Out	Total	AM	887	257	1144	PM	566	1146	1712	Opposed Phasing: 0			
	In	Out	Total																									
AM	887	257	1144																									
PM	566	1146	1712																									
PM Peak: 5:00 PM		Counts			+ 2.0%				+ Project				Adjusted															
		Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume											
Northbound	Left	115	1	115	12	11	138	1	138	(5%) 57	195	1	195	-14	181	1	181											
	Lt-Th		0	0				0	0			0	0			0	0											
	Thru	294	1	211	31	40	364	1	253	(3%) 34	398	1	270	-9	390	1	265											
	Th-Rt		1	211				1	253			1	270			1	265											
Southbound	Right	128	0	0	13		141	0	0	0% 0	141	0	0	0	141	0	0											
	Shared		0	0				0	0			0	0			0	0											
	Left	74	1	74	8		82	1	82	0% 0	82	1	82	0	82	1	82											
	Lt-Th		0	0				0	0			0	0			0	0											
Eastbound	Thru	219	1	219	23	53	295	1	295	3% 17	312	1	312	-4	308	1	308											
	Th-Rt		0	0				0	0			0	0			0	0											
	Right	73	1	73	8		81	1	81	0% 0	81	1	81	0	81	1	81											
	Shared		0	0				0	0			0	0			0	0											
Westbound	Left	81	1	81	8		89	1	89	0% 0	89	1	89	0	89	1	89											
	Lt-Th		0	0				0	0			0	0			0	0											
	Thru	1048	1	577	109	97	1254	1	691	0% 0	1254	1	705	0	1254	1	701											
	Th-Rt		1	577				1	691			1	705			1	701											
Westbound	Right	106	0	0	11	11	128	0	0	5% 28	156	0	0	-7	149	0	0											
	Shared		0	0				0	0			0	0			0	0											
	Left	88	1	88	9	1	98	1	98	0% 0	98	1	98	0	98	1	98											
	Lt-Th		0	0				0	0			0	0			0	0											
Westbound	Thru	1192	1	649	124	76	1392	1	754	0% 0	1392	1	754	0	1392	1	754											
	Th-Rt		1	649				1	754			1	754			1	754											
	Right	105	0	0	11		116	0	0	0% 0	116	0	0	0	116	0	0											
	Shared		0	0				0	0			0	0			0	0											
Critical Volumes:		North-South: 335 East-West: 729 Total: 1064			North-South: 433 East-West: 843 Total: 1277				North-South: 507 East-West: 843 Total: 1351				North-South: 489 East-West: 843 Total: 1332															
Volume/capacity (v/c) ratio:		0.709			0.851				0.900				0.888															
v/c less ATSAC adjustment:		0.609			0.751				0.800				0.738															
Level of Service (LOS):		<b>B</b>			<b>C</b>				<b>C</b>				<b>C</b>															

**PROJECT IMPACT**

Filename: \\01cnas1\01cnas1\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 A - adj(-15%)+ i+s credits.xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.049	Δv/c after mitigation:	-0.013
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 6		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			+ 2.0% Ambient Growth				<input type="checkbox"/> Adjacent				Opposed Phasing: 0					
AM Peak: 7:30 AM																		
		Counts	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	101	1	101	11		111	1	111	0%	0	111	1	111	0	111	1	111
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0
	Thru	377	2	189	39	13	430	2	215	(9%)	23	453	2	226	-6	447	2	223
	Th-Rt		0	0			0	0	0			0	0		0	0	0	0
Right	53	1	53	6	3	62	1	62	(7%)	18	80	1	80	-5	75	1	75	
Shared		0	0			0	0	0			0	0	0		0	0	0	
Southbound	Left	91	1	91	9		100	1	100	0%	0	100	1	100	0	100	1	100
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0
	Thru	507	1	302	53	40	600	1	353	9%	80	680	1	393	-20	660	1	383
	Th-Rt		1	302			0	1	353			0	1	393		0	1	383
Right	97	0	0	10		107	0	0	0%	0	107	0	0	0	107	0	0	
Shared		0	0			0	0	0			0	0	0		0	0	0	
Eastbound	Left	95	1	95	10		105	1	105	0%	0	105	1	105	0	105	1	105
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0
	Thru	1038	1	575	108	52	1198	1	661	0%	0	1198	1	661	0	1198	1	661
	Th-Rt		1	575			0	1	661			0	1	661		0	1	661
Right	111	0	0	12		123	0	0	0%	0	123	0	0	0	123	0	0	
Shared		0	0			0	0	0			0	0	0		0	0	0	
Westbound	Left	98	1	98	10	4	112	1	112	7%	62	174	1	174	-16	159	1	159
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0
	Thru	945	1	540	98	93	1136	1	642	0%	0	1136	1	642	0	1136	1	642
	Th-Rt		1	540			0	1	642			0	1	642		0	1	642
Right	135	0	0	14	0	149	0	0	0%	0	149	0	0	0	149	0	0	
Shared		0	0			0	0	0			0	0	0		0	0	0	
Critical Volumes:		North-South: 403 East-West: 673 Total: 1076			North-South: 465 East-West: 773 Total: 1238				North-South: 505 East-West: 835 Total: 1340				North-South: 495 East-West: 819 Total: 1314					
Volume/capacity (v/c) ratio:		0.717			0.825				0.893				0.876					
v/c less ATSAC adjustment:		0.617			0.725				0.793				0.726					
Level of Service (LOS):		<b>B</b>			<b>C</b>				<b>C</b>				<b>C</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.068	Δv/c after mitigation:	0.001
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 6		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			+ 2.0% Ambient Growth				<input type="checkbox"/> Adjacent				Opposed Phasing: 0					
PM Peak: 5:00 PM		Counts			= Total				+ Project				Adjusted					
		Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	Volume	Lanes	Volume	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume		
Northbound	Left	125	1	125	13		139	1	139	0%	0	139	1	139	0	139	1	139
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	575	2	288	60	15	650	2	325	(9%)	103	753	2	377	-26	727	2	364
	Th-Rt		0	0			0	0	0			0	0	0		0	0	0
Southbound	Right	89	1	89	9	11	109	1	109	(7%)	80	189	1	189	-20	169	1	169
	Shared		0	0			0	0	0			0	0		0	0	0	0
	Left	107	1	107	11		118	1	118	0%	0	118	1	118	0	118	1	118
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
Eastbound	Thru	511	1	339	53	63	627	1	406	9%	51	678	1	431	-13	665	1	425
	Th-Rt		1	339			406	1	406			431	1	431		425	1	425
	Right	167	0	0	17		185	0	0	0%	0	185	0	0	0	185	0	0
	Shared		0	0			0	0	0			0	0	0		0	0	0
Westbound	Left	100	1	100	10		110	1	110	0%	0	110	1	110	0	110	1	110
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0
	Thru	1152	1	613	120	97	1368	1	725	0%	0	1368	1	725	0	1368	1	725
	Th-Rt		1	613			725	1	725			725	1	725		725	1	725
Westbound	Right	73	0	0	8		81	0	0	0%	0	81	0	0	0	81	0	0
	Shared		0	0			0	0	0			0	0		0	0	0	0
	Left	104	1	104	11	10	125	1	125	7%	40	165	1	165	-10	155	1	155
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0
Westbound	Thru	1201	1	651	125	76	1401	1	756	0%	0	1401	1	756	0	1401	1	756
	Th-Rt		1	651			756	1	756			756	1	756		756	1	756
	Right	101	0	0	11		111	0	0	0%	0	111	0	0	0	111	0	0
	Shared		0	0			0	0	0			0	0		0	0	0	0
Critical Volumes:		North-South: 465			North-South: 544				North-South: 570				North-South: 564					
		East-West: 751			East-West: 867				East-West: 890				East-West: 880					
		Total: 1215			Total: 1411				Total: 1460				Total: 1443					
Volume/capacity (v/c) ratio:		0.810			0.941				0.973				0.962					
v/c less ATSAC adjustment:		0.710			0.841				0.873				0.812					
Level of Service (LOS):		<b>C</b>			<b>D</b>				<b>D</b>				<b>D</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.032	Δv/c after mitigation:	-0.029
Significantly impacted?	YES	Fully mitigated?	YES





Intersection No. 7		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION				
North/South Street: <b>Whitsett Av</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Critical Phases: 2 Capacity: 1500				
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 15%				
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0				
AM Peak: 7:30 AM																	
	Counts	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	1	125	13		139	1	139	0%	0	139	1	139	0	139	1	139
	Lt-Th	0	0			0	0	0			0	0	0		0	0	0
	Thru	2	150	31	52	383	2	192	(4%)	10	393	2	197	-3	391	2	195
	Th-Rt	0	0			0	0	0			0	0	0		0	0	0
Right	1	68	13		136	1	76	0%	0	136	1	76	0	136	1	76	
Shared	0	0			0	0	0			0	0	0	0	0	0	0	
Southbound	Left	1	145	15		160	1	160	0%	0	160	1	160	0	160	1	160
	Lt-Th	0	0			0	0	0			0	0	0		0	0	0
	Thru	2	400	83	45	929	2	465	4%	35	964	2	482	-9	955	2	478
	Th-Rt	0	0			0	0	0			0	0	0		0	0	0
Right	1	76	12		123	1	85	4%	35	158	1	115	-9	149	1	107	
Shared	0	0			0	0	0			0	0	0	0	0	0	0	
Eastbound	Left	1	69	7		77	1	77	(4%)	10	87	1	87	-3	84	1	84
	Lt-Th	0	0			0	0	0			0	0	0		0	0	0
	Thru	2	606	126	55	1394	2	697	(3%)	8	1402	2	701	-2	1400	2	700
	Th-Rt	0	0			0	0	0			0	0	0		0	0	0
Right	1	177	25		265	1	196	0%	0	265	1	196	0	265	1	196	
Shared	0	0			0	0	0			0	0	0	0	0	0	0	
Westbound	Left	1	109	11		120	1	121	0%	0	120	1	121	0	120	1	121
	Lt-Th	0	0			0	0	0			0	0	0		0	0	0
	Thru	1	377	69	97	827	1	465	3%	27	854	1	479	-7	847	1	475
	Th-Rt	1	377			465	1	465			465	1	465		465	1	465
Right	0	0	10		104	0	104	0%	0	104	0	104	0	104	0	104	
Shared	0	0			0	0	0			0	0	0	0	0	0	0	
Critical Volumes:		North-South: 526 East-West: 716 Total: 1241			North-South: 603 East-West: 818 Total: 1421				North-South: 621 East-West: 822 Total: 1442				North-South: 616 East-West: 821 Total: 1437				
Volume/capacity (v/c) ratio:		0.828			0.947				0.961				0.958				
v/c less ATSAC adjustment:		0.728			0.847				0.861				0.808				
Level of Service (LOS):		<b>C</b>			<b>D</b>				<b>D</b>				<b>D</b>				

**PROJECT IMPACT**

Change in v/c due to project:	0.014	Δv/c after mitigation:	-0.039
Significantly impacted?	NO	Fully mitigated?	N/A



Intersection No. 7		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Whitsett Av</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0					
PM Peak: 5:00 PM									PM									
		Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane		In	Out	Total	Adjusted	Total	Lane	Lane	
		Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume	+ Project	Volume	Volume	Volume	Volume	Volume	Volume	Volume	
Northbound	Left	195	1	195	20		215	1	215	0%	0	215	1	215	0	215	1	215
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	647	2	323	67	61	775	2	387	(4%)	46	821	2	410	-12	809	2	405
	Th-Rt		0	0			0	0	0			0	0	0		0	0	0
Southbound	Right	148	1	96	15		163	1	106	0%	0	163	1	106	0	163	1	106
	Shared		0	0			0	0	0			0	0	0		0	0	0
	Left	152	1	152	16		168	1	168	0%	0	168	1	168	0	168	1	168
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
Eastbound	Thru	352	2	176	37	59	448	2	224	4%	23	471	2	235	-6	465	2	232
	Th-Rt		0	0			0	0	0			0	0	0		0	0	0
	Right	70	1	13	7		78	1	15	4%	23	101	1	15	-6	95	1	15
	Shared		0	0			0	0	0			0	0	0		0	0	0
Westbound	Left	114	1	114	12		126	1	126	(4%)	46	172	1	172	-12	161	1	161
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	1183	2	592	123	108	1414	2	707	(3%)	34	1448	2	724	-9	1440	2	720
	Th-Rt		0	0			0	0	0			0	0	0		0	0	0
Westbound	Right	199	1	102	21		220	1	112	0%	0	220	1	112	0	220	1	112
	Shared		0	0			0	0	0			0	0	0		0	0	0
	Left	103	1	103	11		114	1	114	0%	0	114	1	114	0	114	1	114
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
Westbound	Thru	1161	1	657	121	86	1368	1	768	3%	17	1385	1	777	-4	1380	1	775
	Th-Rt		1	657			1	768				1	777			1	775	
	Right	153	0	0	16		169	0	0	0%	0	169	0	0	0	169	0	0
	Shared		0	0			0	0	0			0	0	0		0	0	0
Critical Volumes:		North-South: 475			North-South: 555				North-South: 578				North-South: 573					
		East-West: 771			East-West: 894				East-West: 949				East-West: 935					
		Total: 1246			Total: 1450				Total: 1527				Total: 1508					
Volume/capacity (v/c) ratio:		0.831			0.966				1.018				1.005					
v/c less ATSAC adjustment:		0.731			0.866				0.918				0.855					
Level of Service (LOS):		C			D				E				D					

**PROJECT IMPACT**

Change in v/c due to project:	0.052	Δv/c after mitigation:	-0.011
Significantly impacted?	YES	Fully mitigated?	YES



<b>Intersection No. 8</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>					
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 0 Capacity: 1200				Critical Phases: 0 Capacity: 1200					
East/West Street: <b>Hamlin St</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				Project: THE PLAZA AT THE GLEN				Signal System: 1 v/c reduction: 5%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0					
AM Peak: 7:30 AM																		
		Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane	+ Project	= Total	Lane	Lane	Adjusted	Total	Lane	Lane	
		Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	
Northbound	Left	16	0	0	2		18	0	0	0%	0	18	0	0	18	0	0	
	Lt-Th		1	401			1	433				1	454		1	448		
	Thru	787	1	417	82	17	886	1	487	(16%)	41	927	1	508	-10	917	1	502
	Th-Rt		1															
Right	14	0	0	1		16	0	0	0%	0	16	0	0	16	0	0		
Shared		0	0									0	0	0	0	0	0	
Southbound	Left	102	0	0	11		113	0	0	0%	0	113	0	0	113	0	0	
	Lt-Th		1	189			1	231				1	302		1	284		
	Thru	564	1	495	59	44	667	1	569	16%	142	809	1	640	-36	773	1	622
	Th-Rt		1															
Right	18	0	0	2		20	0	0	0%	0	20	0	0	20	0	0		
Shared		0	0									0	0	0	0	0	0	
Eastbound	Left	7	0	7	1		8	0	8	0%	0	8	0	8	8	1	8	
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	
	Thru	5	0	0	1	0	6	0	0	0%	0	6	0	0	6	1	15	
	Th-Rt		0	0														
Right	8	0	8	1		9	0	9	0%	0	9	0	9	9	0	9		
Shared		1	20				1	23			1	23		1	23			
Westbound	Left	3	0	3	0		3	0	3	0%	0	3	0	3	3	0	0	
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	
	Thru	4	0	0	0	0	5	0	0	0%	0	5	0	0	5	0	0	
	Th-Rt		0	0														
Right	60	0	60	6		66	0	66	0%	0	66	0	66	66	0	66		
Shared		1	67			1	74				1	74		1	74			
Critical Volumes:		North-South: 896			North-South: 1002			North-South: 1093			North-South: 1070							
		East-West: 81			East-West: 89			East-West: 89			East-West: 83							
		Total: 977			Total: 1091			Total: 1182			Total: 1154							
Volume/capacity (v/c) ratio:		0.814		0.909		0.985		0.961										
v/c less ATSAC adjustment:		0.814		0.909		0.985		0.911										
Level of Service (LOS):		<b>D</b>		<b>E</b>		<b>E</b>		<b>E</b>										

**PROJECT IMPACT**

Change in v/c due to project:	0.076	Δv/c after mitigation:	0.002
Significantly impacted?	YES	Fully mitigated?	YES



<b>Intersection No. 8</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>						
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN						
East/West Street: <b>Hamlin St</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent AM 887 257 1144 PM 566 1146 1712				Critical Phases: 0 Capacity: 1200						
Analysis Date: 07/30/2008 PM Peak: 5:00 PM		Opposed Phasing: 0			Opposed Phasing: 0								Signal System: 1 v/c reduction: 5%						
		Counts			+ 2.0%		+ Related		= Total		+ Project		Adjusted		Total		Lane		
		Volume	Lanes	Volume	Ambient Growth	Projects	Volume	Lanes	Volume	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes		
Northbound	Left	38	0	0	4		42	0	0	0%	0	42	0	0	0	0	0		
	Lt-Th		1	304				1	307				1	399		1	376		
	Thru	682	1	418	71	26	779	1	516	(16%)	183	962	1	607	-46	917	1	584	
	Th-Rt																		
Right	2	0	0	0		2	0	0	0%	0	2	0	0	0	2	0	0		
Shared																			
Southbound	Left	44	0	0	5		48	0	0	0%	0	48	0	0	0	0	0		
	Lt-Th		1	406				1	485				1	530		1	519		
	Thru	878	1	538	91	73	1043	1	630	16%	91	1134	1	675	-23	1111	1	664	
	Th-Rt																		
Right	21	0	0	2		24	0	0	0%	0	24	0	0	0	24	0	0		
Shared																			
Eastbound	Left	14	0	14	1		16	0	16	0%	0	16	0	16	0	16	1	16	
	Lt-Th																		
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0		
	Th-Rt					0										1	37		
Right	34	0	34	4		37	0	37	0%	0	37	0	37	0	37	0	0		
Shared		1	48				1	53				1	53		0	37	0		
Westbound	Left	5	0	5	1		6	0	6	0%	0	6	0	6	0	6	1	6	
	Lt-Th																		
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0		
	Th-Rt					0										1	47		
Right	43	0	43	4		47	0	47	0%	0	47	0	47	0	47	0	0		
Shared		1	48				1	53				1	53		0	47	0		
Critical Volumes:		North-South: 842			North-South: 1001			North-South: 1138			North-South: 1103			North-South: 1103			East-West: 63		
		East-West: 91			East-West: 100			East-West: 100			East-West: 100			East-West: 63			Total: 1166		
		Total: 933			Total: 1101			Total: 1238			Total: 1166			Total: 1166					
Volume/capacity (v/c) ratio:		0.777		0.917		1.031		0.972											
v/c less ATSAC adjustment:		0.777		0.917		1.031		0.922											
Level of Service (LOS):		<b>C</b>		<b>E</b>		<b>F</b>		<b>E</b>											

**PROJECT IMPACT**

Change in v/c due to project:	0.114	Δv/c after mitigation:	0.005
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 9		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION			
North/South Street: <b>Woodman Av</b>		Critical Phases: 3 Capacity: 1425			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 3 Capacity: 1425				Project: THE PLAZA AT THE GLEN			
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Critical Phases: 3 Capacity: 1425			
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Signal System: 3			
AM Peak: 7:30 AM									PM				Opposed Phasing: 0			
	Counts	Volume	Lanes	Lane Volume	+ 2.0% Ambient Growth	+ Related Projects	= Total		+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
							Volume	Lanes								
Northbound	Left	97	1	97	10		107	1	107	0%	0	107	1	107	0	107
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0
	Thru	528	1	304	55	9	592	1	340	0%	0	592	1	340	0	340
	Th-Rt		1	304			340	1	340			340	1	340		340
Right	80	0	0	8		88	0	0	0%	0	88	0	0	0	0	0
Shared		0	0			0	0	0			0	0	0	0	0	0
Southbound	Left	151	1	151	16	8	175	1	175	3%	27	202	1	202	-7	195
	Lt-Th		0	0			0	0			0	0	0	0	0	0
	Thru	1090	1	647	113	18	1222	1	724	0%	0	1222	1	724	0	724
	Th-Rt		1	647			724	1	724			724	1	724		724
Right	204	0	0	21		225	0	0	0%	0	225	0	0	0	0	0
Shared		0	0			0	0	0			0	0	0	0	0	0
Eastbound	Left	82	1	82	8		90	1	90	0%	0	90	1	90	0	90
	Lt-Th		0	0			0	0			0	0	0	0	0	0
	Thru	1370	2	504	143	129	1641	2	599	15%	133	1774	2	644	-33	633
	Th-Rt		1	504			599	1	599			599	1	599		599
Right	142	0	0	15		157	0	0	0%	0	157	0	0	0	0	0
Shared		0	0			0	0	0			0	0	0	0	0	0
Westbound	Left	118	1	118	12		131	1	131	0%	0	131	1	131	0	131
	Lt-Th		0	0			0	0			0	0	0	0	0	0
	Thru	1385	2	497	144	136	1665	2	596	(15%)	39	1704	2	612	-10	608
	Th-Rt		1	497			596	1	596			596	1	596		596
Right	106	0	0	11	7	124	0	0	(3%)	8	132	0	0	-2	0	0
Shared		0	0			0	0	0			0	0	0	0	0	0
Critical Volumes:		North-South: 744 East-West: 622 Total: 1366			North-South: 831 East-West: 730 Total: 1560				North-South: 831 East-West: 774 Total: 1605				North-South: 831 East-West: 763 Total: 1594			
Volume/capacity (v/c) ratio:		0.959			1.095				1.126				1.118			
v/c less ATSAC adjustment:		0.859			0.995				1.026				0.918			
Level of Service (LOS):		<b>D</b>			<b>E</b>				<b>F</b>				<b>E</b>			

### PROJECT IMPACT

Change in v/c due to project:	0.031	Δv/c after mitigation:	-0.077
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 9		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Woodman Av</b>		Critical Phases: 3 Capacity: 1425			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 3 Capacity: 1425				Critical Phases: 3 Capacity: 1425					
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 20%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0					
PM Peak: 5:00 PM																		
		Counts	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	123	1	123	13		136	1	136	0%	0	136	1	136	0	136	1	136
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0	0	0
	Thru	924	1	532	96	16	1036	1	595	0%	0	1036	1	595	0	1036	1	595
	Th-Rt		1	532			595	1	595			595	1	595		595	1	595
Right	140	0	0	15		154	0	0	0%	0	154	0	0	0	154	0	0	
Shared		0	0			0	0	0		0	0	0	0	0	0	0	0	
Southbound	Left	102	1	102	11	20	133	1	133	3%	17	150	1	150	-4	145	1	145
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0	0	0
	Thru	828	1	534	86	10	924	1	595	0%	0	924	1	595	0	924	1	595
	Th-Rt		1	534			595	1	595			595	1	595		595	1	595
Right	240	0	0	25		265	0	0	0%	0	265	0	0	0	265	0	0	
Shared		0	0			0	0	0		0	0	0	0	0	0	0	0	
Eastbound	Left	197	1	197	20		217	1	217	0%	0	217	1	217	0	217	1	217
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0	0	0
	Thru	1693	2	609	176	325	2194	2	781	15%	85	2279	2	809	-21	2258	2	802
	Th-Rt		1	609			781	1	781			809	1	809		802	1	802
Right	135	0	0	14		149	0	0	0%	0	149	0	0	0	149	0	0	
Shared		0	0			0	0	0		0	0	0	0	0	0	0	0	
Westbound	Left	133	1	133	14		146	1	146	0%	0	146	1	146	0	146	1	146
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0	0	0
	Thru	1497	2	566	156	328	1981	2	742	(15%)	172	2153	2	810	-43	2110	2	793
	Th-Rt		1	566			742	1	742			810	1	810		793	1	793
Right	201	0	0	21	22	244	0	0	(3%)	34	278	0	0	-9	269	0	0	
Shared		0	0			0	0	0		0	0	0	0	0	0	0	0	
Critical Volumes:		North-South: 657 East-West: 763 Total: 1420			North-South: 731 East-West: 959 Total: 1690				North-South: 745 East-West: 1028 Total: 1773				North-South: 741 East-West: 1011 Total: 1751					
Volume/capacity (v/c) ratio:		0.997			1.186				1.244				1.229					
v/c less ATSAC adjustment:		0.897			1.086				1.144				1.029					
Level of Service (LOS):		<b>D</b>			<b>F</b>				<b>F</b>				<b>F</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.058	Δv/c after mitigation:	-0.057
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 10		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Fulton Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 20%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0					
AM Peak: 7:30 AM									PM									
		Counts		Lane Volume	Ambient Growth	+ Related Projects	= Total		+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume		
		Volume	Lanes				Volume	Lanes									Volume	Lanes
Northbound	Left	81	1	81	8		89	1	89	0%	0	89	1	89	0	89		
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0		
	Thru	364	1	364	38	11	413	1	413	0%	0	413	1	413	0	413		
	Th-Rt		0	0			0	0	0		0	0	0	0	0	0		
Right	99	1	99	10		109	1	109	6%	53	162	1	162	-13	149	1	149	
Shared		0	0	0		0	0	0		0	0	0	0	0	0	0		
Southbound	Left	121	1	121	13	1	135	1	135	8%	71	206	1	206	-18	188	1	188
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0	0	
	Thru	383	1	383	40	18	440	1	440	0%	0	440	1	440	0	440	1	440
	Th-Rt		0	0			0	0	0		0	0	0	0	0	0	0	
Right	57	1	57	6	9	72	1	72	0%	0	72	1	72	0	72	1	72	
Shared		0	0	0		0	0	0		0	0	0	0	0	0	0		
Eastbound	Left	49	1	49	5	0	54	1	54	0%	0	54	1	54	0	54	1	54
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0	0	
	Thru	1472	2	528	153	155	1780	2	635	18%	160	1940	2	688	-40	1900	2	675
	Th-Rt		1	528			635	1	635			688	1	688		675	1	675
Right	113	0	0	12	0	125	0	0	0%	0	125	0	0	0	125	0	0	
Shared		0	0			0	0	0		0	0	0	0	0	0	0		
Westbound	Left	95	1	95	10	7	112	1	112	(6%)	15	127	1	127	-4	123	1	123
	Lt-Th		0	0			0	0			0	0	0	0	0	0	0	
	Thru	1549	2	540	161	150	1861	2	646	(18%)	46	1907	2	668	-12	1895	2	662
	Th-Rt		1	540			646	1	646			668	1	668		662	1	662
Right	69	0	0	7	0	77	0	0	(8%)	21	98	0	0	-5	92	0	0	
Shared		0	0			0	0	0		0	0	0	0	0	0	0		
Critical Volumes:		North-South: 486			North-South: 548				North-South: 619				North-South: 601					
		East-West: 623			East-West: 747				East-West: 815				East-West: 798					
		Total: 1109			Total: 1295				Total: 1434				Total: 1399					
Volume/capacity (v/c) ratio:		0.739			0.863				0.956				0.933					
v/c less ATSAC adjustment:		0.639			0.763				0.856				0.733					
Level of Service (LOS):		<b>B</b>			<b>C</b>				<b>D</b>				<b>C</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.093	Δv/c after mitigation:	-0.030
Significantly impacted?	YES	Fully mitigated?	YES



<b>Intersection No. 10</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>					
North/South Street: <b>Fulton Ave</b>		Critical Phases: 2 Capacity: 1500			Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 20%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0					
PM Peak: 5:00 PM		Counts			+ 2.0% Ambient Growth				PM				Adjusted Volume					
		Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	88	1	88	9		97	1	97	0%	0	97	1	97	0	97	1	97
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0	0	0
	Thru	317	1	317	33	20	370	1	370	0%	0	370	1	370	0	370	1	370
	Th-Rt		0	0			0	0	0		0	0	0	0	0	0	0	0
Right	100	1	100	10		110	1	110	6%	34	144	1	144	-9	136	1	136	
Shared		0	0			0	0	0		0	0	0	0	0	0	0	0	
Southbound	Left	111	1	111	12		123	1	123	8%	45	168	1	168	-11	157	1	157
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0	0	0
	Thru	302	1	302	31	33	366	1	366	0%	0	366	1	366	0	366	1	366
	Th-Rt		0	0			0	0	0		0	0	0	0	0	0	0	0
Right	73	1	73	8	20	101	1	101	0%	0	101	1	101	0	101	1	101	
Shared		0	0			0	0	0		0	0	0	0	0	0	0	0	
Eastbound	Left	79	1	79	8	1	88	1	88	0%	0	88	1	88	0	88	1	88
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0	0	0
	Thru	1648	2	573	172	353	2173	2	750	18%	102	2275	2	784	-26	2249	2	775
	Th-Rt		1	573			77	0	77	0%	0	77	0	77	0	77	0	77
Right	69	0	0	7		77	0	77	0%	0	77	0	77	0	77	0	77	
Shared		0	0			0	0	0		0	0	0	0	0	0	0	0	
Westbound	Left	101	1	101	11	22	133	1	133	(6%)	69	202	1	202	-17	185	1	185
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0	0	0
	Thru	1471	2	549	153	365	1989	2	728	(18%)	206	2195	2	828	-52	2143	2	803
	Th-Rt		1	549			196	0	196	(8%)	92	288	0	288	-23	265	0	265
Right	176	0	0	18	1	196	0	196			0	0	0	0	0	0	0	
Shared		0	0			0	0	0		0	0	0	0	0	0	0	0	

Filename: \\01cnas1\01cnas1\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 A - adj(-15%)+ i+s credits.xls  
Developed 2005-2007 by Ken Aitchison

		<b>PROJECT</b>		<b>IMPACT</b>	
Change in v/c due to project:	0.098	0.098	Δv/c after mitigation:	-0.026	
Significantly impacted?	YES	YES	Fully mitigated?	YES	





Intersection No. 11		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Ethel Av</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 20%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0					
AM Peak: 7:30 AM																		
		Counts	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	19	0	0	2		21	0	0	0%	0	21	0	0	0	21	0	0
	Lt-Th	N/B RTOR:		44			56					154				130		
	Thru	Existing: 50%		0			0			11%	98	133	0	0	-25	109	0	0
	Th-Rt	Projected: 50%		0		8	0					0	0	0	0	0	0	0
Right	Mitigated: 50%		47			51			0%	0	88	1	51	0	88	1	51	
Shared		80	0	0	8		88	0	0		0	0	0	0	0	0	0	
Southbound	Left	102	1	102	11	24	137	1	137	(27%)	69	206	1	206	-17	188	1	104
	Lt-Th	S/B RTOR:		0			0					0	0	0		138		
	Thru	Existing: 50%		0			0			(11%)	28	60	1	60	-7	53	0	0
	Th-Rt	Projected: 50%		22	1	99	2	116				0	0	0		0	0	0
Right	Mitigated: 50%		77	0	0	8	84	0	0	(16%)	41	125	1	2	-10	115	1	9
Shared		0	0	0			0	0			0	0	0	0	0	0	0	
Eastbound	Left	95	1	95	10		105	1	105	16%	142	247	1	247	-36	211	1	211
	Lt-Th	E/B RTOR:		0			0					0	0	0		0		
	Thru	Existing: 50%		1570	2	536	163	134	1867	2	646	16%	142	2009	2	694	2	682
	Th-Rt	Projected: 50%		1	536	4	29	72	0	0	0%	0	72	0	0	0	72	0
Right	Mitigated: 50%		39	0	0			0	0			0	0	0	0	0	0	0
Shared		0	0	0			0	0			0	0	0	0	0	0	0	
Westbound	Left	66	1	66	7		73	1	73	0%	0	73	1	73	0	73	1	73
	Lt-Th	W/B RTOR:		0			0					0	0	0		0		
	Thru	Existing: 50%		1544	2	517	161	133	1838	2	615	(16%)	41	1879	2	709	3	623
	Th-Rt	Projected: 50%		1	517	1	615					1	709	1	709	0	0	0
Right	Mitigated: 50%		7	0	0	1	8	0	0	27%	239	247	0	0	-60	187	1	93
Shared		0	0	0			0	0			0	0	0	0	0	0	0	
Critical Volumes:		North-South: 149 East-West: 612 Total: 761			North-South: 187 East-West: 720 Total: 907				North-South: 256 East-West: 955 Total: 1212				North-South: 188 East-West: 834 Total: 1023					
Volume/capacity (v/c) ratio:		0.507			0.605				0.808				0.682					
v/c less ATSAC adjustment:		0.407			0.505				0.708				0.482					
Level of Service (LOS):		<b>A</b>			<b>A</b>				<b>C</b>				<b>A</b>					

**PROJECT IMPACT**

Filename: \\olcnas1\olcnas1\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 A - adj(-15%)+ i+s credits.xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.203	Δv/c after mitigation:	-0.023
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 11		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Ethel Av</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 20%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0					
PM Peak: 5:00 PM									PM									
		Counts	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	34	0	0	4		37	0	0	0%	0	37	0	0	0	0	0	
	Lt-Th	N/B RTOR:		65			92					1	154		37	1	139	
	Thru	Existing: 50%		0			0			11%	62	117	0	0	-16	101	0	0
	Th-Rt	Projected: 50%		0		20	55	0	0			0	0	0	0	0	0	0
Right	Mitigated: 50%		38			68	1	42		0%	0	68	1	42	0	68	1	42
Shared		0	0	0			0	0			0	0	0	0	0	0	0	
Southbound	Left	182	1	182	19	76	276	1	276	(27%)	309	585	1	585	-77	508	1	280
	Lt-Th	S/B RTOR:		0			0					0	0		508	1	383	
	Thru	Existing: 50%		0			0			(11%)	126	186	1	186	-32	155	0	0
	Th-Rt	Projected: 50%		35		22	60	1	222			0	0	0	0	0	0	0
Right	Mitigated: 50%		147			162	0	0	(16%)	183	345	1	226	-46	299	1	191	
Shared		0	0	0			0	0			0	0	0	0	0	0	0	
Eastbound	Left	134	1	134	14		148	1	148	16%	91	239	1	239	-23	216	1	216
	Lt-Th	E/B RTOR:		0			0					0	0		216	0	0	
	Thru	Existing: 50%		1753		303	2239	2	783	16%	91	2330	2	813	-23	2307	2	806
	Th-Rt	Projected: 50%		597		70	783	1	783			1	813	0	0	1	806	
Right	Mitigated: 50%		37			111	0	0	0%	0	111	0	0	0	111	0	0	
Shared		0	0	0			0	0			0	0	0	0	0	0	0	
Westbound	Left	47	1	47	5		52	1	52	0%	0	52	0	52	0	52	1	52
	Lt-Th	W/B RTOR:		0			0					0	0		52	0	0	
	Thru	Existing: 50%		1626		310	2105	2	705	(16%)	183	2288	2	817	-46	2242	3	747
	Th-Rt	Projected: 50%		545			705	1	705			1	817	0	0	0	0	0
Right	Mitigated: 50%		9			10	0	0	27%	153	163	0	0	-38	125	1	0	
Shared		0	0	0			0	0			0	0	0	0	0	0		
Critical Volumes:		North-South: 247			North-South: 318				North-South: 627				North-South: 425					
		East-West: 679			East-West: 853				East-West: 1056				East-West: 963					
		Total: 925			Total: 1171				Total: 1683				Total: 1388					
Volume/capacity (v/c) ratio:		0.617			0.780				1.122				0.926					
v/c less ATSAC adjustment:		0.517			0.680				1.022				0.726					
Level of Service (LOS):		<b>A</b>			<b>B</b>				<b>F</b>				<b>C</b>					

**PROJECT IMPACT**

Filename: \\olcnas1\olcnas1\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 A - adj(-15%)+ i+s credits.xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.342	Δv/c after mitigation:	0.046
Significantly impacted?	YES	Fully mitigated?	NO



<b>Intersection No. 12</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>			
North/South Street: <b>Morse Ave</b>		Critical Phases: 0 Capacity: 1200			Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500			
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 20%			
Analysis Date: 07/30/2008		Opposed Phasing: 1			Opposed Phasing: 1				AM				Opposed Phasing: 1			
AM Peak: 7:30 AM									PM							
		Counts	Lane		Ambient	+ Related	= Total		+ Project	= Total		Adjusted	Total	Lane		
		Volume	Volumes		Growth	Projects	Volume	Lanes	Volume	Volume	Lanes	Volume	Volume	Lanes	Volume	
Northbound	Left	19	0	19	2		21	0	21	0%	0	21	0	21	0	21
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0
	Th-Rt		0	0			0	0	0		0	0	0	0	0	0
Right	46	0	46	5		51	0	51	0%	0	51	0	51	0	51	
Shared		1	65				1	72			1	72	0	51	1	72
Southbound	Left	0	0	0	0		0	0	0	(30%)	77	77	0	77	-19	58
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0
	Th-Rt		0	0			0	0	0		0	0	0	0	0	0
Right	0	0	0	0		0	0	0	(16%)	41	41	0	41	-10	31	
Shared		1	0				1	0			1	118		31	1	89
Eastbound	Left	0	0	0	0		0	0	0	16%	142	142	0	0	-36	107
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0
	Thru	1959	2	662	204	150	2313	2	781	(27%)	69	2382	2	804	-17	2365
	Th-Rt		1	662			1	781				1	804		1	798
Right	26	0	0	3		29	0	0	0%	0	29	0	0	0	29	
Shared		0	0				0	0			0	0		0	0	
Westbound	Left	33	1	33	3		36	1	36	0%	0	36	1	36	0	36
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0
	Thru	2030	2	677	211	150	2391	2	797	27%	239	2630	2	965	-60	2571
	Th-Rt		1	677			1	797				1	965		1	923
Right	0	0	0	0		0	0	0	30%	266	266	0	0	-67	200	
Shared		0	0				0	0			0	0		0	0	
Critical Volumes:		North-South: 65 East-West: 695 Total: 760			North-South: 72 East-West: 817 Total: 889				North-South: 190 East-West: 965 Total: 1155				North-South: 160 East-West: 923 Total: 1084			
Volume/capacity (v/c) ratio:		0.633			0.741				0.963				0.722			
v/c less ATSAC adjustment:		0.633			0.741				0.963				0.522			
Level of Service (LOS):		<b>B</b>			<b>C</b>				<b>E</b>				<b>A</b>			

**PROJECT IMPACT**

Change in v/c due to project:	0.222	Δv/c after mitigation:	-0.219
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 12		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Morse Ave</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent				Critical Phases: 2 Capacity: 1500					
Analysis Date: 07/30/2008		Opposed Phasing: 1			Opposed Phasing: 1				AM				Signal System: 3 v/c reduction: 20%					
PM Peak: 5:00 PM									PM				Opposed Phasing: 1					
		Counts		Lane	Ambient	+ Related	= Total		+ Project	Total	Lanes	Lane	Adjusted	Total	Lanes	Lane		
		Volume	Lanes				Volume	Lanes									Volume	Lanes
Northbound	Left	12	0	12	1		13	0	13	0%	0	13	0	0	13	0	13	
	Lt-Th	N/B RTOR:	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Thru	Existing: 0%	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Th-Rt	Projected: 0%	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Right	Mitigated: 0%	39	0	39	4		43	0	43	0%	0	43	0	43	0	43	
Shared			1	51			1	56			1	56	0	1	56			
Southbound	Left	0	0	0	0		0	0	0	(30%)	344	344	1	344	-86	258	0	
	Lt-Th	S/B RTOR:	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Thru	Existing: 0%	0	0	0	0	0	0	0	0%	0	0	1	183	0	0	0	
	Th-Rt	Projected: 0%	0	0	0	0	0	0	0	(16%)	183	183	0	183	-46	137	0	
	Right	Mitigated: 0%	0	0	0	0	0	0	0			0	0	0	0	1	395	
Shared			1	0			1	0			0	0						
Eastbound	Left	0	0	0	0		0	0	0	16%	91	91	0	0	-23	68	0	
	Lt-Th	E/B RTOR:	1807	2	615	188	368	2363	2	802	(27%)	309	2672	2	905	-77	2595	2
	Thru	Existing: 0%		1	615				1	802			1	905		1	879	
	Th-Rt	Projected: 0%	39	0	0	4		43	0	0	0%	0	43	0	0	0	0	
	Right	Mitigated: 0%	0	0	0	0		0	0	0		0	0	0	0	0	0	
Shared			0	0			0	0			0	0						
Westbound	Left	17	1	17	2		19	1	19	0%	0	19	1	19	0	19	1	
	Lt-Th	W/B RTOR:	2079	2	693	216	375	2670	2	890	27%	153	2823	2	998	-38	2785	2
	Thru	Existing: 0%		1	693				1	890			1	998		1	971	
	Th-Rt	Projected: 0%	0	0	0	0		0	0	0	30%	170	170	0	0	-43	128	0
	Right	Mitigated: 0%	0	0	0	0		0	0	0		0	0	0	0	0	0	
Shared			0	0			0	0			0	0						
Critical Volumes:		North-South: 51 East-West: 693 Total: 744			North-South: 56 East-West: 890 Total: 946				North-South: 400 East-West: 998 Total: 1398				North-South: 452 East-West: 971 Total: 1422					
Volume/capacity (v/c) ratio:		0.620			0.789				1.165				0.948					
v/c less ATSAC adjustment:		0.620			0.789				1.165				0.748					
Level of Service (LOS):		<b>B</b>			<b>C</b>				<b>F</b>				<b>C</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.376	Δv/c after mitigation:	-0.041
Significantly impacted?	YES	Fully mitigated?	YES



<b>Intersection No. 13</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>					
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 3 Capacity: 1425			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 3 Capacity: 1425				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Critical Phases: 3 Capacity: 1425					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Signal System: 3					
AM Peak: 7:30 AM									PM				Opposed Phasing: 0					
		Counts		Lane Volume	Ambient Growth	+ Related Projects	= Total		+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume		
		Volume	Lanes				Volume	Lanes									Volume	Lanes
Northbound	Left	101	1	101	11	4	115	1	115	11%	98	213	1	213	-25	189	1	189
	Lt-Th		0	0			0	0			0	0	0	0	0	0	0	0
	Thru	461	1	311	48	10	519	1	348	0%	0	519	1	348	0	519	1	348
	Th-Rt		1	311			348	1	348			348	1	348		348	1	348
Southbound	Right	160	0	0	17		177	0	0	0%	0	177	0	0	0	177	0	0
	Shared		0	0			0	0			0	0	0	0	0	0	0	0
	Left	137	1	137	14		151	1	151	0%	0	151	1	151	0	151	1	151
	Lt-Th		0	0			0	0			0	0	0	0	0	0	0	0
Eastbound	Thru	580	1	329	60	36	677	1	385	0%	0	677	1	456	0	677	2	338
	Th-Rt		1	329			385	1	385			456	1	456		456	0	0
	Right	78	0	0	8	8	94	0	0	16%	142	236	0	0	-36	200	1	133
	Shared		0	0			0	0			0	0	0	0		0	0	0
Westbound	Left	88	1	88	9	7	104	1	104	(16%)	41	145	1	145	-10	135	1	135
	Lt-Th		0	0			0	0			0	0	0	0	0	0	0	0
	Thru	1671	2	593	174	148	1993	2	705	(30%)	77	2070	2	740	-19	2050	2	731
	Th-Rt		1	593			705	1	705			740	1	740		740	1	731
Westbound	Right	108	0	0	11	3	122	0	0	(11%)	28	150	0	0	-7	143	0	0
	Shared		0	0			0	0			0	0	0	0	0	0	0	0
	Left	211	1	211	22		233	1	233	0%	0	233	1	233	0	233	1	233
	Lt-Th		0	0			0	0			0	0	0	0	0	0	0	0
Westbound	Thru	1539	2	538	160	150	1849	2	644	30%	266	2115	2	733	-67	2049	2	710
	Th-Rt		1	538			644	1	644			733	1	733		733	1	710
	Right	74	0	0	8		82	0	0	0%	0	82	0	0	0	82	0	0
	Shared		0	0			0	0			0	0	0	0		0	0	0
Critical Volumes:		North-South: 447			North-South: 501				North-South: 670				North-South: 527					
		East-West: 804			East-West: 938				East-West: 973				East-West: 964					
		Total: 1251			Total: 1439				Total: 1643				Total: 1492					
Volume/capacity (v/c) ratio:		0.878			1.010				1.153				1.047					
v/c less ATSAC adjustment:		0.778			0.910				1.053				0.847					
Level of Service (LOS):		<b>C</b>			<b>E</b>				<b>F</b>				<b>D</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.143	Δv/c after mitigation:	-0.063
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 13		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 3 Capacity: 1425			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 3 Capacity: 1425				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Critical Phases: 3 Capacity: 1425					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Signal System: 3					
PM Peak: 5:00 PM		Counts			+ 2.0%				PM				Opposed Phasing: 0					
		Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	137	1	137	14	10	161	1	161	11%	62	223	1	223	-16	207	1	207
	Lt-Th		0	0				0	0			0	0			0	0	
	Thru	415	1	252	43	4	462	1	280	0%	0	462	1	280	0	462	1	280
	Th-Rt		1	252				1	280				1	280			1	280
Southbound	Right	89	0	0	9		98	0	0	0%	0	98	0	0	0	98	0	0
	Shared		0	0				0	0			0	0			0	0	
	Left	125	1	125	13		139	1	139	0%	0	139	1	139	0	139	1	139
	Lt-Th		0	0				0	0			0	0			0	0	
Eastbound	Thru	430	1	315	45	53	528	1	384	0%	0	528	1	429	0	528	2	264
	Th-Rt		1	315				1	384				1	429			0	0
	Right	199	0	0	21	20	240	0	0	16%	91	331	0	0	-23	308	1	75
	Shared		0	0				0	0			0	0			0	0	
Westbound	Left	277	1	277	29	22	328	1	328	(16%)	183	511	1	511	-46	466	1	466
	Lt-Th		0	0				0	0			0	0			0	0	
	Thru	1738	2	603	181	347	2266	2	785	(30%)	344	2610	2	942	-86	2524	2	903
	Th-Rt		1	603				1	785				1	942			1	903
Critical Volumes:	Right	71	0	0	7	11	90	0	0	(11%)	126	216	0	0	-32	184	0	0
	Shared		0	0				0	0			0	0			0	0	
	Left	143	1	143	15		158	1	158	0%	0	158	1	158	0	158	1	158
	Lt-Th		0	0				0	0			0	0			0	0	
Critical Volumes:	Thru	1430	2	524	149	350	1929	2	695	30%	170	2099	2	751	-43	2056	2	737
	Th-Rt		1	524				1	695				1	751			1	737
	Right	141	0	0	15		155	0	0	0%	0	155	0	0	0	155	0	0
	Shared		0	0				0	0			0	0			0	0	
Critical Volumes:		North-South: 451			North-South: 545				North-South: 652				North-South: 472					
		East-West: 801			East-West: 1023				East-West: 1263				East-West: 1203					
		Total: 1252			Total: 1568				Total: 1915				Total: 1674					
Volume/capacity (v/c) ratio:		0.879			1.100				1.344				1.175					
v/c less ATSAC adjustment:		0.779			1.000				1.244				0.975					
Level of Service (LOS):		<b>C</b>			<b>E</b>				<b>F</b>				<b>E</b>					

**PROJECT IMPACT**

Filename: \\olcnas1\olcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 A - adj(-15%)+ i+s credits.xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.244	Δv/c after mitigation:	-0.025
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 14		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Whitsett Av</b>		Critical Phases: 3 Capacity: 1425			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 3 Capacity: 1425				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Critical Phases: 3 Capacity: 1425					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Signal System: 3					
AM Peak: 7:30 AM									PM				v/c reduction: 20%					
		Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane					Adjusted	Total	Lane	Lane	
		Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume	+ Project	= Total	Volume	Volume	Volume	Volume	Volume	Volume	
										Volume	Volume	Lanes	Lanes					
Northbound	Left	79	1	79	8		87	1	87	4%	35	122	1	122	-9	113	1	113
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
	Thru	333	1	245	35	51	418	1	296	0%	0	418	1	296	0	418	1	296
	Th-Rt		1	245				1	296				1	296			1	296
Southbound	Right	158	0	0	16		175	0	0	0%	0	175	0	0	0	175	0	0
	Shared		0	0			0	0	0			0	0	0	0	0	0	0
	Left	176	1	176	18	4	199	1	199	0%	0	199	1	199	0	199	1	199
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
Eastbound	Thru	757	1	409	79	43	879	1	474	0%	0	879	1	491	0	879	1	487
	Th-Rt		1	409				1	474				1	491			1	487
	Right	60	0	0	6	2	68	0	0	4%	35	103	0	0	-9	95	0	0
	Shared		0	0			0	0	0			0	0	0	0	0	0	0
Westbound	Left	50	1	50	5	1	56	1	56	(4%)	10	66	1	66	-3	64	1	64
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
	Thru	1724	2	607	179	144	2047	2	718	(22%)	57	2104	2	740	-14	2090	2	735
	Th-Rt		1	607				1	718				1	740			1	735
Southbound	Right	96	0	0	10	1	107	0	0	(4%)	10	117	0	0	-3	114	0	0
	Shared		0	0			0	0	0			0	0	0	0	0	0	0
	Left	75	1	75	8		83	1	83	0%	0	83	1	83	0	83	1	83
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
Westbound	Thru	1790	2	618	186	150	2126	2	732	22%	195	2321	2	797	-49	2273	2	781
	Th-Rt		1	618				1	732				1	797			1	781
	Right	63	0	0	7		70	0	0	0%	0	70	0	0	0	70	0	0
	Shared		0	0			0	0	0			0	0	0	0	0	0	0
Critical Volumes:		North-South: 487			North-South: 560				North-South: 613				North-South: 600					
		East-West: 682			East-West: 801				East-West: 863				East-West: 845					
		Total: 1169			Total: 1362				Total: 1476				Total: 1444					
Volume/capacity (v/c) ratio:		0.820			0.956				1.036				1.013					
v/c less ATSAC adjustment:		0.720			0.856				0.936				0.813					
Level of Service (LOS):		<b>C</b>			<b>D</b>				<b>E</b>				<b>D</b>					

**PROJECT IMPACT**

Filename: \\olcnas1\olcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 A - adj(-15%)+ i+s credits.xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.080	Δv/c after mitigation:	-0.043
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 14		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>Whitsett Av</b>		Critical Phases: 3 Capacity: 1425			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 3 Capacity: 1425				Critical Phases: 3 Capacity: 1425						
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 20%						
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0						
PM Peak: 5:00 PM																			
	Counts	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume			
Northbound	Left		112	1	112	12		124	1	124	4%	23	147	1	147	-6	141	1	141
	Lt-Th	N/B RTOR:	0	0	0		0	0		0		0	0	0	0	0	0	0	0
	Thru	Existing: 0%	684	1	443	71	57	813	1	518	0%	0	813	1	518	0	813	1	518
	Th-Rt	Projected: 0%		1	443				1	518				1	518			1	518
Right	Mitigated: 0%	202	0	0	21		223	0	0	0%	0	223	0	0	0	223	0	0	
Shared		0	0	0			0	0				0	0	0	0	0	0	0	
Southbound	Left		147	1	147	15	10	172	1	172	0%	0	172	1	172	0	172	1	172
	Lt-Th	S/B RTOR:	0	0	0			0	0			0	0	0	0	0	0	0	0
	Thru	Existing: 0%	391	1	226	41	55	486	1	279	0%	0	486	1	290	0	486	1	288
	Th-Rt	Projected: 0%		1	226				1	290				1	290			1	288
Right	Mitigated: 0%	61	0	0	6	4	72	0	0	4%	23	95	0	0	-6	89	0	0	
Shared		0	0	0			0	0				0	0	0	0	0	0	0	
Eastbound	Left		104	1	104	11	4	119	1	119	(4%)	46	165	1	165	-12	153	1	153
	Lt-Th	E/B RTOR:	0	0	0			0	0			0	0	0	0	0	0	0	0
	Thru	Existing: 50%	1881	2	654	196	336	2413	2	836	(22%)	252	2665	2	935	-63	2602	2	910
	Th-Rt	Projected: 50%		1	654				1	935				1	935			1	910
Right	Mitigated: 50%	82	0	0	8	4	94	0	0	(4%)	46	140	0	0	-12	129	0	0	
Shared		0	0	0			0	0				0	0	0	0	0	0	0	
Westbound	Left		113	1	113	12		125	1	125	0%	0	125	1	125	0	125	1	125
	Lt-Th	W/B RTOR:	0	0	0			0	0			0	0	0	0	0	0	0	0
	Thru	Existing: 50%	1494	2	540	156	350	2000	2	713	22%	125	2125	2	755	-31	2094	2	744
	Th-Rt	Projected: 50%		1	540				1	755				1	755			1	744
Right	Mitigated: 50%	126	0	0	13		140	0	0	0%	0	140	0	0	0	140	0	0	
Shared		0	0	0			0	0				0	0	0	0	0	0	0	
Critical Volumes:		North-South: 590 East-West: 767 Total: 1357			North-South: 690 East-West: 961 Total: 1651				North-South: 690 East-West: 1060 Total: 1750				North-South: 690 East-West: 1035 Total: 1725						
Volume/capacity (v/c) ratio:		0.953			1.158				1.228				1.211						
v/c less ATSAC adjustment:		0.853			1.058				1.128				1.011						
Level of Service (LOS):		<b>D</b>			<b>F</b>				<b>F</b>				<b>F</b>						

**PROJECT IMPACT**

Change in v/c due to project:	0.070	Δv/c after mitigation:	-0.047
Significantly impacted?	YES	Fully mitigated?	YES





<b>Intersection No. 15</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>			
North/South Street: <b>170 FWY SB (North Side)</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN			
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent				Critical Phases: 0 Capacity: 1200			
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Signal System: 1			
AM Peak: 7:30 AM									PM				v/c reduction: 5%			
		Counts	Lane		Ambient	+ Related	= Total		+ Project	= Total			Adjusted	Total	Lane	
		Volume	Volumes		Growth	Projects	Volume	Lanes	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Northbound	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0
	Lt-Th	0	0	0	0		0	0	0	0	0	0	0	0	0	0
	Thru	0	0	0	0		0	0	0	0	0	0	0	0	0	0
	Th-Rt	0	0	0	0		0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0
	Shared	0	0	0	0		0	0	0	0	0	0	0	0	0	0
Southbound	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0
	Lt-Th	0	0	0	0		0	0	0	0	0	0	0	0	0	0
	Thru	0	0	0	0		0	0	0	0	0	0	0	0	0	0
	Th-Rt	0	0	0	0		0	0	0	0	0	0	0	0	0	0
	Right	496	1	496	52	6	553	1	553	8%	71	624	1	624	-18	607
	Shared	0	0	0	0		0	0	0	0	0	0	0	0	0	0
Eastbound	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0
	Lt-Th	0	0	0	0		0	0	0	0	0	0	0	0	0	0
	Thru	0	0	0	0		0	0	0	0	0	0	0	0	0	0
	Th-Rt	0	0	0	0		0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0
	Shared	0	0	0	0		0	0	0	0	0	0	0	0	0	0
Westbound	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0
	Lt-Th	0	0	0	0		0	0	0	0	0	0	0	0	0	0
	Thru	1883	2	675	196	130	2209	2	799	14%	124	2333	2	841	-31	2302
	Th-Rt	0	1	675	0	0	0	1	799	0%	0	189	0	841	0	189
	Right	142	0	0	15	32	189	0	0	0	0	0	0	0	0	0
	Shared	0	0	0	0		0	0	0	0	0	0	0	0	0	0
Critical Volumes:		North-South: 0			North-South: 0				North-South: 0				North-South: 0			
		East-West: 675			East-West: 799				East-West: 841				East-West: 830			
		Total: 675			Total: 799				Total: 841				Total: 830			
Volume/capacity (v/c) ratio:		0.563			0.666				0.701				0.692			
v/c less ATSAC adjustment:		0.563			0.666				0.701				0.642			
Level of Service (LOS):		<b>A</b>			<b>B</b>				<b>C</b>				<b>B</b>			

**PROJECT IMPACT**

Change in v/c due to project:	0.035	Δv/c after mitigation:	-0.024
Significantly impacted?	NO	Fully mitigated?	N/A



Intersection No. 15		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>170 FWY SB (North Side)</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 0 Capacity: 1200				Critical Phases: 0 Capacity: 1200					
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				Project: THE PLAZA AT THE GLEN				Signal System: 1 v/c reduction: 5%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0					
PM Peak: 5:00 PM																		
		Counts	Lane		Ambient	+ Related	= Total	Lane		+ Project	Total	Lane		Adjusted	Total	Lane		
		Volume	Volumes		Growth	Projects	Volume	Volumes		Volume	Volume	Volumes		Volume	Volume	Volumes		
Northbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Shared	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
Southbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Right	264	1	264	28	21	313	1	313	8%	45	358	1	358	-11	346	1	346
	Shared	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
Eastbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Shared	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
Westbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Thru	2210	2	808	230	319	2759	2	1027	14%	79	2838	2	1053	-20	2818	2	1047
	Th-Rt	0	1	808	0	0	0	1	1027	0%	0	0	1	1053	0	0	1	1047
	Right	215	0	0	22	85	323	0	0	0%	0	323	0	0	0	323	0	0
	Shared	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
Critical Volumes:		North-South: 0			North-South: 0				North-South: 0				North-South: 0					
		East-West: 808			East-West: 1027				East-West: 1053				East-West: 1047					
		Total: 808			Total: 1027				Total: 1053				Total: 1047					
Volume/capacity (v/c) ratio:		0.674			0.856				0.878				0.872					
v/c less ATSAC adjustment:		0.674			0.856				0.878				0.822					
Level of Service (LOS):		<b>B</b>			<b>D</b>				<b>D</b>				<b>D</b>					

Filename: \\olcnas1\olcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 A - adj(-15%)+ i+s credits.xls  
 Developed 2005-2007 by Ken Aitchison

	PROJECT	IMPACT
Change in v/c due to project:	0.022	Δv/c after mitigation:
Significantly impacted?	YES	Fully mitigated?
		-0.034
		YES



Intersection No. 16		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>170 FWY SB (South Side)</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 0 Capacity: 1200				Critical Phases: 0 Capacity: 1200					
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				Project: THE PLAZA AT THE GLEN				Signal System: 1 v/c reduction: 5%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0					
AM Peak: 7:30 AM																		
		Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane	Volume	In	Out	Total	Adjusted	Total	Lane	Lane	
		Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	
Northbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	N/B RTOR:		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Thru	Existing: 0%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Th-Rt	Projected: 0%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
Right	Mitigated: 0%		718	1	718	75	28	821	1	821	0%	0	821	1	821	0	821	
Shared																		
Southbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	S/B RTOR:		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Thru	Existing: 0%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Th-Rt	Projected: 0%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
Right	Mitigated: 0%		0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
Shared																		
Eastbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	E/B RTOR:		1628	2	724	169	153	1951	2	855	(14%)	36	1987	2	874	-9	1978
	Thru	Existing: 0%		543	1	724	56	14	613	1	855	(8%)	21	634	1	874	-5	629
	Th-Rt	Projected: 0%		0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
Right	Mitigated: 0%		0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
Shared																		
Westbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	W/B RTOR:		0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
	Thru	Existing: 0%		0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
	Th-Rt	Projected: 0%		0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
Right	Mitigated: 0%		0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
Shared																		
Critical Volumes:		North-South: 718			North-South: 821				North-South: 821				North-South: 821					
		East-West: 724			East-West: 855				East-West: 874				East-West: 869					
		Total: 1442			Total: 1676				Total: 1695				Total: 1690					
Volume/capacity (v/c) ratio:		1.202			1.396				1.412				1.408					
v/c less ATSAC adjustment:		1.202			1.396				1.412				1.358					
Level of Service (LOS):		<b>F</b>			<b>F</b>				<b>F</b>				<b>F</b>					

**PROJECT IMPACT**

Filename: \\olcnas1\olcnas1\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 A - adj(-15%)+ i+s credits.xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.016	Δv/c after mitigation:	-0.038
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 16		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>170 FWY SB (South Side)</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent				Signal System: 1 v/c reduction: 5%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0					
PM Peak: 5:00 PM									PM									
		Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane	+ Project	Total	Lane	Lane	Adjusted	Total	Lane	Lane	
		Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	
Northbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	N/B RTOR:	0	0	0		0	0	0		0	0	0	0	0	0	0	
	Thru	Existing: 0%	0	0	0		0	0	0		0	0	0	0	0	0	0	
	Th-Rt	Projected: 0%	0	0	0		0	0	0		0	0	0	0	0	0	0	
	Right	Mitigated: 0%	280	1	280	29	87	396	1	396	0%	0	396	1	396	0	396	1
Shared			0	0			0	0			0	0	0		0	0	0	
Southbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	S/B RTOR:	0	0	0		0	0	0		0	0	0	0	0	0	0	
	Thru	Existing: 0%	0	0	0		0	0	0		0	0	0	0	0	0	0	
	Th-Rt	Projected: 0%	0	0	0		0	0	0		0	0	0	0	0	0	0	
	Right	Mitigated: 0%	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0
Shared			0	0			0	0			0	0	0		0	0	0	
Eastbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	E/B RTOR:	1600	2	743	166	321	2087	2	933	(14%)	160	2247	2	1017	-40	2207	2
	Thru	Existing: 0%		1	743				1	933				1	1017			1
	Th-Rt	Projected: 0%	630	0	0	66	17	713	0	0	(8%)	92	805	0	0	-23	782	0
	Right	Mitigated: 0%		0	0				0	0				0	0			0
Shared			0	0			0	0			0	0	0		0	0	0	
Westbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	W/B RTOR:	0	0	0		0	0	0		0	0	0	0	0	0	0	
	Thru	Existing: 0%	0	0	0		0	0	0		0	0	0	0	0	0	0	
	Th-Rt	Projected: 0%	0	0	0		0	0	0		0	0	0	0	0	0	0	
	Right	Mitigated: 0%	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0
Shared			0	0			0	0			0	0	0		0	0	0	
Critical Volumes:		North-South: 280			North-South: 396				North-South: 396				North-South: 396					
		East-West: 743			East-West: 933				East-West: 1017				East-West: 996					
		Total: 1023			Total: 1329				Total: 1413				Total: 1392					
Volume/capacity (v/c) ratio:		0.852			1.108				1.178				1.160					
v/c less ATSAC adjustment:		0.852			1.108				1.178				1.110					
Level of Service (LOS):		<b>D</b>			<b>F</b>				<b>F</b>				<b>F</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.070	Δv/c after mitigation:	0.002
Significantly impacted?	YES	Fully mitigated?	YES

# Project: THE PLAZA AT THE GLEN

DOT Case Number:

Year of counts: 2008

Project buildout: 2013

Ambient growth: 2.0% per year

Project Trip Generation	Adjacent to Project			Not Adjacent		
	In	Out	Total	In	Out	Total
AM Peak Hour	892	245	1137	887	257	1144
PM Peak Hour	540	1139	1679	566	1146	1712

Filename: \\Otcnas\Otcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 B- adj(-15%)+ I-S CREDITS.xls

## Level of Service and Volume to Capacity Ratio Summary

No.	Intersection	Peak Hour	Existing (2008)		Cumulative Base		Future with project		Project Impact		After mitigation		
			v/c	LOS	v/c	LOS	v/c	LOS	Δ v/c	significant?	v/c	Δ v/c	mitigated?
1	170 FWY NB ( North Side ) & Victory Blvd	AM	0.603	B	0.718	C	0.740	C	0.022	NO	0.611	-0.107	N/A
		PM	0.735	C	0.940	E	0.954	E	<b>0.014</b>	<b>YES</b>	0.807	-0.133	YES
2	170 FWY NB ( South Side ) & Victory Blvd	AM	0.835	D	0.988	E	0.998	E	<b>0.010</b>	<b>YES</b>	0.945	-0.043	YES
		PM	0.753	C	0.993	E	1.038	F	<b>0.045</b>	<b>YES</b>	0.977	-0.016	YES
3	Laurel Canyon Blvd & Victory Blvd	AM	0.715	C	0.917	E	0.930	E	<b>0.013</b>	<b>YES</b>	0.876	-0.041	YES
		PM	0.768	C	1.062	F	1.079	F	<b>0.017</b>	<b>YES</b>	1.024	-0.038	YES
4	Fulton Way & Erwin St	AM	0.603	B	0.717	C	0.732	C	0.015	NO	--	--	N/A
		PM	0.286	A	0.381	A	0.468	A	0.087	NO	--	--	N/A
5	Fulton Way & Oxnard St	AM	0.679	B	0.796	C	0.813	D	0.017	NO	0.757	-0.039	N/A
		PM	0.563	A	0.680	B	0.741	C	<b>0.061</b>	<b>YES</b>	0.676	-0.004	YES
6	Coldwater Canyon Ave & Oxnard St	AM	0.643	B	0.754	C	0.802	D	<b>0.048</b>	<b>YES</b>	0.740	-0.014	YES
		PM	0.564	A	0.665	B	0.739	C	<b>0.074</b>	<b>YES</b>	0.671	0.006	YES
7	Whitsett Ave & Oxnard St	AM	0.763	C	0.886	D	0.896	D	0.010	NO	0.843	-0.043	N/A
		PM	0.782	C	0.884	D	0.918	E	<b>0.034</b>	<b>YES</b>	0.860	-0.024	YES
8	Coldwater Canyon Ave & Burbank Blvd	AM	0.736	C	0.855	D	0.862	D	0.007	NO	--	--	N/A
		PM	0.535	A	0.674	B	0.689	B	0.015	NO	--	--	N/A
9	NS Ave & EW St	AM	0.000	A	0.000	A	0.000	A	0.000	NO	--	--	N/A
		PM	0.000	A	0.000	A	0.000	A	0.000	NO	--	--	N/A
10	NS Ave & EW St	AM	0.000	A	0.000	A	0.000	A	0.000	NO	--	--	N/A
		PM	0.000	A	0.000	A	0.000	A	0.000	NO	--	--	N/A
11	NS Ave &	AM	0.000	A	0.000	A	0.000	A	0.000	NO	--	--	N/A



Intersection No. 1		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>170 FWY NB ( North Side )</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 0 Capacity: 1200				Critical Phases: 0 Capacity: 1200					
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				Project: THE PLAZA AT THE GLEN				Signal System: 1 v/c reduction: 5%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0					
AM Peak: 7:30 AM																		
	Counts	Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	N/B RTOR:		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Thru	Existing: 0%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Th-Rt	Projected: 0%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
Right	Mitigated: 0%		0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
Shared		0	0	0			0	0	0			0	0	0	0	0	0	
Southbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	S/B RTOR:		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Thru	Existing: 50%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Th-Rt	Projected: 50%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
Right	Mitigated: 50%		731	1	0	76	7	815	1	8%	71	886	1	-18	868	1	0	
Shared		0	0	0			0	0			0	0	0	0	0	0	0	
Eastbound	Left	80	1	80	8		88	1	88	0%	0	88	1	88	0	88	0	
	Lt-Th	E/B RTOR:		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Thru	Existing: 0%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Th-Rt	Projected: 0%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
Right	Mitigated: 0%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
Shared		0	0	0			0	0			0	0	0	0	0	0	0	
Westbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	W/B RTOR:		1289	2	644	134	124	1547	2	6%	53	1600	2	-13	1586	2	793
	Thru	Existing: 50%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Th-Rt	Projected: 50%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
Right	Mitigated: 50%		258	1	0	27	32	317	1	0%	0	317	1	0	317	1	0	
Shared		0	0	0			0	0			0	0	0	0	0	0	0	
Critical Volumes:		North-South: 0 East-West: 724 Total: 724			North-South: 0 East-West: 861 Total: 861				North-South: 0 East-West: 888 Total: 888				North-South: 0 East-West: 793 Total: 793					
Volume/capacity (v/c) ratio:		0.603			0.718				0.740				0.661					
v/c less ATSAC adjustment:		0.603			0.718				0.740				0.611					
Level of Service (LOS):		<b>B</b>			<b>C</b>				<b>C</b>				<b>B</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.022	Δv/c after mitigation:	-0.107
Significantly impacted?	NO	Fully mitigated?	N/A



<b>Intersection No. 1</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>					
North/South Street: <b>170 FWY NB ( North Side )</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent				Critical Phases: 0 Capacity: 1200					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Signal System: 1					
PM Peak: 5:00 PM									PM				Opposed Phasing: 0					
		Counts	Lane		Ambient	+ Related	= Total			+ Project	Total	Lane		Adjusted	Total	Lane		
		Volume	Volumes		Growth	Projects	Volume	Lanes	Volume	Volume	Volume	Volumes		Volume	Volume	Volumes		
Northbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th																	
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Shared	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
Southbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th																	
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Right	872	1	0	91	21	984	1	0	8%	45	1029	1	-11	1018	1	0	0
	Shared	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
Eastbound	Left	102	1	102	11		113	1	113	0%	0	113	1	0	113	0	0	0
	Lt-Th																	
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Shared	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
Westbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th																	
	Thru	1561	2	780	162	307	2030	2	1015	6%	34	2064	2	-9	2056	2	1028	
	Th-Rt	267	1	0	28	85	380	1	0	0%	0	380	1	0	380	1	0	
	Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Shared	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
Critical Volumes:		North-South: 0			North-South: 0				North-South: 0				North-South: 0					
		East-West: 882			East-West: 1128				East-West: 1145				East-West: 1028					
		Total: 882			Total: 1128				Total: 1145				Total: 1028					
Volume/capacity (v/c) ratio:		0.735			0.940				0.954				0.857					
v/c less ATSAC adjustment:		0.735			0.940				0.954				0.807					
Level of Service (LOS):		<b>C</b>			<b>E</b>				<b>E</b>				<b>D</b>					

Filename: \\01cnas1\01cnas1\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 B- adj(-15%)+ I-S CREDITS.xls  
Developed 2005-2007 by Ken Aitchison

	PROJECT		IMPACT	
Change in v/c due to project:	0.014	0.014	Δv/c after mitigation:	-0.133
Significantly impacted?	YES	YES	Fully mitigated?	YES



<b>Intersection No. 2</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>							
North/South Street: <b>170 FWY NB ( South Side )</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN Critical Phases: 0 Capacity: 1200							
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent AM In Out Total 887 257 1144 PM 566 1146 1712				Signal System: 1 v/c reduction: 5%							
Analysis Date: 07/30/2008 AM Peak: 7:30 AM		Opposed Phasing: 0			Opposed Phasing: 0								Opposed Phasing: 0							
		Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane	+ Project	= Total	Lane	Lane	Adjusted	Total	Lane	Lane			
		Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume			
Northbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0			
	Lt-Th	N/B RTOR:		0	0	0	0	0	0	0%	0	0	0	0	0	0	0			
	Thru	Existing: 0%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0			
	Th-Rt	Projected: 0%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0			
	Right	Mitigated: 0%		248	1	248	26	28	302	1	302	0%	0	302	1	302	0	302		
Shared																				
Southbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0			
	Lt-Th	S/B RTOR:		0	0	0	0	0	0	0%	0	0	0	0	0	0	0			
	Thru	Existing: 0%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0			
	Th-Rt	Projected: 0%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0			
	Right	Mitigated: 0%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0			
Shared																				
Eastbound	Left	80	1	80	8		88	1	88	0%	0	88	1	88	0	88	1	88		
	Lt-Th	E/B RTOR:		2,060	2	754	214	138	2412	2	883	(6%)	15	2427	2	895	-4	2423	2	892
	Thru	Existing: 0%			1	754				1	883				1	895			1	892
	Th-Rt	Projected: 0%		203	0	0	21	14	238	0	0	(8%)	21	259	0	0	-5	254	0	0
	Right	Mitigated: 0%																		
Shared																				
Westbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0			
	Lt-Th	W/B RTOR:		0	0	0	0	0	0	0%	0	0	0	0	0	0	0			
	Thru	Existing: 0%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0			
	Th-Rt	Projected: 0%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0			
	Right	Mitigated: 0%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0			
Shared																				
Critical Volumes:		North-South: 248			North-South: 302				North-South: 302				North-South: 302							
		East-West: 754			East-West: 883				East-West: 895				East-West: 892							
		Total: 1002			Total: 1185				Total: 1197				Total: 1194							
Volume/capacity (v/c) ratio:		0.835			0.988				0.998				0.995							
v/c less ATSAC adjustment:		0.835			0.988				0.998				0.945							
Level of Service (LOS):		<b>D</b>			<b>E</b>				<b>E</b>				<b>E</b>							

**PROJECT IMPACT**

Change in v/c due to project:	0.010	Δv/c after mitigation:	-0.043
Significantly impacted?	YES	Fully mitigated?	YES





<b>Intersection No. 2</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>						
North/South Street: <b>170 FWY NB ( South Side )</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013 + 2.0%				Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN Critical Phases: 0 Capacity: 1200						
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent AM In Out Total 887 257 1144 PM 566 1146 1712				Signal System: 1 v/c reduction: 5%						
Analysis Date: 07/30/2008 PM Peak: 5:00 PM		Opposed Phasing: 0			Opposed Phasing: 0								Opposed Phasing: 0						
		Counts	Lane		Ambient	+ Related	= Total			+ Project	Total	Lane		Adjusted	Total	Lane			
		Volume	Volumes		Growth	Projects	Volume	Lanes	Volume	Volume	Volume	Volumes		Volume	Volume	Volumes			
Northbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0	
	Lt-Th	N/B RTOR:		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
	Thru	Existing: 0%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
	Th-Rt	Projected: 0%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
Right	Mitigated: 0%		313	1	313	33	87	433	1	433	0%	0	433	1	433	0	433	1	
Shared		0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0	
Southbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0	
	Lt-Th	S/B RTOR:		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0
	Thru	Existing: 0%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0
	Th-Rt	Projected: 0%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0
Right	Mitigated: 0%		0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
Shared		0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0	
Eastbound	Left	102	1	102	11		113	1	113	0%	0	113	1	113	0	113	1	113	
	Lt-Th	E/B RTOR:		1602	2	590	167	304	2072	2	759	(6%)	69	2141	2	812	-17	2124	2
	Thru	Existing: 0%		169	1	590	18	17	204	1	759	(8%)	92	296	1	812	-23	273	1
	Th-Rt	Projected: 0%		0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
Right	Mitigated: 0%		0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
Shared		0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0	
Westbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0	
	Lt-Th	W/B RTOR:		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0
	Thru	Existing: 0%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0
	Th-Rt	Projected: 0%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0
Right	Mitigated: 0%		0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
Shared		0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0	
Critical Volumes:		North-South: 313			North-South: 433				North-South: 433				North-South: 433						
		East-West: 590			East-West: 759				East-West: 812				East-West: 799						
		Total: 904			Total: 1192				Total: 1245				Total: 1232						
Volume/capacity (v/c) ratio:		0.753			0.993				1.038				1.027						
v/c less ATSAC adjustment:		0.753			0.993				1.038				0.977						
Level of Service (LOS):		<b>C</b>			<b>E</b>				<b>F</b>				<b>E</b>						

Filename: \\01cnas101cnas1\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 B- adj(-15%)+ I-S CREDITS.xls  
Developed 2005-2007 by Ken Aitchison

PROJECT		IMPACT	
Change in v/c due to project:	0.045	Δv/c after mitigation:	-0.016
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 3		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Laurel Canyon Blvd</b>		Critical Phases: 4 Capacity: 1375			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 4 Capacity: 1375				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Critical Phases: 4 Capacity: 1375					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Signal System: 3					
AM Peak: 7:30 AM									PM				v/c reduction: 15%					
		Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane	Lane	Volume	Volume	Lanes	Volume	Adjusted	Total	Lane	Lane
		Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume
Northbound	Left	121	1	121	13	65	199	1	199	1%	9	208	1	208	-2	206	1	206
	Lt-Th		0	0				0	0				0	0		0	0	0
	Thru	428	1	259	45	49	522	1	311	0%	0	522	1	311	0	522	1	311
	Th-Rt		1	259				1	311				1	311			1	311
Southbound	Right	90	0	0	9		99	0	0	0%	0	99	0	0	0	99	0	0
	Shared		0	0				0	0				0	0		0	0	0
	Left	156	1	156	16		172	1	172	0%	0	172	1	172	0	172	1	172
	Lt-Th		0	0				0	0				0	0		0	0	0
Eastbound	Thru	779	1	460	81	42	902	1	528	0%	0	902	1	533	0	902	1	532
	Th-Rt		1	460				1	528				1	533			1	532
	Right	140	0	0	15		154	0	0	1%	9	163	0	0	-2	161	0	0
	Shared		0	0				0	0				0	0		0	0	0
Westbound	Left	97	1	97	10	0	107	1	107	(1%)	3	110	1	110	-1	109	1	109
	Lt-Th		0	0				0	0				0	0		0	0	0
	Thru	1,168	2	436	122	54	1343	2	556	(4%)	10	1353	2	560	-3	1351	2	559
	Th-Rt		1	436				1	556				1	560			1	559
Westbound	Right	141	0	0	15	168	323	0	0	(1%)	3	326	0	0	-1	326	0	0
	Shared		0	0				0	0				0	0		0	0	0
	Left	104	1	104	11		115	1	115	0%	0	115	1	115	0	115	1	115
	Lt-Th		0	0				0	0				0	0		0	0	0
Westbound	Thru	1,041	2	362	108	29	1179	2	409	4%	35	1214	2	421	-9	1205	2	418
	Th-Rt		1	362				1	409				1	421			1	418
	Right	45	0	0	5		50	0	0	0%	0	50	0	0	0	50	0	0
	Shared		0	0				0	0				0	0		0	0	0
Critical Volumes:		North-South: 581			North-South: 727				North-South: 741				North-South: 737					
		East-West: 540			East-West: 670				East-West: 675				East-West: 674					
		Total: 1121			Total: 1398				Total: 1416				Total: 1411					
Volume/capacity (v/c) ratio:		0.815			1.017				1.030				1.026					
v/c less ATSAC adjustment:		0.715			0.917				0.930				0.876					
Level of Service (LOS):		<b>C</b>			<b>E</b>				<b>E</b>				<b>D</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.013	Δv/c after mitigation:	-0.041
Significantly impacted?	YES	Fully mitigated?	YES



<b>Intersection No. 3</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>					
North/South Street: <b>Laurel Canyon Blvd</b>		Critical Phases: 4 Capacity: 1375			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 4 Capacity: 1375				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Critical Phases: 4 Capacity: 1375					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Signal System: 3					
PM Peak: 5:00 PM		Counts			+ 2.0%				PM				v/c reduction: 15%					
		Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	209	1	209	22	169	400	1	400	1%	6	406	1	406	-2	404	1	404
	Lt-Th		0	0				0	0			0	0			0	0	0
	Thru	713	1	418	74	56	843	1	490	0%	0	843	1	490	0	843	1	490
	Th-Rt		1	418				1	490				1	490			1	490
Southbound	Right	123	0	0	13		136	0	0	0%	0	136	0	0	0	136	0	0
	Shared		0	0				0	0			0	0			0	0	0
	Left	120	1	120	13		133	1	133	0%	0	133	1	133	0	133	1	133
	Lt-Th		0	0				0	0			0	0			0	0	0
Eastbound	Thru	565	1	363	59	54	678	1	427	0%	0	678	1	430	0	678	1	430
	Th-Rt		1	363				1	427				1	430			1	430
	Right	160	0	0	17		177	0	0	1%	6	183	0	0	-2	181	0	0
	Shared		0	0				0	0			0	0			0	0	0
Westbound	Left	179	1	179	19		197	1	197	(1%)	11	208	1	208	-3	205	1	205
	Lt-Th		0	0				0	0			0	0			0	0	0
	Thru	1112	2	408	116	44	1272	2	636	(4%)	46	1318	2	657	-12	1306	2	653
	Th-Rt		1	408				1	644				1	657			1	653
Westbound	Right	111	0	0	12	521	644	0	0	(1%)	11	655	0	0	-3	652	0	0
	Shared		0	0				0	0			0	0			0	0	0
	Left	115	1	115	12		127	1	127	0%	0	127	1	127	0	127	1	127
	Lt-Th		0	0				0	0			0	0			0	0	0
Westbound	Thru	1230	2	443	128	64	1422	2	510	4%	23	1445	2	518	-6	1439	2	516
	Th-Rt		1	443				1	510				1	518			1	516
	Right	98	0	0	10		108	0	0	0%	0	108	0	0	0	108	0	0
	Shared		0	0				0	0			0	0			0	0	0
Critical Volumes:		North-South: 572			North-South: 827				North-South: 836				North-South: 834					
		East-West: 621			East-West: 771				East-West: 785				East-West: 780					
		Total: 1193			Total: 1598				Total: 1621				Total: 1614					
Volume/capacity (v/c) ratio:		0.868			1.162				1.179				1.174					
v/c less ATSAC adjustment:		0.768			1.062				1.079				1.024					
Level of Service (LOS):		<b>C</b>			<b>F</b>				<b>F</b>				<b>F</b>					

**PROJECT IMPACT**

Filename: \\olcnas1\olcnas\Share\Project\2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 B- adj(-15%)+ I-S CREDITS.xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.017	Δv/c after mitigation:	-0.038
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 4		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION			
North/South Street: <b>Fulton Way</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN			
East/West Street: <b>Erwin St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 15%			
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0			
AM Peak: 7:30 AM									PM							
		Counts		Lane Volume	Ambient Growth	+ Related Projects	= Total		+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
		Volume	Lanes				Volume	Lanes								
Northbound	Left	47	1	47	5		52	1	52	0%	0	52	1	52	0	52
	Lt-Th		0	0			0	0			0	0	0	0	0	0
	Thru	450	1	233	47	26	523	1	270	6%	53	576	1	327	-13	563
	Th-Rt		1	233			1	270			1	327		1	313	313
Southbound	Right	15	0	0	2		17	0	0	7%	62	79	0	0	-16	63
	Shared		0	0			0	0			0	0	0	0	0	0
	Left	60	1	60	6		66	1	66	0%	0	66	1	66	0	66
	Lt-Th		0	0			0	0			0	0	0	0	0	0
Eastbound	Thru	637	1	710	66	42	745	1	826	(6%)	15	760	1	841	-4	757
	Th-Rt		1	710			1	826			1	841		1	837	837
	Right	73	0	0	8		81	0	0	0%	0	81	0	0	0	0
	Shared		0	0			0	0			0	0	0	0	0	0
Westbound	Left	104	0	104	11		115	0	115	0%	0	115	0	115	0	115
	Lt-Th		0	0			0	0			0	0	0	0	0	0
	Thru	60	0	0	6	19	85	0	0	0%	0	85	0	0	0	0
	Th-Rt		0	0			0	0			0	0	0	0	0	0
Westbound	Right	93	1	93	10		103	1	103	0%	0	103	1	103	0	103
	Shared		1	257			1	303			1	303		1	303	303
	Left	31	0	31	3		34	0	34	(7%)	18	52	0	52	-5	48
	Lt-Th		0	0			0	0			0	0	0	0	0	0
Westbound	Thru	65	0	0	7	17	89	0	0	0%	0	89	0	0	0	0
	Th-Rt		0	0			0	0			0	0	0	0	0	0
	Right	41	0	41	4		45	0	45	0%	0	45	0	45	0	45
	Shared		1	137			1	168			1	186		1	182	182
Critical Volumes:		North-South: 757 East-West: 298 Total: 1055			North-South: 878 East-West: 348 Total: 1226				North-South: 893 East-West: 355 Total: 1248				North-South: 889 East-West: 350 Total: 1240			
Volume/capacity (v/c) ratio:		0.703			0.817				0.832				0.826			
v/c less ATSAC adjustment:		0.603			0.717				0.732				0.676			
Level of Service (LOS):		<b>B</b>			<b>C</b>				<b>C</b>				<b>B</b>			

### PROJECT IMPACT

Filename: \\01cnas1\01cnas1\Share\Project\2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 B- adj(-15%)+ I-S CREDITS.xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.015	Δv/c after mitigation:	-0.041
Significantly impacted?	NO	Fully mitigated?	N/A



<b>Intersection No. 4</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>					
North/South Street: <b>Fulton Way</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Erwin St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0					
PM Peak: 5:00 PM									PM									
		Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane	Lane	Adjusted	Total	Lane	Lane				
		Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume				
Northbound	Left	25	1	25	3		28	1	28	0%	0	28	1	28	0	28	1	28
	Lt-Th		0	0				0	0				0	0			0	0
	Thru	582	1	309	61	54	697	1	368	6%	34	731	1	405	-9	722	1	396
	Th-Rt		1	309				1	368				1	405			1	396
Southbound	Right	36	0	0	4		40	0	0	7%	40	80	0	0	-10	70	0	0
	Shared		0	0				0	0				0	0			0	0
	Left	31	1	31	3		34	1	34	0%	0	34	1	34	0	34	1	34
	Lt-Th		0	0				0	0				0	0			0	0
Eastbound	Thru	413	1	440	43	62	518	1	548	(6%)	69	587	1	617	-17	570	1	600
	Th-Rt		1	440				1	548				1	617			1	600
	Right	27	0	0	3		30	0	0	0%	0	30	0	0	0	30	0	0
	Shared		0	0				0	0				0	0			0	0
Westbound	Left	27	0	27	3		30	0	30	0%	0	30	0	30	0	30	0	30
	Lt-Th		0	0				0	0				0	0			0	0
	Thru	23	0	0	2	20	45	0	0	0%	0	45	0	0	0	45	0	0
	Th-Rt		0	0				0	0				0	0			0	0
Westbound	Right	33	0	33	3		36	0	36	0%	0	36	0	36	0	36	0	36
	Shared		1	83				1	112				1	112	0	36	1	112
	Left	15	0	15	2		17	0	17	(7%)	80	97	0	97	-20	77	0	77
	Lt-Th		0	0				0	0				0	0			0	0
Westbound	Thru	11	0	0	1	25	37	0	0	0%	0	37	0	0	0	37	0	0
	Th-Rt		0	0				0	0				0	0			0	0
	Right	31	0	31	3		34	0	34	0%	0	34	0	34	0	34	0	34
	Shared		1	57				1	88				1	168	0	34	1	148
Critical Volumes:		North-South: 465			North-South: 575				North-South: 644				North-South: 627					
		East-West: 114			East-West: 146				East-West: 208				East-West: 188					
		Total: 579			Total: 721				Total: 853				Total: 815					
Volume/capacity (v/c) ratio:		0.386			0.481				0.568				0.544					
v/c less ATSAC adjustment:		0.286			0.381				0.468				0.394					
Level of Service (LOS):		<b>A</b>			<b>A</b>				<b>A</b>				<b>A</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.087	Δv/c after mitigation:	0.013
Significantly impacted?	NO	Fully mitigated?	N/A



<b>Intersection No. 5</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>					
North/South Street: <b>Fulton Way</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Oxnard St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0					
AM Peak: 7:30 AM									PM									
		Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane	Lane				Adjusted	Total	Lane	Lane	
		Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	+ Project	= Total	Volume	Volume	Volume	Volume	Volume	
											Volume	Volume	Lanes	Volume	Lanes	Volume	Lanes	
Northbound	Left	47	1	47	5		52	1	52	0%	0	52	1	52	0	52	1	52
	Lt-Th		0	0				0	0				0	0		0	0	0
	Thru	335	2	167	35	20	389	2	195	8%	71	460	2	230	-18	443	2	221
	Th-Rt		0	0				0	0				0	0		0	0	0
Southbound	Right	121	1	12	13		134	1	14	0%	0	134	1	14	0	134	1	14
	Shared		0	0				0	0				0	0		0	0	0
	Left	111	1	111	12		123	1	123	0%	0	123	1	123	0	123	1	123
	Lt-Th		0	0				0	0				0	0		0	0	0
Eastbound	Thru	482	1	482	50	36	569	1	569	(8%)	21	590	1	590	-5	584	1	584
	Th-Rt		0	0				0	0				0	0		0	0	0
	Right	52	1	36	5	3	60	1	40	(5%)	13	73	1	31	-3	70	1	33
	Shared		0	0				0	0				0	0		0	0	0
Westbound	Left	33	1	33	3	4	40	1	40	5%	44	84	1	84	-11	73	1	73
	Lt-Th		0	0				0	0				0	0		0	0	0
	Thru	732	1	422	76	37	846	1	484	0%	0	846	1	484	0	846	1	484
	Th-Rt		0	0				0	0				0	0		0	0	0
Westbound	Right	111	0	0	12		123	0	0	0%	0	123	0	0	0	123	0	0
	Shared		0	0				0	0				0	0		0	0	0
	Left	217	1	217	23		240	1	240	0%	0	240	1	240	0	240	1	240
	Lt-Th		0	0				0	0				0	0		0	0	0
Westbound	Thru	1063	1	569	111	31	1204	1	644	0%	0	1204	1	644	0	1204	1	644
	Th-Rt		0	0				0	0				0	0		0	0	0
	Right	75	0	0	8		83	0	0	0%	0	83	0	0	0	83	0	0
	Shared		0	0				0	0				0	0		0	0	0
Critical Volumes:		North-South: 529			North-South: 620				North-South: 641				North-South: 636					
		East-West: 639			East-West: 724				East-West: 728				East-West: 724					
		Total: 1168			Total: 1345				Total: 1369				Total: 1360					
Volume/capacity (v/c) ratio:		0.779			0.896				0.913				0.907					
v/c less ATSAC adjustment:		0.679			0.796				0.813				0.757					
Level of Service (LOS):		<b>B</b>			<b>C</b>				<b>D</b>				<b>C</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.017	Δv/c after mitigation:	-0.039
Significantly impacted?	NO	Fully mitigated?	N/A



Intersection No. 5		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Fulton Way</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Oxnard St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			+ 2.0% Ambient Growth				<input type="checkbox"/> Adjacent				Opposed Phasing: 0					
PM Peak: 5:00 PM		Counts			= Total				AM				Adjusted					
		Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	
Northbound	Left	50	1	50	5		55	1	55	0%	0	55	1	55	0	55	1	55
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0	0	0
	Thru	439	2	219	46	42	526	2	263	8%	45	571	2	286	-11	560	2	280
	Th-Rt		0	0			0	0	0		0	0	0	0		0	0	0
Southbound	Right	65	1	8	7		72	1	9	0%	0	72	1	9	0	72	1	9
	Shared		0	0			0	0	0		0	0	0	0	0	0	0	0
	Left	78	1	78	8		86	1	86	0%	0	86	1	86	0	86	1	86
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0	0	0
Eastbound	Thru	273	1	273	28	49	351	1	351	(8%)	92	443	1	443	-23	420	1	420
	Th-Rt		0	0			0	0	0		0	0	0	0		0	0	0
	Right	48	1	35	5	11	64	1	44	(5%)	57	121	1	87	-14	107	1	77
	Shared		0	0			0	0	0		0	0	0	0		0	0	0
Westbound	Left	27	1	27	3	10	39	1	39	5%	28	67	1	67	-7	60	1	60
	Lt-Th		0	0			0	0	0		0	0	0	0		0	0	0
	Thru	1106	1	556	115	46	1267	1	637	0%	0	1267	1	637	0	1267	1	637
	Th-Rt		0	0			0	0	0		0	0	0	0		0	0	0
Westbound	Right	7	0	0	1		8	0	0	0%	0	8	0	0	0	8	0	0
	Shared		0	0			0	0	0		0	0	0	0		0	0	0
	Left	114	1	114	12		126	1	126	0%	0	126	1	126	0	126	1	126
	Lt-Th		0	0			0	0	0		0	0	0	0		0	0	0
Westbound	Thru	1047	1	566	109	53	1208	1	652	0%	0	1208	1	652	0	1208	1	652
	Th-Rt		0	0			0	0	0		0	0	0		0	0	0	0
	Right	86	0	0	9		95	0	0	0%	0	95	0	0	0	95	0	0
	Shared		0	0			0	0	0		0	0	0	0		0	0	0
Critical Volumes:		North-South: 323 East-West: 671 Total: 994			North-South: 406 East-West: 763 Total: 1169				North-South: 498 East-West: 763 Total: 1261				North-South: 475 East-West: 763 Total: 1238					
Volume/capacity (v/c) ratio:		0.663			0.780				0.841				0.826					
v/c less ATSAC adjustment:		0.563			0.680				0.741				0.676					
Level of Service (LOS):		<b>A</b>			<b>B</b>				<b>C</b>				<b>B</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.061	Δv/c after mitigation:	-0.004
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 6		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Coldwater Canyon Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Oxnard St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0					
AM Peak: 7:30 AM																		
		Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane		In	Out	Total	Adjusted	Total	Lane	Lane	
		Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume		Volume	Volume	Volume	Volume	Volume	Volume	Volume	
Northbound	Left	59	1	59	6	4	69	1	69	4%	35	104	1	104	-9	96	1	96
	Lt-Th		0	0				0	0			0	0		0	0	0	0
	Thru	492	1	278	51	18	561	1	316	4%	35	596	1	333	-9	587	1	329
	Th-Rt		1	278				1	316				1	333			1	329
Southbound	Right	64	0	0	7		71	0	0	0%	0	71	0	0	0	71	0	0
	Shared		0	0				0	0			0	0		0	0	0	0
	Left	57	1	57	6		63	1	63	(7%)	18	81	1	81	-5	77	1	77
	Lt-Th		0	0				0	0			0	0		0	0	0	0
Eastbound	Thru	616	1	389	64	60	740	1	460	(4%)	10	750	1	465	-3	748	1	463
	Th-Rt		1	389				1	460				1	465			1	463
	Right	162	0	0	17		179	0	0	0%	0	179	0	0	0	179	0	0
	Shared		0	0				0	0			0	0		0	0	0	0
Westbound	Left	90	1	90	9		99	1	99	0%	0	99	1	99	0	99	1	99
	Lt-Th		0	0				0	0			0	0		0	0	0	0
	Thru	765	1	463	80	40	885	1	532	0%	0	885	1	537	0	885	1	536
	Th-Rt		1	463				1	532				1	537			1	536
Westbound	Right	160	0	0	17	3	180	0	0	(4%)	10	190	0	0	-3	187	0	0
	Shared		0	0				0	0			0	0		0	0	0	0
	Left	96	1	96	10		106	1	106	0%	0	106	1	106	0	106	1	106
	Lt-Th		0	0				0	0			0	0		0	0	0	0
Westbound	Thru	1093	1	576	114	35	1242	1	653	0%	0	1242	1	684	0	1242	1	676
	Th-Rt		1	576				1	653				1	684			1	676
	Right	58	0	0	6		64	0	0	7%	62	126	0	0	-16	111	0	0
	Shared		0	0				0	0			0	0		0	0	0	0
Critical Volumes:		North-South: 448			North-South: 529				North-South: 569				North-South: 559					
		East-West: 666			East-West: 752				East-West: 783				East-West: 776					
		Total: 1114			Total: 1281				Total: 1352				Total: 1335					
Volume/capacity (v/c) ratio:		0.743			0.854				0.902				0.890					
v/c less ATSAC adjustment:		0.643			0.754				0.802				0.740					
Level of Service (LOS):		<b>B</b>			<b>C</b>				<b>D</b>				<b>C</b>					

Filename: \\01cnas1\01cnas1\Share\Project\2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 B- adj(-15%)+ I-S CREDITS.xls  
 Developed 2005-2007 by Ken Aitchison

PROJECT		IMPACT	
Change in v/c due to project:	0.048	Δv/c after mitigation:	-0.014
Significantly impacted?	YES	Fully mitigated?	YES



<b>Intersection No. 6</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>					
North/South Street: <b>Coldwater Canyon Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Oxnard St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Critical Phases: 2 Capacity: 1500					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Signal System: 3					
PM Peak: 5:00 PM		Counts			+ 2.0%				PM				Opposed Phasing: 0					
		Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	64	1	64	7	10	81	1	81	4%	23	104	1	104	-6	98	1	98
	Lt-Th		0	0			0	0	0			0	0		0	0	0	
	Thru	516	1	308	54	31	601	1	355	4%	23	624	1	367	-6	618	1	364
	Th-Rt		1	308			355	1	355			367	1	367		364	1	364
Right	99	0	0	10		109	0	0	0%	0	109	0	0	0	109	0	0	
Shared		0	0			0	0	0			0	0	0		0	0	0	
Southbound	Left	69	1	69	7		77	1	77	(7%)	80	157	1	157	-20	137	1	137
	Lt-Th		0	0			0	0	0			0	0		0	0	0	
	Thru	431	1	273	45	70	546	1	337	(4%)	46	592	1	360	-12	581	1	354
	Th-Rt		1	273			337	1	337			360	1	360		354	1	354
Right	115	0	0	12		127	0	0	0%	0	127	0	0	0	127	0	0	
Shared		0	0			0	0	0			0	0	0		0	0	0	
Eastbound	Left	87	1	87	9		96	1	96	0%	0	96	1	96	0	96	1	96
	Lt-Th		0	0			0	0	0			0	0		0	0	0	
	Thru	991	1	519	103	57	1152	1	607	0%	0	1152	1	630	0	1152	1	624
	Th-Rt		1	519			607	1	607			630	1	630		624	1	624
Right	47	0	0	5	11	63	0	0	(4%)	46	109	0	0	-12	97	0	0	
Shared		0	0			0	0	0			0	0	0		0	0	0	
Westbound	Left	59	1	59	6		65	1	65	0%	0	65	1	65	0	65	1	65
	Lt-Th		0	0			0	0	0			0	0		0	0	0	
	Thru	983	1	533	102	63	1149	1	620	0%	0	1149	1	640	0	1149	1	635
	Th-Rt		1	533			620	1	620			640	1	640		635	1	635
Right	83	0	0	9		91	0	0	7%	40	131	0	0	-10	121	0	0	
Shared		0	0			0	0	0			0	0	0		0	0	0	
Critical Volumes:		North-South: 377			North-South: 432				North-South: 523				North-South: 500					
		East-West: 620			East-West: 716				East-West: 736				East-West: 731					
		Total: 997			Total: 1147				Total: 1259				Total: 1231					
Volume/capacity (v/c) ratio:		0.664			0.765				0.839				0.821					
v/c less ATSAC adjustment:		0.564			0.665				0.739				0.671					
Level of Service (LOS):		<b>A</b>			<b>B</b>				<b>C</b>				<b>B</b>					

**PROJECT IMPACT**

Filename: \\olcnas1\olcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 B- adj(-15%)+ I-S CREDITS.xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.074	Δv/c after mitigation:	0.006
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 7		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION				
North/South Street: <b>Whitsett Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Critical Phases: 2 Capacity: 1500				
East/West Street: <b>Oxnard St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 15%				
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0				
AM Peak: 7:30 AM																	
	Counts	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	1	63	7		70	1	70	0%	0	70	1	70	0	70	1	70
	Lt-Th	0	0			0	0	0			0	0	0		0	0	0
	Thru	1	309	49	62	577	1	372	4%	35	612	1	390	-9	603	1	385
	Th-Rt	1	309			372	1	372			390	1	390		390	1	385
Right	0	0	16		168	0	0	0%	0	168	0	0	0	168	0	0	
Shared	0	0			0	0	0			0	0	0	0	0	0	0	
Southbound	Left	1	109	11		120	1	121	0%	0	120	1	121	0	120	1	121
	Lt-Th	0	0			0	0	0			0	0	0		0	0	0
	Thru	1	546	103	64	1152	1	635	(4%)	10	1162	1	640	-3	1159	1	638
	Th-Rt	1	546			635	1	635			640	1	640		640	1	638
Right	0	0	11		117	0	0	0%	0	117	0	0	0	117	0	0	
Shared	0	0			0	0	0			0	0	0	0	0	0	0	
Eastbound	Left	1	83	9		91	1	91	0%	0	91	1	91	0	91	1	91
	Lt-Th	0	0			0	0	0			0	0	0		0	0	0
	Thru	1	549	102	37	1118	1	624	(7%)	18	1136	1	633	-5	1132	1	631
	Th-Rt	1	549			624	1	624			633	1	633		633	1	631
Right	0	0	12		131	0	0	0%	0	131	0	0	0	131	0	0	
Shared	0	0			0	0	0			0	0	0	0	0	0	0	
Westbound	Left	1	137	14		151	1	151	0%	0	151	1	151	0	151	1	151
	Lt-Th	0	0			0	0	0			0	0	0		0	0	0
	Thru	1	550	108	31	1174	1	623	7%	62	1236	1	654	-16	1221	1	646
	Th-Rt	1	550			623	1	623			654	1	654		654	1	646
Right	0	0	7		71	0	0	0%	0	71	0	0	0	71	0	0	
Shared	0	0			0	0	0			0	0	0	0	0	0	0	
Critical Volumes:		North-South: 609 East-West: 685 Total: 1294			North-South: 704 East-West: 775 Total: 1480				North-South: 709 East-West: 784 Total: 1494				North-South: 708 East-West: 782 Total: 1490				
Volume/capacity (v/c) ratio:		0.863			0.986				0.996				0.993				
v/c less ATSAC adjustment:		0.763			0.886				0.896				0.843				
Level of Service (LOS):		<b>C</b>			<b>D</b>				<b>D</b>				<b>D</b>				

**PROJECT IMPACT**

Change in v/c due to project:	0.010	Δv/c after mitigation:	-0.043
Significantly impacted?	NO	Fully mitigated?	N/A



Intersection No. 7		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION									
North/South Street: <b>Whitsett Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Critical Phases: 2 Capacity: 1500									
East/West Street: <b>Oxnard St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 15%									
Analysis Date: 07/30/2008		Opposed Phasing: 0			+ 2.0% Ambient Growth				<input type="checkbox"/> Adjacent				Opposed Phasing: 0									
PM Peak: 5:00 PM		Counts			+ Related Projects		= Total		+ Project Volume		In		Out		Total		Adjusted Volume		Total Volume		Lane Volume	
		Volume	Lanes	Volume	Ambient Growth	+ Related Projects	Volume	Lanes	Volume	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Volume	Lanes	Volume	Lanes	Volume	
Northbound	Left	119	1	119	12		132	1	132	0%	0	132	1	132	0	0	132	1	132	0	0	
	Lt-Th		0	0			0	0	0			0	0	0			0	0	0	0	0	
	Thru	760	1	443	79	26	865	1	502	4%	23	888	1	513	-6	882	1	510	1	510	0	
	Th-Rt		1	443			502	1	502			513	1	513			510	1	510		0	
Southbound	Right	125	0	0	13		139	0	0	0%	0	139	0	0	0	0	139	0	0	0	0	
	Shared		0	0			0	0	0			0	0	0			0	0	0	0	0	
	Left	96	1	96	10		106	1	106	0%	0	106	1	106	0	0	106	1	106	0	0	
	Lt-Th		0	0			0	0	0			0	0	0			0	0	0	0	0	
Eastbound	Thru	457	1	253	48	30	535	1	294	(4%)	46	581	1	317	-12	569	1	312	1	312	0	
	Th-Rt		1	253			294	1	294			317	1	317			312	1	312		0	
	Right	49	0	0	5		54	0	0	0%	0	54	0	0	0	0	54	0	0	0	0	
	Shared		0	0			0	0	0			0	0	0			0	0	0	0	0	
Westbound	Left	95	1	95	10		105	1	105	0%	0	105	1	105	0	0	105	1	105	0	0	
	Lt-Th		0	0			0	0	0			0	0	0			0	0	0	0	0	
	Thru	1196	1	629	125	6	1327	1	697	(7%)	80	1407	1	737	-20	1387	1	727	1	727	0	
	Th-Rt		1	629			697	1	697			737	1	737			727	1	727		0	
Westbound	Right	61	0	0	6		68	0	0	0%	0	68	0	0	0	0	68	0	0	0	0	
	Shared		0	0			0	0	0			0	0	0			0	0	0	0	0	
	Left	155	1	155	16		171	1	171	0%	0	171	1	171	0	0	171	1	171	0	0	
	Lt-Th		0	0			0	0	0			0	0	0			0	0	0	0	0	
Westbound	Thru	1155	1	633	120	12	1287	1	705	7%	40	1327	1	725	-10	1317	1	720	1	720	0	
	Th-Rt		1	633			705	1	705			725	1	725			720	1	720		0	
	Right	112	0	0	12		124	0	0	0%	0	124	0	0	0	0	124	0	0	0	0	
	Shared		0	0			0	0	0			0	0	0			0	0	0	0	0	
Critical Volumes:		North-South: 539			North-South: 608				North-South: 619				North-South: 616									
		East-West: 784			East-West: 868				East-West: 908				East-West: 898									
		Total: 1322			Total: 1476				Total: 1528				Total: 1515									
Volume/capacity (v/c) ratio:		0.882			0.984				1.018				1.010									
v/c less ATSAC adjustment:		0.782			0.884				0.918				0.860									
Level of Service (LOS):		<b>C</b>			<b>D</b>				<b>E</b>				<b>D</b>									

**PROJECT IMPACT**

Change in v/c due to project:	0.034	Δv/c after mitigation:	-0.024
Significantly impacted?	YES	Fully mitigated?	YES



<b>Intersection No. 8</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>					
North/South Street: <b>Coldwater Canyon Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Burbank Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0					
AM Peak: 7:30 AM									PM									
		Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane		In	Out	Total	Adjusted	Total	Lane	Lane	
		Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume		Volume	Volume	Volume	Volume	Volume	Volume	Volume	
Northbound	Left	90	1	90	9		99	1	99	0%	0	99	1	99	0	99	1	99
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	329	1	203	34	18	382	1	236	8%	71	453	1	271	-18	435	1	262
	Th-Rt		1	203			1	236				1	271				1	262
Southbound	Right	78	0	0	8	4	90	0	0	0%	0	90	0	0	0	90	0	0
	Shared		0	0			0	0	0			0	0	0		0	0	0
	Left	52	1	52	5		57	1	57	0%	0	57	1	57	0	57	1	57
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
Eastbound	Thru	659	1	452	69	25	753	1	512	(8%)	21	774	1	522	-5	768	1	520
	Th-Rt		1	452			1	512				1	522				1	520
	Right	246	0	0	26		271	0	0	0%	0	271	0	0	0	271	0	0
	Shared		0	0			0	0	0			0	0	0		0	0	0
Westbound	Left	53	1	53	6		59	1	59	0%	0	59	1	59	0	59	1	59
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	850	2	425	88	81	1019	2	510	0%	0	1019	2	510	0	1019	2	510
	Th-Rt		0	0			0	0	0			0	0	0		0	0	0
Westbound	Right	37	1	0	4		41	1	0	0%	0	41	1	0	0	41	1	0
	Shared		0	0			0	0	0			0	0	0		0	0	0
	Left	153	1	153	16	17	186	1	186	0%	0	186	1	186	0	186	1	186
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
Westbound	Thru	1317	2	658	137	72	1526	2	763	0%	0	1526	2	763	0	1526	2	763
	Th-Rt		0	0			0	0	0			0	0	0		0	0	0
	Right	32	1	6	3		35	1	6	0%	0	35	1	6	0	35	1	6
	Shared		0	0			0	0	0			0	0	0		0	0	0
Critical Volumes:		North-South: 542			North-South: 611				North-South: 622				North-South: 619					
		East-West: 711			East-West: 822				East-West: 822				East-West: 822					
		Total: 1254			Total: 1433				Total: 1443				Total: 1440					
Volume/capacity (v/c) ratio:		0.836			0.955				0.962				0.960					
v/c less ATSAC adjustment:		0.736			0.855				0.862				0.810					
Level of Service (LOS):		<b>C</b>			<b>D</b>				<b>D</b>				<b>D</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.007	Δv/c after mitigation:	-0.045
Significantly impacted?	NO	Fully mitigated?	N/A



<b>Intersection No. 8</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>					
North/South Street: <b>Coldwater Canyon Ave</b>		Critical Phases: 2 Capacity: 1500			Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Burbank Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0					
PM Peak: 5:00 PM		Counts			+ 2.0%				PM				Adjusted					
		Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	109	1	109	11		120	1	121	0%	0	120	1	121	0	120	1	121
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	597	1	355	62	31	690	1	415	8%	45	735	1	438	-11	724	1	432
	Th-Rt		1	355			415	1	415			438	1	438		438	1	432
Southbound	Right	114	0	0	12	15	141	0	0	0%	0	141	0	0	0	141	0	0
	Shared		0	0			0	0	0			0	0	0		0	0	0
	Left	34	1	34	4		37	1	37	0%	0	37	1	37	0	37	1	37
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
Eastbound	Thru	378	1	245	39	26	444	1	283	(8%)	92	536	1	329	-23	513	1	318
	Th-Rt		1	245			283	1	283			329	1	329		329	1	318
	Right	111	0	0	12		123	0	0	0%	0	123	0	0	0	123	0	0
	Shared		0	0			0	0	0			0	0	0		0	0	0
Westbound	Left	109	1	109	11		120	1	121	0%	0	120	1	121	0	120	1	121
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	949	2	474	99	157	1204	2	602	0%	0	1204	2	602	0	1204	2	602
	Th-Rt		0	0			0	0	0			0	0	0		0	0	0
Southbound	Right	66	1	11	7		73	1	13	0%	0	73	1	13	0	73	1	13
	Shared		0	0			0	0	0			0	0	0		0	0	0
	Left	90	1	90	9	7	106	1	106	0%	0	106	1	106	0	106	1	106
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
Westbound	Thru	910	2	455	95	108	1113	2	556	0%	0	1113	2	556	0	1113	2	556
	Th-Rt		0	0			0	0	0			0	0	0		0	0	0
	Right	20	1	3	2		23	1	4	0%	0	23	1	4	0	23	1	4
	Shared		0	0			0	0	0			0	0	0		0	0	0
Critical Volumes:		North-South: 389			North-South: 453				North-South: 475				North-South: 470					
		East-West: 564			East-West: 708				East-West: 708				East-West: 708					
		Total: 953			Total: 1161				Total: 1183				Total: 1178					
Volume/capacity (v/c) ratio:		0.635			0.774				0.789				0.785					
v/c less ATSAC adjustment:		0.535			0.674				0.689				0.635					
Level of Service (LOS):		<b>A</b>			<b>B</b>				<b>B</b>				<b>B</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.015	Δv/c after mitigation:	-0.039
Significantly impacted?	NO	Fully mitigated?	N/A

**THE PLAZA @ THE GLEN**

**WITH PROJECT & ADD AREAS**

## Project: THE PLAZA AT THE GLEN

DOT Case Number:  
 Year of counts: 2008  
 Project buildout: 2013  
 Ambient growth: 2.0% per year

Project Trip Generation	Adjacent to Project			Not Adjacent		
	In	Out	Total	In	Out	Total
AM Peak Hour	808	18	826	853	83	936
PM Peak Hour	652	1440	2092	680	1442	2122

Filename: \\Otcnas\Otcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%)+ i-s credits.xls

### Level of Service and Volume to Capacity Ratio Summary

No.	Intersection	Peak Hour	Existing (2008)		Cumulative Base		Future with project		Project Impact		After mitigation		
			v/c	LOS	v/c	LOS	v/c	LOS	Δ v/c	significant?	v/c	Δ v/c	mitigated?
1	Fulton Av & Sherman Way	AM	0.484	A	0.574	A	0.576	A	0.002	NO	0.525	-0.049	N/A
		PM	0.634	B	0.785	C	0.813	D	<b>0.028</b>	<b>YES</b>	0.730	-0.055	YES
2	Coldwater Canyon Av & Sherman Way	AM	0.595	A	0.695	B	0.730	C	0.035	NO	0.671	-0.024	N/A
		PM	0.570	A	0.672	B	0.729	C	<b>0.057</b>	<b>YES</b>	0.665	-0.007	YES
3	Whitsett Ave & Sherman Way	AM	0.766	C	0.913	E	0.920	E	0.007	NO	0.868	-0.045	N/A
		PM	0.769	C	0.911	E	0.963	E	<b>0.052</b>	<b>YES</b>	0.900	-0.011	YES
4	Woodman Ave & Vanowen St	AM	0.853	D	0.980	E	1.003	F	<b>0.023</b>	<b>YES</b>	0.948	-0.032	YES
		PM	0.798	C	0.938	E	0.956	E	<b>0.018</b>	<b>YES</b>	0.901	-0.037	YES
5	Fulton Ave & Vanowen St	AM	0.638	B	0.752	C	0.786	C	0.034	NO	0.728	-0.024	N/A
		PM	0.609	B	0.751	C	0.812	D	<b>0.061</b>	<b>YES</b>	0.747	-0.004	YES
6	Coldwater Canyon Av & Vanowen St	AM	0.617	B	0.725	C	0.791	C	<b>0.066</b>	<b>YES</b>	0.724	-0.001	YES
		PM	0.710	C	0.841	D	0.882	D	<b>0.041</b>	<b>YES</b>	0.819	-0.022	YES
7	Whitsett Av & Vanowen St	AM	0.728	C	0.847	D	0.859	D	0.012	NO	0.806	-0.041	N/A
		PM	0.731	C	0.866	D	0.931	E	<b>0.065</b>	<b>YES</b>	0.865	-0.001	YES
8	Coldwater Canyon Av & Hamlin St	AM	0.814	D	0.909	E	0.971	E	<b>0.062</b>	<b>YES</b>	0.901	-0.008	YES
		PM	0.777	C	0.917	E	1.047	F	<b>0.130</b>	<b>YES</b>	0.943	<b>0.026</b>	<b>NO</b>
9	Woodman Av & Victory Blvd	AM	0.859	D	0.995	E	1.025	F	<b>0.030</b>	<b>YES</b>	0.918	-0.077	YES
		PM	0.897	D	1.086	F	1.158	F	<b>0.072</b>	<b>YES</b>	1.040	-0.046	YES
10	Fulton Ave & Victory Blvd	AM	0.639	B	0.763	C	0.846	D	<b>0.083</b>	<b>YES</b>	0.725	-0.038	YES
		PM	0.635	B	0.818	D	0.939	E	<b>0.121</b>	<b>YES</b>	0.808	-0.010	YES
11	Ethel Av & Victory Blvd	AM	0.407	A	0.505	A	0.664	B	0.159	NO	0.454	-0.051	N/A
		PM	0.517	A	0.680	B	1.105	F	<b>0.425</b>	<b>YES</b>	0.777	0.097	YES
12	Morse Ave & Victory Blvd	AM	0.633	B	0.741	C	0.891	D	<b>0.150</b>	<b>YES</b>	0.473	-0.268	YES
		PM	0.620	B	0.789	C	1.257	F	<b>0.468</b>	<b>YES</b>	0.712	-0.077	YES
13	Coldwater Canyon Av & Victory Blvd	AM	0.778	C	0.910	E	1.031	F	<b>0.121</b>	<b>YES</b>	0.832	-0.078	YES
		PM	0.779	C	1.000	E	1.301	F	<b>0.301</b>	<b>YES</b>	0.977	-0.023	YES
14	Whitsett Av & Victory Blvd	AM	0.720	C	0.856	D	0.928	E	<b>0.072</b>	<b>YES</b>	0.808	-0.048	YES
		PM	0.853	D	1.058	F	1.146	F	<b>0.088</b>	<b>YES</b>	1.024	-0.034	YES
15	170 FWY SB (North Side) & Victory Blvd	AM	0.563	A	0.666	B	0.699	B	0.033	NO	0.641	-0.025	N/A
		PM	0.674	B	0.856	D	0.882	D	<b>0.026</b>	<b>YES</b>	0.826	-0.030	YES
16	170 FWY SB (South Side) & Victory Blvd	AM	1.202	F	1.396	F	1.402	F	0.006	NO	0.767	-0.629	N/A
		PM	0.852	D	1.108	F	1.196	F	<b>0.088</b>	<b>YES</b>	0.883	-0.225	YES



Intersection No. 1		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Fulton Av</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Sherman Way</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0					
AM Peak: 7:30 AM									PM									
		Counts	Lane		Ambient	+ Related	= Total		+ Project	= Total		Adjusted	Total	Lane				
		Volume	Volumes		Growth	Projects	Volume	Lanes	Volume	Volume	Lanes	Volume	Volume	Lanes	Volume			
Northbound	Left	151	1	151	16		167	1	167	(3%)	2	169	1	169	-1	168	1	168
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0	0	0
	Thru	66	1	66	7	19	92	1	92	0%	0	92	1	92	0	92	1	92
	Th-Rt		0	0			0	0	0		0	0	0	0	0	0	0	0
Southbound	Right	159	1	159	17		176	1	176	0%	0	176	1	176	0	176	1	176
	Shared		0	0			0	0	0		0	0	0	0	0	0	0	0
	Left	30	1	30	3		33	1	33	0%	0	33	1	33	0	33	1	33
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0	0	0
Eastbound	Thru	42	1	69	4	24	70	1	101	0%	0	70	1	101	0	70	1	101
	Th-Rt		0	0			0	0	0		0	0	0	0	0	0	0	0
	Right	28	0	0	3		30	0	0	0%	0	30	0	0	0	30	0	0
	Shared		0	0			0	0	0		0	0	0	0	0	0	0	0
Westbound	Left	44	1	44	5		48	1	48	0%	0	48	1	48	0	48	1	48
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0	0	0
	Thru	1517	3	506	158	62	1737	3	579	0%	0	1737	3	579	0	1737	3	579
	Th-Rt		0	0			0	0	0		0	0	0	0	0	0	0	0
Westbound	Right	137	1	137	14		151	1	151	3%	26	177	1	177	-7	170	1	170
	Shared		0	0			0	0	0		0	0	0	0	0	0	0	0
	Left	150	1	150	16		166	1	166	0%	0	166	1	166	0	166	1	166
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0	0	0
Westbound	Thru	1136	2	568	118	114	1369	2	684	0%	0	1369	2	684	0	1369	2	684
	Th-Rt		0	0			0	0	0		0	0	0	0	0	0	0	0
	Right	79	1	79	8		87	1	87	0%	0	87	1	87	0	87	1	87
	Shared		0	0			0	0	0		0	0	0	0	0	0	0	0
Critical Volumes:		North-South: 220			North-South: 267				North-South: 269				North-South: 269					
		East-West: 656			East-West: 744				East-West: 744				East-West: 744					
		Total: 876			Total: 1012				Total: 1014				Total: 1013					
Volume/capacity (v/c) ratio:		0.584			0.674				0.676				0.675					
v/c less ATSAC adjustment:		0.484			0.574				0.576				0.525					
Level of Service (LOS):		<b>A</b>			<b>A</b>				<b>A</b>				<b>A</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.002	Δv/c after mitigation:	-0.049
Significantly impacted?	NO	Fully mitigated?	N/A





Intersection No. 1		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Fulton Av</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Sherman Way</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0					
PM Peak: 5:00 PM																		
		Counts		Lane Volume	Ambient Growth	+ Related Projects	= Total		+ Project Volume	Total		Lane Volume	Adjusted Volume	Total		Lane Volume		
		Volume	Lanes				Volume	Lanes		Volume	Lanes			Volume	Lanes		Volume	Lanes
Northbound	Left	212	1	212	22		234	1	234	(3%)	43	277	1	277	-11	266	1	266
	Lt-Th		0	0			0	0			0	0	0	0	0	0	0	0
	Thru	58	1	58	6	40	104	1	104	0%	0	104	1	104	0	104	1	104
	Th-Rt		0	0			0	0			0	0	0	0	0	0	0	0
Right		169	1	169	18		187	1	187	0%	0	187	1	187	0	187	1	187
Shared			0	0			0	0			0	0	0	0	0	0	0	0
Southbound	Left	61	1	61	6		68	1	68	0%	0	68	1	68	0	68	1	68
	Lt-Th		0	0			0	0			0	0	0	0	0	0	0	0
	Thru	58	1	58	6	53	117	1	117	0%	0	117	1	117	0	117	1	117
	Th-Rt		0	0			0	0			0	0	0	0	0	0	0	0
Right		42	0	42	4		46	0	46	0%	0	46	0	46	0	46	0	46
Shared			0	0			0	0			0	0	0	0	0	0	0	0
Eastbound	Left	11	1	11	1		12	1	12	0%	0	12	1	12	0	12	1	12
	Lt-Th		0	0			0	0			0	0	0	0	0	0	0	0
	Thru	1346	2	673	140	115	1602	2	801	0%	0	1602	2	801	0	1602	3	534
	Th-Rt		0	0			0	0			0	0	0	0	0	0	0	0
Right		155	1	155	16		171	1	171	3%	20	191	1	191	-5	186	1	186
Shared			0	0			0	0			0	0	0	0	0	0	0	0
Westbound	Left	116	1	116	12		128	1	128	0%	0	128	1	128	0	128	1	128
	Lt-Th		0	0			0	0			0	0	0	0	0	0	0	0
	Thru	1513	2	520	157	86	1756	2	603	0%	0	1756	2	603	0	1756	2	878
	Th-Rt		1	520			603	1	603	0%	0	603	1	603	0	603	1	603
Right		47	0	47	5		52	0	52	0%	0	52	0	52	0	52	1	52
Shared			0	0			0	0			0	0	0	0	0	0	0	0
Critical Volumes:		North-South: 312 East-West: 789 Total: 1102			North-South: 398 East-West: 929 Total: 1327				North-South: 441 East-West: 929 Total: 1370				North-South: 430 East-West: 890 Total: 1320					
Volume/capacity (v/c) ratio:		0.734			0.885				0.913				0.880					
v/c less ATSAC adjustment:		0.634			0.785				0.813				0.730					
Level of Service (LOS):		<b>B</b>			<b>C</b>				<b>D</b>				<b>C</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.028	Δv/c after mitigation:	-0.055
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 2		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION			
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500			
East/West Street: <b>Sherman Way</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 15%			
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0			
AM Peak: 7:30 AM									PM							
		Counts		Lane Volume	Ambient Growth	+ Related Projects	= Total		+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
		Volume	Lanes				Volume	Lanes								
Northbound	Left	117	1	117	12		130	1	130	0%	0	130	1	130	0	130
	Lt-Th		0	0			0	0			0	0	0	0	0	0
	Thru	445	1	279	46	13	504	1	315	(6%)	5	509	1	319	-1	318
	Th-Rt		1	279			315	1	319			319	1	319		318
Southbound	Right	113	0	0	12	1	126	0	0	(3%)	2	128	0	0	-1	128
	Shared		0	0			0	0			0	0	0	0	0	0
	Left	73	1	73	8	1	82	1	82	0%	0	82	1	82	0	82
	Lt-Th		0	0			0	0			0	0	0	0	0	0
Eastbound	Thru	525	1	322	55	40	620	1	376	6%	51	671	1	401	-13	395
	Th-Rt		1	322			376	1	401			401	1	401		395
	Right	119	0	0	12		132	0	0	0%	0	132	0	0	0	0
	Shared		0	0			0	0			0	0	0	0	0	0
Westbound	Left	99	1	99	10		109	1	109	0%	0	109	1	109	0	109
	Lt-Th		0	0			0	0			0	0	0	0	0	0
	Thru	1398	2	501	146	62	1606	2	574	0%	0	1606	2	574	0	574
	Th-Rt		1	501			574	1	574	0%	0	574	1	574		574
Westbound	Right	105	0	0	11		116	0	0	0%	0	116	0	0	0	0
	Shared		0	0			0	0			0	0	0	0	0	0
	Left	102	1	102	11	1	114	1	114	3%	26	140	1	140	-7	133
	Lt-Th		0	0			0	0			0	0	0	0	0	0
Westbound	Thru	1261	2	457	131	114	1506	2	543	0%	0	1506	2	543	0	543
	Th-Rt		1	457			543	1	543	0%	0	543	1	543		543
	Right	111	0	0	12	1	124	0	0	0%	0	124	0	0	0	0
	Shared		0	0			0	0			0	0	0	0	0	0
Critical Volumes:		North-South: 440			North-South: 505				North-South: 531				North-South: 525			
		East-West: 603			East-West: 688				East-West: 714				East-West: 707			
		Total: 1043			Total: 1193				Total: 1244				Total: 1232			
Volume/capacity (v/c) ratio:		0.695			0.795				0.830				0.821			
v/c less ATSAC adjustment:		0.595			0.695				0.730				0.671			
Level of Service (LOS):		<b>A</b>			<b>B</b>				<b>C</b>				<b>B</b>			

**PROJECT IMPACT**

Change in v/c due to project:	0.035	Δv/c after mitigation:	-0.024
Significantly impacted?	NO	Fully mitigated?	N/A



<b>Intersection No. 2</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>					
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Sherman Way</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0					
PM Peak: 5:00 PM																		
		Counts	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	112	1	112	12		124	1	124	0%	0	124	1	124	0	124	1	124
	Lt-Th		0	0			0	0	0			0	0		0	0	0	
	Thru	515	1	314	54	15	584	1	355	(6%)	87	671	1	420	-22	649	1	404
	Th-Rt		1	314			355	1	355			420	1	420		404	1	404
Right	Right	113	0	0	12	1	126	0	0	(3%)	43	169	0	0	-11	158	0	0
	Shared		0	0			0	0			0	0	0		0	0	0	
Southbound	Left	121	1	121	13	1	135	1	135	0%	0	135	1	135	0	135	1	135
	Lt-Th		0	0			0	0	0			0	0		0	0	0	
	Thru	369	1	259	38	63	471	1	318	6%	41	512	1	338	-10	501	1	333
	Th-Rt		1	259			318	1	318			338	1	338		333	1	333
Right	Right	149	0	0	15		164	0	0	0%	0	164	0	0	0	164	0	0
	Shared		0	0			0	0			0	0	0		0	0	0	
Eastbound	Left	124	1	124	13		137	1	137	0%	0	137	1	137	0	137	1	137
	Lt-Th		0	0			0	0	0			0	0		0	0	0	
	Thru	1292	2	469	135	115	1542	2	556	0%	0	1542	2	556	0	1542	2	556
	Th-Rt		1	469			556	1	556			556	1	556		556	1	556
Right	Right	114	0	0	12		126	0	0	0%	0	126	0	0	0	126	0	0
	Shared		0	0			0	0			0	0	0		0	0	0	
Westbound	Left	101	1	101	11	1	112	1	112	3%	20	132	1	132	-5	127	1	127
	Lt-Th		0	0			0	0	0			0	0		0	0	0	
	Thru	1209	2	431	126	86	1421	2	505	0%	0	1421	2	505	0	1421	2	505
	Th-Rt		1	431			505	1	505			505	1	505		505	1	505
Right	Right	85	0	0	9	1	94	0	0	0%	0	94	0	0	0	94	0	0
	Shared		0	0			0	0			0	0	0		0	0	0	
Critical Volumes:		North-South: 436 East-West: 570 Total: 1005			North-South: 490 East-West: 668 Total: 1158				North-South: 555 East-West: 688 Total: 1243				North-South: 539 East-West: 683 Total: 1222					
Volume/capacity (v/c) ratio:		0.670			0.772				0.829				0.815					
v/c less ATSAC adjustment:		0.570			0.672				0.729				0.665					
Level of Service (LOS):		<b>A</b>			<b>B</b>				<b>C</b>				<b>B</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.057	Δv/c after mitigation:	-0.007
Significantly impacted?	YES	Fully mitigated?	YES

Intersection No. 3		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>Whitsett Ave</b>		Critical Phases: 3 Capacity: 1425			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 3 Capacity: 1425				Critical Phases: 3 Capacity: 1425						
East/West Street: <b>Sherman Way</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 15%						
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0						
AM Peak: 7:30 AM																			
		Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane	+ Project	= Total	Lane	Lane	Adjusted	Total	Lane	Lane		
		Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume		
Northbound	Left	79	1	79	8		87	1	87	0%	0	87	1	87	0	87	1	87	
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0	
	Thru	408	1	265	42	53	503	1	319	(7%)	6	509	1	322	-2	508	1	321	
	Th-Rt		1	265				1	319				1	322			1	321	
Right	Right	121	0	0	13		134	0	0	(1%)	1	135	0	0	0	135	0	0	
	Shared		0	0			0	0	0			0	0	0	0	0	0	0	
	N/B RTOR:																		
	Existing: 0%																		
Projected: 0%																			
Mitigated: 0%																			
Southbound	Left	384	2	211	40	6	429	2	236	0%	0	429	2	236	0	429	2	236	
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0	
	Thru	454	1	260	47	45	546	1	311	7%	60	606	1	346	-15	591	1	337	
	Th-Rt		1	260				1	311				1	346			1	337	
Right	Right	66	0	0	7	3	76	0	0	1%	9	85	0	0	-2	83	0	0	
	Shared		0	0			0	0	0			0	0	0	0	0	0	0	
	S/B RTOR:																		
	Existing: 0%																		
Projected: 0%																			
Mitigated: 0%																			
Eastbound	Left	88	1	88	9	12	109	1	109	(1%)	1	110	1	110	0	110	1	110	
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0	
	Thru	1471	2	517	153	58	1682	2	590	(2%)	2	1684	2	591	-1	1683	2	591	
	Th-Rt		1	517				1	590				1	591			1	591	
Right	Right	81	0	0	8		89	0	0	0%	0	89	0	0	0	89	0	0	
	Shared		0	0			0	0	0			0	0	0	0	0	0	0	
	E/B RTOR:																		
	Existing: 50%																		
Projected: 50%																			
Mitigated: 50%																			
Westbound	Left	134	1	134	14	1	149	1	149	1%	9	158	1	158	-2	155	1	155	
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0	
	Thru	1684	2	670	175	118	1977	2	779	2%	17	1994	2	785	-4	1990	2	783	
	Th-Rt		1	670				1	779				1	785			1	783	
Right	Right	326	0	0	34		360	0	0	0%	0	360	0	0	0	360	0	0	
	Shared		0	0			0	0	0			0	0	0	0	0	0	0	
	W/B RTOR:																		
	Existing: 50%																		
Projected: 50%																			
Mitigated: 50%																			
Critical Volumes:		North-South: 476			North-South: 555				North-South: 558				North-South: 558						
		East-West: 758			East-West: 888				East-West: 895				East-West: 893						
		Total: 1233			Total: 1443				Total: 1453				Total: 1451						
Volume/capacity (v/c) ratio:		0.866			1.013				1.020				1.018						
v/c less ATSAC adjustment:		0.766			0.913				0.920				0.868						
Level of Service (LOS):		<b>C</b>			<b>E</b>				<b>E</b>				<b>D</b>						

**PROJECT IMPACT**

Filename: \\olcnas1\olcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 A - adj(-15%)+ i+s credits.xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.007	Δv/c after mitigation:	-0.045
Significantly impacted?	NO	Fully mitigated?	N/A



Intersection No. 3		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION				
North/South Street: <b>Whitsett Ave</b>		Critical Phases: 3 Capacity: 1425			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 3 Capacity: 1425				Critical Phases: 3 Capacity: 1425				
East/West Street: <b>Sherman Way</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 15%				
Analysis Date: 07/30/2008		Opposed Phasing: 0			+ 2.0% Ambient Growth				<input type="checkbox"/> Adjacent				Opposed Phasing: 0				
PM Peak: 5:00 PM		Counts			= Total				+ Project				Adjusted				
		Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	Volume	Lanes	Lane Volume	Volume	Lanes	Lane Volume	Volume	Lanes	Lane Volume		
Northbound	Left	86	1	86	9		95	1	95	0%	0	95	1	95	0	95	
	Lt-Th		0	0				0	0				0	0		0	
	Thru	641	1	385	67	63	770	1	456	(7%)	101	871	1	514	-25	499	
	Th-Rt		1	385				1	456				1	514		499	
Right	Right	129	0	0	13		142	0	0	(1%)	14	156	0	0	-4	0	
	Shared		0	0				0	0				0	0		0	
	N/B RTOR:																
	Existing: 0%																
Projected: 0%																	
Mitigated: 0%																	
Southbound	Left	368	2	203	38	7	414	2	227	0%	0	414	2	227	0	414	
	Lt-Th		0	0				0	0				0	0		0	
	Thru	385	1	232	40	59	484	1	288	7%	48	532	1	315	-12	308	
	Th-Rt		1	232				1	288				1	315		308	
Right	Right	80	0	0	8	4	92	0	0	1%	7	99	0	0	-2	0	
	Shared		0	0				0	0				0	0		0	
	S/B RTOR:																
	Existing: 0%																
Projected: 0%																	
Mitigated: 0%																	
Eastbound	Left	96	1	96	10	12	118	1	118	(1%)	14	132	1	132	-4	128	
	Lt-Th		0	0				0	0				0	0		0	
	Thru	1664	2	581	173	112	1949	2	679	(2%)	29	1978	2	689	-7	686	
	Th-Rt		1	581				1	679				1	689		686	
Right	Right	80	0	0	8		88	0	0	0%	0	88	0	0	0	0	
	Shared		0	0				0	0				0	0		0	
	E/B RTOR:																
	Existing: 50%																
Projected: 50%																	
Mitigated: 50%																	
Westbound	Left	70	1	70	7	1	79	1	79	1%	7	86	1	86	-2	84	
	Lt-Th		0	0				0	0				0	0		0	
	Thru	1338	2	548	139	91	1569	2	635	2%	14	1583	2	640	-4	639	
	Th-Rt		1	548				1	635				1	640		639	
Right	Right	306	0	0	32		338	0	0	0%	0	338	0	0	0	0	
	Shared		0	0				0	0				0	0		0	
	W/B RTOR:																
	Existing: 50%																
Projected: 50%																	
Mitigated: 50%																	
Critical Volumes:		North-South: 587			North-South: 684				North-South: 741				North-South: 727				
		East-West: 651			East-West: 758				East-West: 774				East-West: 770				
		Total: 1239			Total: 1441				Total: 1515				Total: 1497				
Volume/capacity (v/c) ratio:		0.869			1.011				1.063				1.050				
v/c less ATSAC adjustment:		0.769			0.911				0.963				0.900				
Level of Service (LOS):		<b>C</b>			<b>E</b>				<b>E</b>				<b>D</b>				

**PROJECT IMPACT**

Change in v/c due to project:	0.052	Δv/c after mitigation:	-0.011
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 4		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION			
North/South Street: <b>Woodman Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Critical Phases: 2 Capacity: 1500			
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 15%			
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0			
AM Peak: 7:30 AM																
		Counts		Lane Volume	Ambient Growth	+ Related Projects	= Total		+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
		Volume	Lanes				Volume	Lanes								
Northbound	Left	115	1	115	12		127	1	127	0%	0	127	1	127	0	127
	Lt-Th		0	0			0	0			0	0	0	0	0	0
	Thru	830	1	458	86	16	933	1	514	(3%)	2	935	1	515	-1	934
	Th-Rt		1	458			514	1	514			1	515		1	514
Southbound	Right	86	0	0	9		95	0	0	0%	0	95	0	0	0	95
	Shared		0	0			0	0			0	0	0	0	0	0
	Left	107	1	107	11		118	1	118	0%	0	118	1	118	0	118
	Lt-Th		0	0			0	0			0	0	0	0	0	0
Eastbound	Thru	1216	2	608	127	27	1369	2	685	3%	26	1395	2	698	-7	1389
	Th-Rt		0	0			0	0			0	0	0	0	0	0
	Right	177	1	177	18		196	1	196	0%	0	196	1	196	0	196
	Shared		0	0			0	0			0	0	0	0	0	0
Westbound	Left	107	1	107	11		118	1	118	0%	0	118	1	118	0	118
	Lt-Th		0	0			0	0			0	0	0	0	0	0
	Thru	1028	1	608	107	56	1191	1	699	5%	43	1234	1	721	-11	1223
	Th-Rt		1	608			699	1	699			1	721		1	715
Westbound	Right	188	0	0	20		207	0	0	0%	0	207	0	0	0	207
	Shared		0	0			0	0			0	0	0	0	0	0
	Left	99	1	99	10		109	1	109	0%	0	109	1	109	0	109
	Lt-Th		0	0			0	0			0	0	0	0	0	0
Westbound	Thru	988	1	534	103	96	1187	1	638	(5%)	4	1191	1	640	-1	1190
	Th-Rt		1	534			638	1	638			1	640		1	639
	Right	80	0	0	8		88	0	0	0%	0	88	0	0	0	88
	Shared		0	0			0	0			0	0	0	0	0	0
Critical Volumes:		North-South: 723 East-West: 707 Total: 1430			North-South: 812 East-West: 808 Total: 1620				North-South: 825 East-West: 830 Total: 1655				North-South: 822 East-West: 825 Total: 1646			
Volume/capacity (v/c) ratio:		0.953			1.080				1.103				1.098			
v/c less ATSAC adjustment:		0.853			0.980				1.003				0.948			
Level of Service (LOS):		<b>D</b>			<b>E</b>				<b>F</b>				<b>E</b>			

**PROJECT IMPACT**

Change in v/c due to project:	0.023	Δv/c after mitigation:	-0.032
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 4		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Woodman Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			+ 2.0% Ambient Growth				<input type="checkbox"/> Adjacent				Opposed Phasing: 0					
PM Peak: 5:00 PM		Counts			= Total				+ Project				Adjusted					
		Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	Volume	Lanes	Volume	Volume	Lanes	Volume	Volume	Lanes	Volume			
										In	Out	Total						
Northbound	Left	133	1	133	14		146	1	146	0%	0	146	1	146	0	146	1	146
	Lt-Th		0	0				0	0			0	0	0		0	0	0
	Thru	899	1	495	94	39	1031	1	566	(3%)	43	1074	1	588	-11	1063	1	582
	Th-Rt		1	495				1	566				1	588			1	582
Southbound	Right	92	0	0	10		101	0	0	0%	0	101	0	0	0	101	0	0
	Shared		0	0				0	0				0	0		0	0	0
	Left	120	1	120	13		133	1	133	0%	0	133	1	133	0	133	1	133
	Lt-Th		0	0				0	0			0	0	0		0	0	0
Eastbound	Thru	1029	2	515	107	31	1167	2	584	3%	20	1187	2	594	-5	1182	2	591
	Th-Rt		0	0				0	0			0	0	0		0	0	0
	Right	181	1	181	19		199	1	199	0%	0	199	1	199	0	199	1	199
	Shared		0	0				0	0				0	0		0	0	0
Westbound	Left	115	1	115	12		127	1	127	0%	0	127	1	127	0	127	1	127
	Lt-Th		0	0				0	0			0	0		0	0	0	0
	Thru	1103	1	610	115	107	1324	1	728	5%	34	1358	1	745	-9	1350	1	740
	Th-Rt		1	610				1	728				1	745			1	740
Westbound	Right	118	0	0	12		131	0	0	0%	0	131	0	0	0	131	0	0
	Shared		0	0				0	0				0	0		0	0	0
	Left	90	1	90	9		99	1	99	0%	0	99	1	99	0	99	1	99
	Lt-Th		0	0				0	0			0	0		0	0	0	0
Westbound	Thru	1015	1	576	106	87	1208	1	679	(5%)	72	1280	1	715	-18	1262	1	706
	Th-Rt		1	576				1	679				1	715			1	706
	Right	137	0	0	14		151	0	0	0%	0	151	0	0	0	151	0	0
	Shared		0	0				0	0				0	0		0	0	0
Critical Volumes:		North-South: 647			North-South: 730				North-South: 740				North-South: 738					
		East-West: 700			East-West: 827				East-West: 844				East-West: 839					
		Total: 1347			Total: 1557				Total: 1584				Total: 1577					
Volume/capacity (v/c) ratio:		0.898			1.038				1.056				1.051					
v/c less ATSAC adjustment:		0.798			0.938				0.956				0.901					
Level of Service (LOS):		<b>C</b>			<b>E</b>				<b>E</b>				<b>E</b>					

Filename: \\olcnas1\olcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 A - adj(-15%)+ i+s credits.xls  
 Developed 2005-2007 by Ken Aitchison

	PROJECT	IMPACT
Change in v/c due to project:	0.018	Δv/c after mitigation:
Significantly impacted?	YES	Fully mitigated?
		-0.037
		YES



Intersection No. 5		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Fulton Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0					
AM Peak: 7:30 AM																		
		Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane		In	Out	Total	Adjusted	Total	Lane	Lane	
		Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume	+ Project	= Total	Lane	Lane	Volume	Volume	Volume	Volume	
Northbound	Left	85	1	85	9	4	97	1	97	(5%)	4	101	1	101	-1	100	1	100
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
	Thru	272	1	205	28	19	320	1	236	(3%)	2	322	1	237	-1	321	1	237
	Th-Rt		1	205			1	236				1	237		1	237		237
Southbound	Right	138	0	0	14	1	153	0	0	0%	0	153	0	0	0	153	0	0
	Shared		0	0			0	0	0			0	0	0	0	0	0	0
	Left	45	1	45	5		50	1	50	0%	0	50	1	50	0	50	1	50
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
Eastbound	Thru	310	1	310	32	24	366	1	366	3%	26	392	1	392	-7	386	1	386
	Th-Rt		0	0			0	0	0			0	0	0	0	0	0	0
	Right	70	1	70	7		78	1	78	0%	0	78	1	78	0	78	1	78
	Shared		0	0			0	0	0			0	0	0	0	0	0	0
Westbound	Left	72	1	72	8		80	1	80	0%	0	80	1	80	0	80	1	80
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
	Thru	1118	1	600	116	52	1286	1	690	0%	0	1286	1	712	0	1286	1	706
	Th-Rt		1	600			1	690				1	712		1	706		706
Westbound	Right	82	0	0	8	4	94	0	0	5%	43	137	0	0	-11	126	0	0
	Shared		0	0			0	0	0			0	0	0	0	0	0	0
	Left	112	1	112	12		124	1	124	0%	0	124	1	124	0	124	1	124
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
Westbound	Thru	1028	1	547	107	93	1228	1	651	0%	0	1228	1	651	0	1228	1	651
	Th-Rt		1	547			1	651				1	651		1	651		651
	Right	66	0	0	7		73	0	0	0%	0	73	0	0	0	73	0	0
	Shared		0	0			0	0	0			0	0	0	0	0	0	0
Critical Volumes:		North-South: 395 East-West: 712 Total: 1107			North-South: 464 East-West: 814 Total: 1278				North-South: 494 East-West: 836 Total: 1329				North-South: 486 East-West: 830 Total: 1317					
Volume/capacity (v/c) ratio:		0.738			0.852				0.886				0.878					
v/c less ATSAC adjustment:		0.638			0.752				0.786				0.728					
Level of Service (LOS):		<b>B</b>			<b>C</b>				<b>C</b>				<b>C</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.034	Δv/c after mitigation:	-0.024
Significantly impacted?	NO	Fully mitigated?	N/A





Intersection No. 5		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Fulton Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008 PM Peak: 5:00 PM		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0					
		Counts	Lane		Ambient	+ Related	= Total			In	Out	Total	Adjusted	Total	Lane			
		Volume	Volume		Growth	Projects	Volume	Lanes	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume		
Northbound	Left	115	1	115	12	11	138	1	138	(5%)	72	210	1	210	-18	192	1	192
	Lt-Th		0	0				0	0			0	0	0	0	0	0	0
	Thru	294	1	211	31	40	364	1	253	(3%)	43	407	1	274	-11	397	1	269
	Th-Rt		1	211				1	253				1	274			1	269
Southbound	Right	128	0	0	13		141	0	0	0%	0	141	0	0	0	141	0	0
	Shared		0	0				0	0				0	0	0	0	0	0
	Left	74	1	74	8		82	1	82	0%	0	82	1	82	0	82	1	82
	Lt-Th		0	0				0	0			0	0	0	0	0	0	0
Eastbound	Thru	219	1	219	23	53	295	1	295	3%	20	315	1	315	-5	310	1	310
	Th-Rt		0	0				0	0			0	0	0	0	0	0	0
	Right	73	1	73	8		81	1	81	0%	0	81	1	81	0	81	1	81
	Shared		0	0				0	0			0	0	0	0	0	0	0
Westbound	Left	81	1	81	8		89	1	89	0%	0	89	1	89	0	89	1	89
	Lt-Th		0	0				0	0			0	0	0	0	0	0	0
	Thru	1048	1	577	109	97	1254	1	691	0%	0	1254	1	708	0	1254	1	704
	Th-Rt		1	577				1	691				1	708			1	704
Critical Volumes:	Right	106	0	0	11	11	128	0	0	5%	34	162	0	0	-9	154	0	0
	Shared		0	0				0	0				0	0	0	0	0	0
	Left	88	1	88	9	1	98	1	98	0%	0	98	1	98	0	98	1	98
	Lt-Th		0	0				0	0			0	0	0	0	0	0	0
Volume/capacity (v/c) ratio:	Thru	1192	1	649	124	76	1392	1	754	0%	0	1392	1	754	0	1392	1	754
	Th-Rt		1	649				1	754				1	754			1	754
	Right	105	0	0	11		116	0	0	0%	0	116	0	0	0	116	0	0
	Shared		0	0				0	0				0	0	0	0	0	0
Critical Volumes:		North-South: 335			North-South: 433				North-South: 525				North-South: 502					
		East-West: 729			East-West: 843				East-West: 843				East-West: 843					
		Total: 1064			Total: 1277				Total: 1369				Total: 1346					
Volume/capacity (v/c) ratio:		0.709			0.851				0.912				0.897					
v/c less ATSAC adjustment:		0.609			0.751				0.812				0.747					
Level of Service (LOS):		<b>B</b>			<b>C</b>				<b>D</b>				<b>C</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.061	Δv/c after mitigation:	-0.004
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 6		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0					
AM Peak: 7:30 AM																		
		Counts	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	101	1	101	11		111	1	111	0%	0	111	1	111	0	111	1	111
	Lt-Th		0	0			0	0	0			0	0		0	0	0	
	Thru	377	2	189	39	13	430	2	215	(9%)	7	437	2	218	-2	435	2	217
	Th-Rt		0	0			0	0	0			0	0		0	0	0	
Southbound	Right	53	1	53	6	3	62	1	62	(7%)	6	68	1	68	-2	66	1	66
	Shared		0	0			0	0	0			0	0		0	0	0	
	Left	91	1	91	9		100	1	100	0%	0	100	1	100	0	100	1	100
	Lt-Th		0	0			0	0	0			0	0		0	0	0	
Eastbound	Thru	507	1	302	53	40	600	1	353	9%	77	677	1	392	-19	657	1	382
	Th-Rt		1	302			1	353			1	392				1	382	
	Right	97	0	0	10		107	0	0	0%	0	107	0	0	0	0	0	
	Shared		0	0			0	0	0			0	0		0	0	0	
Westbound	Left	95	1	95	10		105	1	105	0%	0	105	1	105	0	105	1	105
	Lt-Th		0	0			0	0	0			0	0		0	0	0	
	Thru	1038	1	575	108	52	1198	1	661	0%	0	1198	1	661	0	1198	1	661
	Th-Rt		1	575			1	661			1	661				1	661	
Westbound	Right	111	0	0	12		123	0	0	0%	0	123	0	0	0	123	0	0
	Shared		0	0			0	0	0			0	0		0	0	0	
	Left	98	1	98	10	4	112	1	112	7%	60	172	1	172	-15	157	1	157
	Lt-Th		0	0			0	0	0			0	0		0	0	0	
Westbound	Thru	945	1	540	98	93	1136	1	642	0%	0	1136	1	642	0	1136	1	642
	Th-Rt		1	540			1	642			1	642				1	642	
	Right	135	0	0	14	0	149	0	0	0%	0	149	0	0	0	149	0	0
	Shared		0	0			0	0	0			0	0		0	0	0	
Critical Volumes:		North-South: 403 East-West: 673 Total: 1076			North-South: 465 East-West: 773 Total: 1238				North-South: 503 East-West: 833 Total: 1336				North-South: 494 East-West: 818 Total: 1311					
Volume/capacity (v/c) ratio:		0.717			0.825				0.891				0.874					
v/c less ATSAC adjustment:		0.617			0.725				0.791				0.724					
Level of Service (LOS):		<b>B</b>			<b>C</b>				<b>C</b>				<b>C</b>					

### PROJECT IMPACT

Change in v/c due to project:	0.066	Δv/c after mitigation:	-0.001
Significantly impacted?	YES	Fully mitigated?	YES



<b>Intersection No. 6</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>					
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%			from year: 2008 to year: 2013				Signal System: 3 v/c reduction: 10%				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			+ 2.0% Ambient Growth				Opposed Phasing: 0				Opposed Phasing: 0					
PM Peak: 5:00 PM		Counts			= Total				+ Project				Adjusted					
		Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	Volume	Lanes	Volume	Volume	Lanes	Volume	Volume	Lanes	Volume			
Northbound	Left	125	1	125	13		139	1	139	0%	0	139	1	139	0	139	1	139
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	575	2	288	60	15	650	2	325	(9%)	130	780	2	390	-33	748	2	374
	Th-Rt		0	0			0	0	0			0	0	0		0	0	0
Southbound	Right	89	1	89	9	11	109	1	109	(7%)	101	210	1	210	-25	185	1	185
	Shared		0	0			0	0	0			0	0	0		0	0	0
	Left	107	1	107	11		118	1	118	0%	0	118	1	118	0	118	1	118
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
Eastbound	Thru	511	1	339	53	63	627	1	406	9%	61	688	1	436	-15	673	1	429
	Th-Rt		1	339			406	1	406			436	1	436		429	1	429
	Right	167	0	0	17		185	0	0	0%	0	185	0	0	0	185	0	0
	Shared		0	0			0	0	0			0	0	0		0	0	0
Westbound	Left	100	1	100	10		110	1	110	0%	0	110	1	110	0	110	1	110
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	1152	1	613	120	97	1368	1	725	0%	0	1368	1	725	0	1368	1	725
	Th-Rt		1	613			725	1	725			725	1	725		725	1	725
Westbound	Right	73	0	0	8		81	0	0	0%	0	81	0	0	0	81	0	0
	Shared		0	0			0	0	0			0	0	0		0	0	0
	Left	104	1	104	11	10	125	1	125	7%	48	173	1	173	-12	161	1	161
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
Westbound	Thru	1201	1	651	125	76	1401	1	756	0%	0	1401	1	756	0	1401	1	756
	Th-Rt		1	651			756	1	756			756	1	756		756	1	756
	Right	101	0	0	11		111	0	0	0%	0	111	0	0	0	111	0	0
	Shared		0	0			0	0	0			0	0	0		0	0	0
Critical Volumes:		North-South: 465			North-South: 544				North-South: 575				North-South: 567					
		East-West: 751			East-West: 867				East-West: 898				East-West: 886					
		Total: 1215			Total: 1411				Total: 1473				Total: 1453					
Volume/capacity (v/c) ratio:		0.810			0.941				0.982				0.969					
v/c less ATSAC adjustment:		0.710			0.841				0.882				0.819					
Level of Service (LOS):		<b>C</b>			<b>D</b>				<b>D</b>				<b>D</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.041	Δv/c after mitigation:	-0.022
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 7		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Whitsett Av</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0					
AM Peak: 7:30 AM																		
		Counts	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	125	1	125	13		139	1	139	0%	0	139	1	139	0	139	1	139
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0
	Thru	300	2	150	31	52	383	2	192	(4%)	3	386	2	193	-1	385	2	193
	Th-Rt		0	0			0	0	0			0	0		0	0	0	0
Southbound	Right	123	1	68	13		136	1	76	0%	0	136	1	76	0	136	1	76
	Shared		0	0			0	0	0			0	0		0	0	0	0
	Left	145	1	145	15		160	1	160	0%	0	160	1	160	0	160	1	160
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0
Eastbound	Thru	801	2	400	83	45	929	2	465	4%	34	963	2	482	-9	955	2	477
	Th-Rt		0	0			0	0	0			0	0		0	0	0	0
	Right	111	1	76	12		123	1	85	4%	34	157	1	117	-9	148	1	109
	Shared		0	0			0	0	0			0	0		0	0	0	0
Westbound	Left	69	1	69	7		77	1	77	(4%)	3	80	1	80	-1	79	1	79
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0
	Thru	1213	2	606	126	55	1394	2	697	(3%)	2	1396	2	698	-1	1396	2	698
	Th-Rt		0	0			0	0	0			0	0		0	0	0	0
Westbound	Right	240	1	177	25		265	1	196	0%	0	265	1	196	0	265	1	196
	Shared		0	0			0	0	0			0	0		0	0	0	0
	Left	109	1	109	11		120	1	121	0%	0	120	1	121	0	120	1	121
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0
Westbound	Thru	661	1	377	69	97	827	1	465	3%	26	853	1	478	-7	846	1	475
	Th-Rt		1	377			465	1	465			478	1	478		475	1	475
	Right	94	0	0	10		104	0	0	0%	0	104	0	0	0	104	0	0
	Shared		0	0			0	0	0			0	0		0	0	0	0
Critical Volumes:		North-South: 526 East-West: 716 Total: 1241			North-South: 603 East-West: 818 Total: 1421				North-South: 620 East-West: 819 Total: 1439				North-South: 616 East-West: 818 Total: 1434					
Volume/capacity (v/c) ratio:		0.828			0.947				0.959				0.956					
v/c less ATSAC adjustment:		0.728			0.847				0.859				0.806					
Level of Service (LOS):		<b>C</b>			<b>D</b>				<b>D</b>				<b>D</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.012	Δv/c after mitigation:	-0.041
Significantly impacted?	NO	Fully mitigated?	N/A



Intersection No. 7		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Whitsett Av</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0					
PM Peak: 5:00 PM									PM									
		Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane		In	Out	Total	Adjusted	Total	Lane	Lane	
		Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume	+ Project	Volume	Volume	Volume	Volume	Volume	Volume	Volume	
Northbound	Left	195	1	195	20		215	1	215	0%	0	215	1	215	0	215	1	215
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
	Thru	647	2	323	67	61	775	2	387	(4%)	58	833	2	416	-15	818	2	409
	Th-Rt		0	0			0	0	0			0	0	0	0	0	0	0
Southbound	Right	148	1	96	15		163	1	106	0%	0	163	1	106	0	163	1	106
	Shared		0	0			0	0	0			0	0	0	0	0	0	0
	Left	152	1	152	16		168	1	168	0%	0	168	1	168	0	168	1	168
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
Eastbound	Thru	352	2	176	37	59	448	2	224	4%	27	475	2	237	-7	468	2	234
	Th-Rt		0	0			0	0	0			0	0	0	0	0	0	0
	Right	70	1	13	7		78	1	15	4%	27	105	1	13	-7	98	1	13
	Shared		0	0			0	0	0			0	0	0	0	0	0	0
Westbound	Left	114	1	114	12		126	1	126	(4%)	58	184	1	184	-15	170	1	170
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
	Thru	1183	2	592	123	108	1414	2	707	(3%)	43	1457	2	729	-11	1447	2	723
	Th-Rt		0	0			0	0	0			0	0	0	0	0	0	0
Westbound	Right	199	1	102	21		220	1	112	0%	0	220	1	112	0	220	1	112
	Shared		0	0			0	0	0			0	0	0	0	0	0	0
	Left	103	1	103	11		114	1	114	0%	0	114	1	114	0	114	1	114
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
Westbound	Thru	1161	1	657	121	86	1368	1	768	3%	20	1388	1	778	-5	1383	1	776
	Th-Rt		1	657			1	768			1	778		778		776		776
	Right	153	0	0	16		169	0	0	0%	0	169	0	0	0	169	0	0
	Shared		0	0			0	0	0			0	0	0	0	0	0	0
Critical Volumes:		North-South: 475			North-South: 555				North-South: 584				North-South: 577					
		East-West: 771			East-West: 894				East-West: 962				East-West: 945					
		Total: 1246			Total: 1450				Total: 1547				Total: 1522					
Volume/capacity (v/c) ratio:		0.831			0.966				1.031				1.015					
v/c less ATSAC adjustment:		0.731			0.866				0.931				0.865					
Level of Service (LOS):		<b>C</b>			<b>D</b>				<b>E</b>				<b>D</b>					

Filename: \\01cnas101cnas1\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 A - adj(-15%)+ i+s credits.xls  
Developed 2005-2007 by Ken Aitchison

PROJECT		IMPACT	
Change in v/c due to project:	0.065	Δv/c after mitigation:	-0.001
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 8		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION				
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 0 Capacity: 1200				Critical Phases: 0 Capacity: 1200				
East/West Street: <b>Hamlin St</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				Project: THE PLAZA AT THE GLEN				Signal System: 1 v/c reduction: 5%				
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0				
AM Peak: 7:30 AM																	
	Counts	Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total		+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
							Volume	Lanes									Volume
Northbound	Left	16	0	0	2		18	0	0%	0	18	0	0	18	0	0	
	Lt-Th		1	401			433				1	440		1	438		
	Thru	787	1	417	82	17	886	1	(16%)	13	899	1	494	-3	896	1	492
	Th-Rt		1	0			16	0	0%	0	16	0	0		16	0	0
Right	14	0	0	1		16	0	0%	0	16	0	0	0	16	0	0	
Shared		0	0			0	0			0	0	0	0	0	0	0	
Southbound	Left	102	0	0	11		113	0	0%	0	113	0	0	113	0	0	
	Lt-Th		1	189			231				1	299		1	282		
	Thru	564	1	495	59	44	667	1	16%	136	803	1	637	-34	769	1	620
	Th-Rt		1	0			20	0	0%	0	20	0	0		20	0	0
Right	18	0	0	2		20	0	0%	0	20	0	0	0	20	0	0	
Shared		0	0			0	0			0	0	0	0	0	0	0	
Eastbound	Left	7	0	7	1		8	0	0%	0	8	0	8	8	1	8	
	Lt-Th		0	0			0	0			0	0	0	0	0	0	
	Thru	5	0	0	1	0	6	0	0%	0	6	0	0	6	0	0	
	Th-Rt		0	0			0	0			0	0	0	0	1	15	
Right	8	0	8	1		9	0	0%	0	9	0	9	9	0	9		
Shared		1	20			23				1	23		1	0	0		
Westbound	Left	3	0	3	0		3	0	0%	0	3	0	3	3	0	0	
	Lt-Th		0	0			0	0			0	0	0	0	0	0	
	Thru	4	0	0	0	0	5	0	0%	0	5	0	0	5	0	0	
	Th-Rt		0	0			0	0			0	0	0	0	0	0	
Right	60	0	60	6		66	0	0%	0	66	0	66	66	0	66		
Shared		1	67			74				1	74		1	74	1	74	
Critical Volumes:		North-South: 896			North-South: 1002				North-South: 1076				North-South: 1058				
		East-West: 81			East-West: 89				East-West: 89				East-West: 83				
		Total: 977			Total: 1091				Total: 1165				Total: 1141				
Volume/capacity (v/c) ratio:		0.814			0.909				0.971				0.951				
v/c less ATSAC adjustment:		0.814			0.909				0.971				0.901				
Level of Service (LOS):		<b>D</b>			<b>E</b>				<b>E</b>				<b>E</b>				

### PROJECT IMPACT

Change in v/c due to project:	0.062	Δv/c after mitigation:	-0.008
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 8		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 0 Capacity: 1200				Critical Phases: 0 Capacity: 1200					
East/West Street: <b>Hamlin St</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				Project: THE PLAZA AT THE GLEN				Signal System: 1 v/c reduction: 5%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0					
PM Peak: 5:00 PM																		
		Counts	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	38	0	0	4		42	0	0	0%	0	42	0	0	0	0	0	
	Lt-Th		1	304			1	307				1	423		1	394		
	Thru	682	1	418	71	26	779	1	516	(16%)	231	1010	1	631	-58	953	1	602
	Th-Rt																	
Right	2	0	0	0			2	0	0	0%	0	2	0	0	2	0	0	
Shared																		
Southbound	Left	44	0	0	5		48	0	0	0%	0	48	0	0	0	0	0	
	Lt-Th		1	406			1	485				1	491		1	526		
	Thru	878	1	538	91	73	1043	1	630	16%	109	1152	1	733	-27	1124	1	671
	Th-Rt																	
Right	21	0	0	2		24	0	0	0%	0	24	0	0	0	24	0	0	
Shared																		
Eastbound	Left	14	0	14	1		16	0	16	0%	0	16	0	16	0	16	1	16
	Lt-Th																	
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Th-Rt																	
Right	34	0	34	4		37	0	37	0%	0	37	0	37	0	37	0	0	
Shared		1	48			1	53				1	53		1	53		0	
Westbound	Left	5	0	5	1		6	0	6	0%	0	6	0	6	0	6	1	6
	Lt-Th																	
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Th-Rt																	
Right	43	0	43	4		47	0	47	0%	0	47	0	47	0	47	0	0	
Shared		1	48			1	53				1	53		1	53		0	
Critical Volumes:		North-South: 842			North-South: 1001				North-South: 1156				North-South: 1128					
		East-West: 91			East-West: 100				East-West: 100				East-West: 63					
		Total: 933			Total: 1101				Total: 1256				Total: 1191					
Volume/capacity (v/c) ratio:		0.777				0.917				1.047				0.993				
v/c less ATSAC adjustment:		0.777				0.917				1.047				0.943				
Level of Service (LOS):		<b>C</b>				<b>E</b>				<b>F</b>				<b>E</b>				

### PROJECT IMPACT

Filename: \\olcnas1\olcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 A - adj(-15%)+ i+s credits.xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.130	Δv/c after mitigation:	0.026
Significantly impacted?	YES	Fully mitigated?	NO



Intersection No. 9		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>Woodman Av</b>		Critical Phases: 3 Capacity: 1425			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 3 Capacity: 1425				Project: THE PLAZA AT THE GLEN						
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Critical Phases: 3 Capacity: 1425						
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Signal System: 3						
AM Peak: 7:30 AM									PM				v/c reduction: 20%						
		Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane	Lane	In	Out	Total	Adjusted	Total	Lane	Lane		
		Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume		
Northbound	Left	97	1	97	10		107	1	107	0%	0	107	1	107	0	107	1	107	
	Lt-Th		0	0				0	0				0	0		0	0	0	
	Thru	528	1	304	55	9	592	1	340	0%	0	592	1	340	0	592	1	340	
	Th-Rt		1	304				1	340				1	340			1	340	
Southbound	Right	80	0	0	8		88	0	0	0%	0	88	0	0	0	88	0	0	
	Shared		0	0				0	0				0	0		0	0	0	
	Left	151	1	151	16	8	175	1	175	3%	26	201	1	201	-7	194	1	194	
	Lt-Th		0	0				0	0				0	0		0	0	0	
Eastbound	Thru	1090	1	647	113	18	1222	1	724	0%	0	1222	1	724	0	1222	1	724	
	Th-Rt		1	647				1	724				1	724			1	724	
	Right	204	0	0	21		225	0	0	0%	0	225	0	0	0	225	0	0	
	Shared		0	0				0	0				0	0		0	0	0	
Westbound	Left	82	1	82	8		90	1	90	0%	0	90	1	90	0	90	1	90	
	Lt-Th		0	0				0	0				0	0		0	0	0	
	Thru	1370	2	504	143	129	1641	2	599	15%	128	1769	2	642	-32	1737	2	631	
	Th-Rt		1	504				1	599				1	642			1	631	
Westbound	Right	142	0	0	15		157	0	0	0%	0	157	0	0	0	157	0	0	
	Shared		0	0				0	0				0	0		0	0	0	
	Left	118	1	118	12		131	1	131	0%	0	131	1	131	0	131	1	131	
	Lt-Th		0	0				0	0				0	0		0	0	0	
Westbound	Thru	1385	2	497	144	136	1665	2	596	(15%)	12	1677	2	601	-3	1674	2	600	
	Th-Rt		1	497				1	596				1	601			1	600	
	Right	106	0	0	11	7	124	0	0	(3%)	2	126	0	0	-1	126	0	0	
	Shared		0	0				0	0				0	0		0	0	0	
Critical Volumes:		North-South: 744			North-South: 831				North-South: 831				North-South: 831						
		East-West: 622			East-West: 730				East-West: 773				East-West: 762						
		Total: 1366			Total: 1560				Total: 1603				Total: 1592						
Volume/capacity (v/c) ratio:		0.959				1.095				1.125				1.118					
v/c less ATSAC adjustment:		0.859				0.995				1.025				0.918					
Level of Service (LOS):		<b>D</b>				<b>E</b>				<b>F</b>				<b>E</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.030	Δv/c after mitigation:	-0.077
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 9		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Woodman Av</b>		Critical Phases: 3 Capacity: 1425			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 3 Capacity: 1425				Critical Phases: 3 Capacity: 1425					
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 20%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0					
PM Peak: 5:00 PM																		
		Counts	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	123	1	123	13		136	1	136	0%	0	136	1	136	0	136	1	136
	Lt-Th		0	0				0	0			0	0			0	0	
	Thru	924	1	532	96	16	1036	1	595	0%	0	1036	1	595	0	1036	1	595
	Th-Rt		1	532				1	595				1	595			1	595
Southbound	Right	140	0	0	15		154	0	0	0%	0	154	0	0	0	154	0	0
	Shared		0	0				0	0			0	0			0	0	
	Left	102	1	102	11	20	133	1	133	3%	20	153	1	153	-5	148	1	148
	Lt-Th		0	0				0	0			0	0			0	0	
Eastbound	Thru	828	1	534	86	10	924	1	595	0%	0	924	1	595	0	924	1	595
	Th-Rt		1	534				1	595				1	595			1	595
	Right	240	0	0	25		265	0	0	0%	0	265	0	0	0	265	0	0
	Shared		0	0				0	0			0	0			0	0	
Westbound	Left	197	1	197	20		217	1	217	0%	0	217	1	217	0	217	1	217
	Lt-Th		0	0				0	0			0	0			0	0	
	Thru	1693	2	609	176	325	2194	2	781	15%	102	2296	2	815	-26	2271	2	807
	Th-Rt		1	609				1	781				1	815			1	807
Westbound	Right	135	0	0	14		149	0	0	0%	0	149	0	0	0	149	0	0
	Shared		0	0				0	0			0	0			0	0	
	Left	133	1	133	14		146	1	146	0%	0	146	1	146	0	146	1	146
	Lt-Th		0	0				0	0			0	0			0	0	
Westbound	Thru	1497	2	566	156	328	1981	2	742	(15%)	216	2197	2	828	-54	2143	2	806
	Th-Rt		1	566				1	742				1	828			1	806
	Right	201	0	0	21	22	244	0	0	(3%)	43	287	0	0	-11	276	0	0
	Shared		0	0				0	0			0	0			0	0	
Critical Volumes:		North-South: 657 East-West: 763 Total: 1420			North-South: 731 East-West: 959 Total: 1690				North-South: 748 East-West: 1045 Total: 1793				North-South: 743 East-West: 1024 Total: 1767					
Volume/capacity (v/c) ratio:		0.997			1.186				1.258				1.240					
v/c less ATSAC adjustment:		0.897			1.086				1.158				1.040					
Level of Service (LOS):		<b>D</b>			<b>F</b>				<b>F</b>				<b>F</b>					

**PROJECT IMPACT**

Filename: \\olcnas1\olcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 A - adj(-15%)+ i+s credits.xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.072	Δv/c after mitigation:	-0.046
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 10		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Fulton Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 20%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0					
AM Peak: 7:30 AM									PM									
		Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane		In	Out	Total	Adjusted	Total	Lane	Lane	
		Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume		Volume	Volume	Volume	Volume	Volume	Volume	Volume	
Northbound	Left	81	1	81	8		89	1	89	0%	0	89	1	89	0	89	1	89
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
	Thru	364	1	364	38	11	413	1	413	0%	0	413	1	413	0	413	1	413
	Th-Rt		0	0			0	0	0			0	0	0	0	0	0	0
Southbound	Right	99	1	99	10		109	1	109	6%	51	160	1	160	-13	147	1	147
	Shared		0	0			0	0	0			0	0	0	0	0	0	0
	Left	121	1	121	13	1	135	1	135	8%	68	203	1	203	-17	186	1	186
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
Eastbound	Thru	383	1	383	40	18	440	1	440	0%	0	440	1	440	0	440	1	440
	Th-Rt		0	0			0	0	0			0	0	0	0	0	0	0
	Right	57	1	57	6	9	72	1	72	0%	0	72	1	72	0	72	1	72
	Shared		0	0			0	0	0			0	0	0	0	0	0	0
Westbound	Left	49	1	49	5	0	54	1	54	0%	0	54	1	54	0	54	1	54
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
	Thru	1472	2	528	153	155	1780	2	635	18%	154	1934	2	686	-39	1896	2	674
	Th-Rt		1	528			1	635				1	686			1	674	
Westbound	Right	113	0	0	12		125	0	0	0%	0	125	0	0	0	125	0	0
	Shared		0	0			0	0	0			0	0	0	0	0	0	0
	Left	95	1	95	10	7	112	1	112	(6%)	5	117	1	117	-1	115	1	115
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
Westbound	Thru	1549	2	540	161	150	1861	2	646	(18%)	15	1876	2	653	-4	1872	2	651
	Th-Rt		1	540			1	646				1	653			1	651	
	Right	69	0	0	7	0	77	0	0	(8%)	7	84	0	0	-2	82	0	0
	Shared		0	0			0	0	0			0	0	0	0	0	0	0
Critical Volumes:		North-South: 486			North-South: 548				North-South: 616				North-South: 599					
		East-West: 623			East-West: 747				East-West: 803				East-West: 789					
		Total: 1109			Total: 1295				Total: 1419				Total: 1388					
Volume/capacity (v/c) ratio:		0.739			0.863				0.946				0.925					
v/c less ATSAC adjustment:		0.639			0.763				0.846				0.725					
Level of Service (LOS):		<b>B</b>			<b>C</b>				<b>D</b>				<b>C</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.083	Δv/c after mitigation:	-0.038
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 10		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION				
North/South Street: <b>Fulton Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500				
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 20%				
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0				
PM Peak: 5:00 PM									PM								
		Counts		Lane Volume	Ambient Growth	+ Related Projects	= Total		+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
		Volume	Lanes				Volume	Lanes									Volume
Northbound	Left	88	1	88	9		97	1	0%	0	97	1	97	0	97	1	97
	Lt-Th		0	0			0	0		0	0	0	0	0	0	0	0
	Thru	317	1	317	33	20	370	1	0%	0	370	1	370	0	370	1	370
	Th-Rt		0	0			0	0		0	0	0	0	0	0	0	0
Right		100	1	100	10		110	1	6%	41	151	1	151	-10	141	1	141
Shared			0	0			0	0		0	0	0	0	0	0	0	0
Southbound	Left	111	1	111	12		123	1	8%	54	177	1	177	-14	163	1	163
	Lt-Th		0	0			0	0		0	0	0	0	0	0	0	0
	Thru	302	1	302	31	33	366	1	0%	0	366	1	366	0	366	1	366
	Th-Rt		0	0			0	0		0	0	0	0	0	0	0	0
Right		73	1	73	8	20	101	1	0%	0	101	1	101	0	101	1	101
Shared			0	0			0	0		0	0	0	0	0	0	0	0
Eastbound	Left	79	1	79	8	1	88	1	0%	0	88	1	88	0	88	1	88
	Lt-Th		0	0			0	0		0	0	0	0	0	0	0	0
	Thru	1648	2	573	172	353	2173	2	18%	122	2295	2	790	-31	2264	2	780
	Th-Rt		1	573			750	1			790	1	790		780	1	780
Right		69	0	0	7		77	0	0%	0	77	0	77	0	77	0	77
Shared			0	0			0	0		0	0	0	0	0	0	0	0
Westbound	Left	101	1	101	11	22	133	1	(6%)	87	220	1	220	-22	199	1	199
	Lt-Th		0	0			0	0		0	0	0	0	0	0	0	0
	Thru	1471	2	549	153	365	1989	2	(18%)	260	2249	2	853	-65	2184	2	822
	Th-Rt		1	549			728	1			853	1	853		822	1	822
Right		176	0	0	18	1	196	0	(8%)	115	311	0	311	-29	282	0	282
Shared			0	0			0	0		0	0	0	0	0	0	0	0
Critical Volumes:		North-South: 428			North-South: 493				North-South: 547				North-South: 533				
		East-West: 674			East-West: 883				East-West: 1011				East-West: 979				
		Total: 1102			Total: 1376				Total: 1558				Total: 1513				
Volume/capacity (v/c) ratio:		0.735			0.918				1.039				1.008				
v/c less ATSAC adjustment:		0.635			0.818				0.939				0.808				
Level of Service (LOS):		<b>B</b>			<b>D</b>				<b>E</b>				<b>D</b>				

**PROJECT IMPACT**

Change in v/c due to project:	0.121	Δv/c after mitigation:	-0.010
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 11		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Ethel Av</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 20%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0					
AM Peak: 7:30 AM									PM									
		Counts	Lane		Ambient	+ Related	= Total		+ Project	= Total		Adjusted	Total	Lane				
		Volume	Volumes		Growth	Projects	Volume	Lanes	Volume	Volume	Lanes	Volume	Volume	Lanes	Volume			
Northbound	Left	19	0	0	2		21	0	0	0%	0	21	0	0	0	0		
	Lt-Th		1	44			1	56				1	150		1	127		
	Thru	24	0	0	3	8	35	0	0	11%	94	129	0	0	0	0		
	Th-Rt		0	0			0	0				0	0		0	0		
Right	80	1	47	8		88	1	51	0%	0	88	1	51	0	88	1	51	
Shared		0	0				0	0			0	0		0	0	0		
Southbound	Left	102	1	102	11	24	137	1	137	(27%)	22	159	1	159	-6	153	1	84
	Lt-Th		0	0			0	0				0	0		0	0	1	107
	Thru	22	0	0	2	7	32	0	0	(11%)	9	41	1	41	-2	39	0	0
	Th-Rt		1	99			1	116				0	0		0	0	0	0
Right	77	0	0	8		84	0	0	(16%)	13	97	1	0	-3	94	1	0	
Shared		0	0				0	0			0	0		0	0	0	0	
Eastbound	Left	95	1	95	10		105	1	105	16%	136	241	1	241	-34	207	1	207
	Lt-Th		0	0			0	0				0	0		0	0	0	0
	Thru	1570	2	536	163	134	1867	2	646	16%	136	2003	2	692	-34	1969	2	680
	Th-Rt		1	536			1	646				1	692		0	1	680	0
Right	39	0	0	4	29	72	0	0	0%	0	72	0	0	0	72	0	0	
Shared		0	0				0	0			0	0		0	0	0	0	
Westbound	Left	66	1	66	7		73	1	73	0%	0	73	1	73	0	73	1	73
	Lt-Th		0	0			0	0				0	0		0	0	0	0
	Thru	1544	2	517	161	133	1838	2	615	(16%)	13	1851	2	696	-3	1848	3	616
	Th-Rt		1	517			1	615				1	696		0	0	0	0
Right	7	0	0	1		8	0	0	27%	230	238	0	0	-58	180	1	103	
Shared		0	0				0	0			0	0		0	0	0	0	
Critical Volumes:		North-South: 149			North-South: 187				North-South: 209				North-South: 158					
		East-West: 612			East-West: 720				East-West: 937				East-West: 823					
		Total: 761			Total: 907				Total: 1146				Total: 981					
Volume/capacity (v/c) ratio:		0.507			0.605				0.764				0.654					
v/c less ATSAC adjustment:		0.407			0.505				0.664				0.454					
Level of Service (LOS):		<b>A</b>			<b>A</b>				<b>B</b>				<b>A</b>					

**PROJECT IMPACT**

Filename: \\olcnas1\olcnas1\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 A - adj(-15%)+ i+s credits.xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.159	Δv/c after mitigation:	-0.051
Significantly impacted?	NO	Fully mitigated?	N/A



Intersection No. 11		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Ethel Av</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			from year: 2008 Signal System: 3 to year: 2013 v/c reduction: 10%				<input type="checkbox"/> Adjacent AM 853 83 936 PM 680 1442 2122				Signal System: 3 v/c reduction: 20%					
Analysis Date: 07/30/2008 PM Peak: 5:00 PM		Opposed Phasing: 0			+ 2.0% Ambient Growth				Opposed Phasing: 0				Opposed Phasing: 0					
		Counts	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	34	0	0	4		37	0	0	0%	0	37	0	0	0	0	0	
	Lt-Th	N/B RTOR:		65			1	92				1	167		37	1	148	
	Thru	Existing: 50%		0			0	0		11%	75	130	0	0	-19	111	0	0
	Th-Rt	Projected: 50%		0	20		0	0				0	0	0	0	0	0	0
Right	Mitigated: 50%		38			6	68	1	42	0%	0	68	1	42	0	68	1	42
Shared		0	0	0			0	0			0	0	0	0	0	0	0	
Southbound	Left	182	1	182	19	76	276	1	276	(27%)	389	665	1	665	-97	568	1	313
	Lt-Th	S/B RTOR:		0			0	0				0	0		568	1	435	
	Thru	Existing: 50%		0			0	0		(11%)	159	219	1	219	-40	180	0	0
	Th-Rt	Projected: 50%		35	22		1	222				0	0	0	180	0	0	
Right	Mitigated: 50%		147			15	162	0	0	(16%)	231	393	1	265	-58	335	1	220
Shared		0	0	0			0	0			0	0	0	0	0	0	0	
Eastbound	Left	134	1	134	14		148	1	148	16%	109	257	1	257	-27	229	1	229
	Lt-Th	E/B RTOR:		0			0	0				0	0		229	0	0	
	Thru	Existing: 50%		1753	303		2	783		16%	109	2348	2	819	-27	2321	2	810
	Th-Rt	Projected: 50%		1	70		1	783				1	819	0	2321	1	810	
Right	Mitigated: 50%		37			4	111	0	0	0%	0	111	0	111	0	0	0	0
Shared		0	0	0			0	0			0	0	0	0	0	0	0	
Westbound	Left	47	1	47	5		52	1	52	0%	0	52	1	52	0	52	1	52
	Lt-Th	W/B RTOR:		0			0	0				0	0		52	0	0	
	Thru	Existing: 50%		1626	310		2	705		(16%)	231	2336	2	843	-58	2278	3	759
	Th-Rt	Projected: 50%		1			1	705				1	843	0	2278	0	0	
Right	Mitigated: 50%		9			1	10	0	0	27%	184	194	0	0	-46	148	1	0
Shared		0	0	0			0	0			0	0	0	0	0	0	0	
Critical Volumes:		North-South: 247 East-West: 679 Total: 925			North-South: 318 East-West: 853 Total: 1171				North-South: 707 East-West: 1100 Total: 1807				North-South: 477 East-West: 989 Total: 1466					
Volume/capacity (v/c) ratio:		0.617			0.780				1.205				0.977					
v/c less ATSAC adjustment:		0.517			0.680				1.105				0.777					
Level of Service (LOS):		<b>A</b>			<b>B</b>				<b>F</b>				<b>C</b>					

**PROJECT IMPACT**

Filename: \\olcnas1\olcnas1\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 A - adj(-15%)+ i+s credits.xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.425	Δv/c after mitigation:	0.097
Significantly impacted?	YES	Fully mitigated?	NO



Intersection No. 12		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION			
North/South Street: <b>Morse Ave</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN			
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent				Critical Phases: 2 Capacity: 1500			
Analysis Date: 07/30/2008		Opposed Phasing: 1			Opposed Phasing: 1				AM				Signal System: 3 v/c reduction: 20%			
AM Peak: 7:30 AM									PM				Opposed Phasing: 1			
		Counts		Lane	Ambient	+ Related	= Total		+ Project	= Total	Lanes	Lane	Adjusted	Total	Lanes	Lane
		Volume	Lanes				Volume	Lanes								
Northbound	Left	19	0	19	2		21	0	21	0%	0	21	0	21	0	0
	Lt-Th															
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0
	Th-Rt															
Southbound	Right	46	0	46	5		51	0	51	0%	0	51	0	51	0	0
	Shared		1	65				1	72				0	51	1	72
	Left	0	0	0	0		0	0	0	(30%)	25	25	0	25	1	19
	Lt-Th															
Eastbound	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0
	Th-Rt	0	0	0	0		0	0	0				0	0	1	10
	Right	0	0	0	0		0	0	0	(16%)	13	13	0	13	0	10
	Shared		1	0				1	0					38	0	0
Westbound	Left	0	0	0	0		0	0	0	16%	136	136	0	0	0	0
	Lt-Th															
	Thru	1959	2	662	204	150	2313	2	781	(27%)	22	2335	2	788	2	786
	Th-Rt		1	662				1	781				1	788	1	786
Westbound	Right	26	0	0	3		29	0	0	0%	0	29	0	0	0	0
	Shared		0	0				0	0					29	0	0
	Left	33	1	33	3		36	1	36	0%	0	36	1	36	1	36
	Lt-Th		0	0				0	0				0	0	0	0
Westbound	Thru	2030	2	677	211	150	2391	2	797	27%	230	2621	2	959	2	919
	Th-Rt		1	677				1	797				1	959	1	919
	Right	0	0	0	0		0	0	0	30%	256	256	0	0	0	0
	Shared		0	0				0	0					0	0	0
Critical Volumes:		North-South: 65 East-West: 695 Total: 760			North-South: 72 East-West: 817 Total: 889				North-South: 110 East-West: 959 Total: 1069				North-South: 91 East-West: 919 Total: 1009			
Volume/capacity (v/c) ratio:		0.633			0.741				0.891				0.673			
v/c less ATSAC adjustment:		0.633			0.741				0.891				0.473			
Level of Service (LOS):		<b>B</b>			<b>C</b>				<b>D</b>				<b>A</b>			

**PROJECT IMPACT**

Filename: \\olcnas1\olcnas1\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 A - adj(-15%)+ i+s credits.xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.150	Δv/c after mitigation:	-0.268
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 12		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>Morse Ave</b>		Critical Phases: 0 Capacity: 1200			Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500						
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 20%						
Analysis Date: 07/30/2008		Opposed Phasing: 1			Opposed Phasing: 1				AM				Opposed Phasing: 1						
PM Peak: 5:00 PM									PM										
		Counts		Lane	Ambient	+ Related	= Total		+ Project	Total	Lanes	Lane	Adjusted	Total	Lanes	Lane			
		Volume	Lanes				Volume	Lanes									Volume	Lanes	Volume
Northbound	Left	12	0	12	1		13	0	13	0%	0	13	0	0	0	0	0		
	Lt-Th	N/B RTOR:	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0		
	Thru	Existing: 0%	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0		
	Th-Rt	Projected: 0%	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0		
Right	Mitigated: 0%	39	0	39	4		43	0	43	0%	0	43	0	0	0	0	0		
Shared			1	51			1	56			1	56	0	43	1	56			
Southbound	Left	0	0	0	0		0	0	0	(30%)	433	433	1	433	-108	325	1	325	
	Lt-Th	S/B RTOR:	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
	Thru	Existing: 0%	0	0	0	0	0	0	0	0%	0	0	1	231	0	0	1	173	
	Th-Rt	Projected: 0%	0	0	0	0	0	0	0	(16%)	231	231	0	231	-58	173	0	173	
Right	Mitigated: 0%	0	0	0	0		0	0	0		0	0	0	0	0	0	0		
Shared			1	0			1	0			0	0	0	0	0	0	0		
Eastbound	Left	0	0	0	0		0	0	0	16%	109	109	0	0	-27	82	0	0	
	Lt-Th	E/B RTOR:	1807	2	615	188	368	2363	2	802	(27%)	389	2752	2	932	-97	2655	2	899
	Thru	Existing: 0%	0	1	615	0	0	0	1	802	0%	0	0	1	932	0	0	1	899
	Th-Rt	Projected: 0%	39	0	0	4		43	0	0	0%	0	43	0	0	0	43	0	0
Right	Mitigated: 0%	0	0	0	0		0	0	0		0	0	0	0	0	0	0	0	
Shared			0	0			0	0			0	0	0	0	0	0	0	0	
Westbound	Left	17	1	17	2		19	1	19	0%	0	19	1	19	0	19	1	19	
	Lt-Th	W/B RTOR:	2079	2	693	216	375	2670	2	890	27%	184	2854	2	1019	-46	2808	2	987
	Thru	Existing: 0%	0	1	693	0	0	0	1	890	0%	0	0	1	1019	0	0	1	987
	Th-Rt	Projected: 0%	0	0	0	0		0	0	0	30%	204	204	0	0	-51	153	0	0
Right	Mitigated: 0%	0	0	0	0		0	0	0		0	0	0	0	0	0	0	0	
Shared			0	0			0	0			0	0	0	0	0	0	0	0	
Critical Volumes:		North-South: 51 East-West: 693 Total: 744			North-South: 56 East-West: 890 Total: 946				North-South: 489 East-West: 1019 Total: 1509				North-South: 381 East-West: 987 Total: 1368						
Volume/capacity (v/c) ratio:		0.620			0.789				1.257				0.912						
v/c less ATSAC adjustment:		0.620			0.789				1.257				0.712						
Level of Service (LOS):		<b>B</b>			<b>C</b>				<b>F</b>				<b>C</b>						

**PROJECT IMPACT**

Change in v/c due to project:	0.468	Δv/c after mitigation:	-0.077
Significantly impacted?	YES	Fully mitigated?	YES



<b>Intersection No. 13</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>				
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 3 Capacity: 1425			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 3 Capacity: 1425				Project: THE PLAZA AT THE GLEN				
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent In Out Total AM 853 83 936 PM 680 1442 2122				Critical Phases: 3 Capacity: 1425				
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0								Signal System: 3 v/c reduction: 20%				
AM Peak: 7:30 AM													Opposed Phasing: 0				
	Counts	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	1	101	11	4	115	1	115	11%	94	209	1	209	-24	186	1	186
	Lt-Th	0	0			0	0	0			0	0		0	0	0	0
	Thru	1	311	48	10	519	1	348	0%	0	519	1	348	0	519	1	348
	Th-Rt	1	311			1	348				1	348			1	348	
Right	0	0	17		177	0	0	0%	0	177	0	0	0	177	0	0	
Shared	0	0			0	0				0	0		0	0	0	0	
Southbound	Left	1	137	14		151	1	151	0%	0	151	1	151	0	151	1	151
	Lt-Th	0	0			0	0				0	0		0	0	0	0
	Thru	1	329	60	36	677	1	385	0%	0	677	1	453	0	677	2	338
	Th-Rt	1	329			1	385				1	453			0	0	0
Right	0	0	8	8	94	0	0	16%	136	230	0	0	-34	196	1	139	
Shared	0	0			0	0				0	0		0	0	0	0	
Eastbound	Left	1	88	9	7	104	1	104	(16%)	13	117	1	117	-3	114	1	114
	Lt-Th	0	0			0	0				0	0		0	0	0	0
	Thru	2	593	174	148	1993	2	705	(30%)	25	2018	2	716	-6	2011	2	714
	Th-Rt	1	593			1	705				1	716			1	714	
Right	0	0	11	3	122	0	0	(11%)	9	131	0	0	-2	129	0	0	
Shared	0	0			0	0				0	0		0	0	0	0	
Westbound	Left	1	211	22		233	1	233	0%	0	233	1	233	0	233	1	233
	Lt-Th	0	0			0	0				0	0		0	0	0	0
	Thru	2	538	160	150	1849	2	644	30%	256	2105	2	729	-64	2041	3	680
	Th-Rt	1	538			1	644				1	729			0	0	0
Right	0	0	8		82	0	0	0%	0	82	0	0	0	82	1	82	
Shared	0	0			0	0				0	0		0	0	0	0	
Critical Volumes:		North-South: 447 East-West: 804 Total: 1251			North-South: 501 East-West: 938 Total: 1439				North-South: 663 East-West: 949 Total: 1612				North-South: 524 East-West: 947 Total: 1471				
Volume/capacity (v/c) ratio:		0.878			1.010				1.131				1.032				
v/c less ATSAC adjustment:		0.778			0.910				1.031				0.832				
Level of Service (LOS):		<b>C</b>			<b>E</b>				<b>F</b>				<b>D</b>				

**PROJECT IMPACT**

Change in v/c due to project:	0.121	Δv/c after mitigation:	-0.078
Significantly impacted?	YES	Fully mitigated?	YES





<b>Intersection No. 13</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>					
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 3 Capacity: 1425			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 3 Capacity: 1425				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Critical Phases: 3 Capacity: 1425					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Signal System: 3					
PM Peak: 5:00 PM		Counts			+ 2.0%				PM				Opposed Phasing: 0					
		Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	137	1	137	14	10	161	1	161	11%	75	236	1	236	-19	217	1	217
	Lt-Th		0	0				0	0			0	0			0	0	0
	Thru	415	1	252	43	4	462	1	280	0%	0	462	1	280	0	462	1	280
	Th-Rt		1	252				1	280				1	280			1	280
Southbound	Right	89	0	0	9		98	0	0	0%	0	98	0	0	0	98	0	0
	Shared		0	0				0	0			0	0			0	0	0
	Left	125	1	125	13		139	1	139	0%	0	139	1	139	0	139	1	139
	Lt-Th		0	0				0	0			0	0			0	0	0
Eastbound	Thru	430	1	315	45	53	528	1	384	0%	0	528	1	438	0	528	2	264
	Th-Rt		1	315				1	384				1	438			0	0
	Right	199	0	0	21	20	240	0	0	16%	109	349	0	0	-27	321	1	70
	Shared		0	0				0	0			0	0			0	0	0
Westbound	Left	277	1	277	29	22	328	1	328	(16%)	231	559	1	559	-58	502	1	502
	Lt-Th		0	0				0	0			0	0			0	0	0
	Thru	1738	2	603	181	347	2266	2	785	(30%)	433	2699	2	983	-108	2591	2	933
	Th-Rt		1	603				1	785				1	983			1	933
Critical Volumes:	Right	71	0	0	7	11	90	0	0	(11%)	159	249	0	0	-40	209	0	0
	Shared		0	0				0	0			0	0			0	0	0
	Left	143	1	143	15		158	1	158	0%	0	158	1	158	0	158	1	158
	Lt-Th		0	0				0	0			0	0			0	0	0
Volume/capacity (v/c) ratio:	Thru	1430	2	524	149	350	1929	2	695	30%	204	2133	2	763	-51	2082	3	694
	Th-Rt		1	524				1	695				1	763			0	0
	Right	141	0	0	15		155	0	0	0%	0	155	0	0	0	155	1	155
	Shared		0	0				0	0			0	0			0	0	0
Volume/capacity (v/c) ratio:		0.879			1.100				1.401				1.177					
v/c less ATSAC adjustment:		0.779			1.000				1.301				0.977					
Level of Service (LOS):		<b>C</b>			<b>E</b>				<b>F</b>				<b>E</b>					

**PROJECT IMPACT**

Filename: \\Olcnas\Olcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 A - adj(-15%)+ i+s credits.xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.301	Δv/c after mitigation:	-0.023
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 14		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Whitsett Av</b>		Critical Phases: 3 Capacity: 1425			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 3 Capacity: 1425				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Critical Phases: 3 Capacity: 1425					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Signal System: 3					
AM Peak: 7:30 AM									PM				v/c reduction: 20%					
		Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane					Adjusted	Total	Lane	Lane	
		Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume	+ Project	= Total	Volume	Volume	Volume	Volume	Volume	Volume	
										Volume	Volume	Lanes	Lanes					
Northbound	Left	79	1	79	8		87	1	87	4%	34	121	1	121	-9	112	1	112
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
	Thru	333	1	245	35	51	418	1	296	0%	0	418	1	296	0	418	1	296
	Th-Rt		1	245				1	296				1	296			1	296
	Right	158	0	0	16		175	0	0	0%	0	175	0	0	0	175	0	0
Shared		0	0				0	0				0	0			0	0	
Southbound	Left	176	1	176	18	4	199	1	199	0%	0	199	1	199	0	199	1	199
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
	Thru	757	1	409	79	43	879	1	474	0%	0	879	1	491	0	879	1	486
	Th-Rt		1	409				1	474				1	491			1	486
	Right	60	0	0	6	2	68	0	0	4%	34	102	0	0	-9	94	0	0
Shared		0	0				0	0				0	0			0	0	
Eastbound	Left	50	1	50	5	1	56	1	56	(4%)	3	59	1	59	-1	58	1	58
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
	Thru	1724	2	607	179	144	2047	2	718	(22%)	18	2065	2	725	-5	2061	2	723
	Th-Rt		1	607				1	718				1	725			1	723
	Right	96	0	0	10	1	107	0	0	(4%)	3	110	0	0	-1	109	0	0
Shared		0	0				0	0				0	0			0	0	
Westbound	Left	75	1	75	8		83	1	83	0%	0	83	1	83	0	83	1	83
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
	Thru	1790	2	618	186	150	2126	2	732	22%	188	2314	2	795	-47	2267	2	779
	Th-Rt		1	618				1	732				1	795			1	779
	Right	63	0	0	7		70	0	0	0%	0	70	0	0	0	70	0	0
Shared		0	0				0	0				0	0			0	0	
Critical Volumes:		North-South: 487			North-South: 560				North-South: 611				North-South: 598					
		East-West: 682			East-West: 801				East-West: 854				East-West: 838					
		Total: 1169			Total: 1362				Total: 1465				Total: 1436					
Volume/capacity (v/c) ratio:		0.820			0.956				1.028				1.008					
v/c less ATSAC adjustment:		0.720			0.856				0.928				0.808					
Level of Service (LOS):		<b>C</b>			<b>D</b>				<b>E</b>				<b>D</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.072	Δv/c after mitigation:	-0.048
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 14		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Whitsett Av</b>		Critical Phases: 3 Capacity: 1425			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 3 Capacity: 1425				Critical Phases: 3 Capacity: 1425					
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 20%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			+ 2.0% Ambient Growth				<input type="checkbox"/> Adjacent				Opposed Phasing: 0					
PM Peak: 5:00 PM		Counts			= Total				+ Project				Adjusted					
		Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	Volume	Lanes	Volume	Volume	Lanes	Volume	Volume	Lanes	Volume	Lanes	Volume	
Northbound	Left	112	1	112	12		124	1	124	4%	27	151	1	151	-7	144	1	144
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
	Thru	684	1	443	71	57	813	1	518	0%	0	813	1	518	0	813	1	518
	Th-Rt		1	443			1	518				1	518			1	518	
Southbound	Right	202	0	0	21		223	0	0	0%	0	223	0	0	0	223	0	0
	Shared		0	0			0	0			0	0	0	0	0	0	0	0
	Left	147	1	147	15	10	172	1	172	0%	0	172	1	172	0	172	1	172
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
Eastbound	Thru	391	1	226	41	55	486	1	279	0%	0	486	1	292	0	486	1	289
	Th-Rt		1	226			1	279			1	292			1	289		
	Right	61	0	0	6	4	72	0	0	4%	27	99	0	0	-7	92	0	0
	Shared		0	0			0	0			0	0	0	0	0	0	0	0
Westbound	Left	104	1	104	11	4	119	1	119	(4%)	58	177	1	177	-15	162	1	162
	Lt-Th		0	0			0	0			0	0	0	0	0	0	0	0
	Thru	1881	2	654	196	336	2413	2	836	(22%)	317	2730	2	961	-79	2650	2	929
	Th-Rt		1	654			1	836			1	961			1	929		
Westbound	Right	82	0	0	8	4	94	0	0	(4%)	58	152	0	0	-15	138	0	0
	Shared		0	0			0	0			0	0	0	0	0	0	0	0
	Left	113	1	113	12		125	1	125	0%	0	125	1	125	0	125	1	125
	Lt-Th		0	0			0	0			0	0	0	0	0	0	0	0
Westbound	Thru	1494	2	540	156	350	2000	2	713	22%	150	2150	2	763	-38	2112	2	751
	Th-Rt		1	540			1	713			1	763			1	751		
	Right	126	0	0	13		140	0	0	0%	0	140	0	0	0	140	0	0
	Shared		0	0			0	0			0	0	0	0	0	0	0	0
Critical Volumes:		North-South: 590 East-West: 767 Total: 1357			North-South: 690 East-West: 961 Total: 1651				North-South: 690 East-West: 1086 Total: 1776				North-South: 690 East-West: 1054 Total: 1744					
Volume/capacity (v/c) ratio:		0.953			1.158				1.246				1.224					
v/c less ATSAC adjustment:		0.853			1.058				1.146				1.024					
Level of Service (LOS):		<b>D</b>			<b>F</b>				<b>F</b>				<b>F</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.088	Δv/c after mitigation:	-0.034
Significantly impacted?	YES	Fully mitigated?	YES



<b>Intersection No. 15</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>					
North/South Street: <b>170 FWY SB (North Side)</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent				Critical Phases: 0 Capacity: 1200					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Signal System: 1					
AM Peak: 7:30 AM									PM				v/c reduction: 5%					
		Counts	Lane		+ 2.0%	+ Related	= Total		+ Project	= Total			Adjusted	Total	Lane			
		Volume	Lanes	Volume	Ambient	Projects	Volume	Lanes	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume		
Northbound	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0		
	Lt-Th																	
	Thru																	
	Th-Rt																	
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0		
	Shared	0	0	0	0		0	0	0	0	0	0	0	0	0	0		
Southbound	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0		
	Lt-Th																	
	Thru																	
	Th-Rt																	
	Right	496	1	496	52	6	553	1	553	8%	68	621	1	621	-17	604	1	604
	Shared	0	0	0	0		0	0	0	0	0	0	0	0	0	0		
Eastbound	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0		
	Lt-Th																	
	Thru																	
	Th-Rt																	
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0		
	Shared	0	0	0	0		0	0	0	0	0	0	0	0	0	0		
Westbound	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0		
	Lt-Th																	
	Thru	1883	2	675	196	130	2209	2	799	14%	119	2328	2	839	-30	2299	2	829
	Th-Rt																	
	Right	142	0	0	15	32	189	0	0	0%	0	189	0	0	0	189	0	0
	Shared	0	0	0	0		0	0	0	0	0	0	0	0	0	0		
Critical Volumes:		North-South: 0			North-South: 0				North-South: 0				North-South: 0					
		East-West: 675			East-West: 799				East-West: 839				East-West: 829					
		Total: 675			Total: 799				Total: 839				Total: 829					
Volume/capacity (v/c) ratio:		0.563			0.666				0.699				0.691					
v/c less ATSAC adjustment:		0.563			0.666				0.699				0.641					
Level of Service (LOS):		<b>A</b>			<b>B</b>				<b>B</b>				<b>B</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.033	Δv/c after mitigation:	-0.025
Significantly impacted?	NO	Fully mitigated?	N/A



Intersection No. 15		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>170 FWY SB (North Side)</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent				Critical Phases: 0 Capacity: 1200					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Signal System: 1					
PM Peak: 5:00 PM									PM				v/c reduction: 5%					
		Counts	Lane		Ambient	+ Related	= Total							Adjusted	Total	Lane		
		Volume	Volumes		Growth	Projects	Volume	Lanes	Volume					Volume	Volume	Volumes	Volume	
Northbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Th-Rt	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Shared	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
Southbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Th-Rt	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Right	264	1	264	28	21	313	1	313	8%	54	367	1	367	-14	353	1	353
	Shared	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
Eastbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Th-Rt	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Shared	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
Westbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Thru	2210	2	808	230	319	2759	2	1027	14%	95	2854	2	1059	-24	2830	2	1051
	Th-Rt	0	1	808	0	0	0	1	1027	0%	0	0	1	1059	0	0	1	1051
	Right	215	0	0	22	85	323	0	0	0%	0	323	0	0	0	323	0	0
	Shared	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
Critical Volumes:		North-South: 0 East-West: 808 Total: 808			North-South: 0 East-West: 1027 Total: 1027				North-South: 0 East-West: 1059 Total: 1059				North-South: 0 East-West: 1051 Total: 1051					
Volume/capacity (v/c) ratio:		0.674			0.856				0.882				0.876					
v/c less ATSAC adjustment:		0.674			0.856				0.882				0.826					
Level of Service (LOS):		<b>B</b>			<b>D</b>				<b>D</b>				<b>D</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.026	Δv/c after mitigation:	-0.030
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 16		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION			
North/South Street: <b>170 FWY SB (South Side)</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN			
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent				Critical Phases: 0 Capacity: 1200			
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Signal System: 1			
AM Peak: 7:30 AM									PM				v/c reduction: 5%			
		Counts	Lane		Ambient	+ Related	= Total		+ Project	= Total		Adjusted	Total	Lane		
		Volume	Lanes	Volume	Growth	Projects	Volume	Lanes	Volume	Volume	Lanes	Volume	Volume	Lanes	Volume	
Northbound	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	
	Lt-Th															
	Thru	0	0	0	0		0	0	0	0	0	0	0	0	0	
	Th-Rt	0	0	0	0		0	0	0	0	0	0	0	0	0	
	Right	718	1	718	75	28	821	1	821	0%	0	821	1	821	0	
Shared																
Southbound	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	
	Lt-Th															
	Thru	0	0	0	0		0	0	0	0	0	0	0	0	0	
	Th-Rt	0	0	0	0		0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	
Shared																
Eastbound	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	
	Lt-Th															
	Thru	1628	2	724	169	153	1951	2	855	(14%)	12	1963	2	861	-3	
	Th-Rt															
	Right	543	0	0	56	14	613	0	0	(8%)	7	620	0	0	-2	
Shared																
Westbound	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	
	Lt-Th															
	Thru	0	0	0	0		0	0	0	0	0	0	0	0	0	
	Th-Rt	0	0	0	0		0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	
Shared																
Critical Volumes:		North-South: 718			North-South: 821				North-South: 821				North-South: 0			
		East-West: 724			East-West: 855				East-West: 861				East-West: 980			
		Total: 1442			Total: 1676				Total: 1682				Total: 980			
Volume/capacity (v/c) ratio:		1.202			1.396				1.402				0.817			
v/c less ATSAC adjustment:		1.202			1.396				1.402				0.767			
Level of Service (LOS):		<b>F</b>			<b>F</b>				<b>F</b>				<b>C</b>			

**PROJECT IMPACT**

Filename: \\olcnas1\olcnas1\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 A - adj(-15%)+ i+s credits.xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.006	Δv/c after mitigation:	-0.629
Significantly impacted?	NO	Fully mitigated?	N/A



Intersection No. 16		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION				
North/South Street: <b>170 FWY SB (South Side)</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN				
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent				Signal System: 1 v/c reduction: 5%				
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0				
PM Peak: 5:00 PM									PM								
		Counts	Lane		Ambient	+ Related	= Total		+ Project	Total	Lane		Adjusted	Total	Lane		
		Volume	Volume	Lanes	Growth	Projects	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Volume	
Northbound	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	
	Lt-Th	0	0	0	0		0	0	0	0	0	0	0	0	0	0	
	Thru	0	0	0	0		0	0	0	0	0	0	0	0	0	0	
	Th-Rt	0	0	0	0		0	0	0	0	0	0	0	0	0	0	
	Right	280	1	280	29	87	396	1	396	0%	0	396	1	396	0	396	1
Shared																	
Southbound	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	
	Lt-Th	0	0	0	0		0	0	0	0	0	0	0	0	0	0	
	Thru	0	0	0	0		0	0	0	0	0	0	0	0	0	0	
	Th-Rt	0	0	0	0		0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0
Shared																	
Eastbound	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	
	Lt-Th	0	0	0	0		0	0	0	0	0	0	0	0	0	0	
	Thru	1600	2	743	166	321	2087	2	933	(14%)	202	2289	2	1039	-51	2239	2
	Th-Rt	630	1	743	66	17	713	1	933	(8%)	115	828	1	1039	-29	799	1
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0
Shared																	
Westbound	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	
	Lt-Th	0	0	0	0		0	0	0	0	0	0	0	0	0	0	
	Thru	0	0	0	0		0	0	0	0	0	0	0	0	0	0	
	Th-Rt	0	0	0	0		0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0
Shared																	
Critical Volumes:		North-South: 280			North-South: 396				North-South: 396				North-South: 0				
		East-West: 743			East-West: 933				East-West: 1039				East-West: 1119				
		Total: 1023			Total: 1329				Total: 1435				Total: 1119				
Volume/capacity (v/c) ratio:		0.852			1.108				1.196				0.933				
v/c less ATSAC adjustment:		0.852			1.108				1.196				0.883				
Level of Service (LOS):		<b>D</b>			<b>F</b>				<b>F</b>				<b>D</b>				

Filename: \\01cnas101cnas1\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 A - adj(-15%)+ i+s credits.xls  
 Developed 2005-2007 by Ken Aitchison

PROJECT		IMPACT	
Change in v/c due to project:	0.088	Δv/c after mitigation:	-0.225
Significantly impacted?	YES	Fully mitigated?	YES

# Project: THE PLAZA AT THE GLEN

DOT Case Number:

Year of counts: 2008

Project buildout: 2013

Ambient growth: 2.0% per year

Project Trip Generation	Adjacent to Project			Not Adjacent		
	In	Out	Total	In	Out	Total
AM Peak Hour	808	18	826	853	83	936
PM Peak Hour	652	1440	2092	680	1442	2122

Filename: \\0tcnas\0tcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 B- adj(-15%)+ I-S CREDITS.xls

## Level of Service and Volume to Capacity Ratio Summary

No.	Intersection	Peak Hour	Existing (2008)		Cumulative Base		Future with project		Project Impact		After mitigation		
			v/c	LOS	v/c	LOS	v/c	LOS	Δ v/c	significant?	v/c	Δ v/c	mitigated?
1	170 FWY NB ( North Side ) & Victory Blvd	AM	0.603	B	0.718	C	0.739	C	0.021	NO	0.610	-0.108	N/A
		PM	0.735	C	0.940	E	0.957	E	<b>0.017</b>	<b>YES</b>	0.809	-0.131	YES
2	170 FWY NB ( South Side ) & Victory Blvd	AM	0.835	D	0.988	E	0.991	E	0.003	NO	0.940	-0.048	N/A
		PM	0.753	C	0.993	E	1.049	F	<b>0.056</b>	<b>YES</b>	0.985	-0.008	YES
3	Laurel Canyon Blvd & Victory Blvd	AM	0.715	C	0.917	E	0.927	E	<b>0.010</b>	<b>YES</b>	0.875	-0.042	YES
		PM	0.768	C	1.062	F	1.084	F	<b>0.022</b>	<b>YES</b>	1.027	-0.035	YES
4	Fulton Way & Erwin St	AM	0.603	B	0.717	C	0.721	C	0.004	NO	--	--	N/A
		PM	0.286	A	0.381	A	0.494	A	0.113	NO	--	--	N/A
5	Fulton Way & Oxnard St	AM	0.679	B	0.796	C	0.803	D	0.007	NO	0.750	-0.046	N/A
		PM	0.563	A	0.680	B	0.756	C	<b>0.076</b>	<b>YES</b>	0.687	0.007	YES
6	Coldwater Canyon Ave & Oxnard St	AM	0.643	B	0.754	C	0.798	C	<b>0.044</b>	<b>YES</b>	0.737	-0.017	YES
		PM	0.564	A	0.665	B	0.757	C	<b>0.092</b>	<b>YES</b>	0.684	0.019	YES
7	Whitsett Ave & Oxnard St	AM	0.763	C	0.886	D	0.889	D	0.003	NO	0.839	-0.047	N/A
		PM	0.782	C	0.884	D	0.927	E	<b>0.043</b>	<b>YES</b>	0.866	-0.018	YES
8	Coldwater Canyon Ave & Burbank Blvd	AM	0.736	C	0.855	D	0.857	D	0.002	NO	--	--	N/A
		PM	0.535	A	0.674	B	0.692	B	0.018	NO	--	--	N/A
9	NS Ave & EW St	AM	0.000	A	0.000	A	0.000	A	0.000	NO	--	--	N/A
		PM	0.000	A	0.000	A	0.000	A	0.000	NO	--	--	N/A
10	NS Ave & EW St	AM	0.000	A	0.000	A	0.000	A	0.000	NO	--	--	N/A
		PM	0.000	A	0.000	A	0.000	A	0.000	NO	--	--	N/A
11	NS Ave &	AM	0.000	A	0.000	A	0.000	A	0.000	NO	--	--	N/A





Intersection No. 1		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>170 FWY NB ( North Side )</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent				Critical Phases: 0 Capacity: 1200					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM In Out Total 680 680 1442 2122				Signal System: 1 v/c reduction: 5%					
AM Peak: 7:30 AM		Counts Volume Lanes Lane Volume			+ 2.0% Ambient Growth + Related Projects = Total Volume Lanes Lane Volume				+ Project Volume = Total Volume Lanes Lane Volume				Adjusted Volume Total Volume Lanes Lane Volume					
Northbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th																	
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Shared	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
Southbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th																	
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Right	731	1	0	76	7	815	1	0	8%	68	883	1	0	-17	866	1	0
	Shared	0	0	0	0		0	0	0		0	0	0	0	0	0	0	0
Eastbound	Left	80	1	80	8		88	1	88	0%	0	88	1	88	0	88	0	0
	Lt-Th																	
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Shared	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
Westbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th																	
	Thru	1289	2	644	134	124	1547	2	773	6%	51	1598	2	799	-13	1585	2	792
	Th-Rt	258	1	0	27	32	317	1	0	0%	0	317	1	0	0	317	1	0
	Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Shared	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
Critical Volumes:		North-South: 0 East-West: 724 Total: 724			North-South: 0 East-West: 861 Total: 861				North-South: 0 East-West: 887 Total: 887				North-South: 0 East-West: 792 Total: 792					
Volume/capacity (v/c) ratio:		0.603			0.718				0.739				0.660					
v/c less ATSAC adjustment:		0.603			0.718				0.739				0.610					
Level of Service (LOS):		<b>B</b>			<b>C</b>				<b>C</b>				<b>B</b>					

**PROJECT IMPACT**

Filename: \\Olcnas\Olcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 B- adj(-15%)+ I-S CREDITS.xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project: 0.021  
 Significantly impacted? NO  
 Δv/c after mitigation: -0.108  
 Fully mitigated? N/A



Intersection No. 1		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION				
North/South Street: <b>170 FWY NB (North Side)</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN				
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent				Critical Phases: 0 Capacity: 1200				
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Signal System: 1				
PM Peak: 5:00 PM		Counts			+ 2.0%				PM				Opposed Phasing: 0				
		Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
Northbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0
	Lt-Th	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0
	Th-Rt	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0
Southbound	Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0
	Shared	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0
	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0
	Lt-Th	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0
Eastbound	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0
	Th-Rt	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0
	Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0
	Shared	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0
Westbound	Left	102	1	102	11		113	1	113	0%	0	113	1	113	0	113	0
	Lt-Th	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0
	Th-Rt	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0
Westbound	Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0
	Shared	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0
	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0
	Lt-Th	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0
Westbound	Thru	1561	2	780	162	307	2030	2	1015	6%	41	2071	2	1036	-10	2061	2
	Th-Rt	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0
	Right	267	1	267	28	85	380	1	380	0%	0	380	1	380	0	380	1
	Shared	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0
Critical Volumes:		North-South: 0			North-South: 0				North-South: 0				North-South: 0				
		East-West: 882			East-West: 1128				East-West: 1148				East-West: 1031				
		Total: 882			Total: 1128				Total: 1148				Total: 1031				
Volume/capacity (v/c) ratio:		0.735			0.940				0.957				0.859				
v/c less ATSAC adjustment:		0.735			0.940				0.957				0.809				
Level of Service (LOS):		<b>C</b>			<b>E</b>				<b>E</b>				<b>D</b>				

**PROJECT IMPACT**

Filename: \\01cnas1\01cnas1\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 B- adj(-15%)+ I-S CREDITS.xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.017	Δv/c after mitigation:	-0.131
Significantly impacted?	YES	Fully mitigated?	YES



<b>Intersection No. 2</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>			
North/South Street: <b>170 FWY NB ( South Side )</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN			
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent				Critical Phases: 0 Capacity: 1200			
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Signal System: 1 v/c reduction: 5%			
AM Peak: 7:30 AM									PM				Opposed Phasing: 0			
		Counts	Lane		Ambient	+ Related	= Total		+ Project	= Total			Adjusted	Total	Lane	
		Volume	Volumes		Growth	Projects	Volume	Lanes	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Northbound	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0
	Lt-Th	N/B RTOR:		0	0	0	0	0	0	0	0	0	0	0	0	0
	Thru	Existing: 0%		0	0	0	0	0	0	0	0	0	0	0	0	0
	Th-Rt	Projected: 0%		0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	Mitigated: 0%		248	1	248	26	28	302	1	302	0%	0	302	1	302
Shared																
Southbound	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0
	Lt-Th	S/B RTOR:		0	0	0	0	0	0	0	0	0	0	0	0	0
	Thru	Existing: 0%		0	0	0	0	0	0	0	0	0	0	0	0	0
	Th-Rt	Projected: 0%		0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	Mitigated: 0%		0	0	0	0	0	0	0	0	0	0	0	0	0
Shared																
Eastbound	Left	80	1	80	8		88	1	88	0%	0	88	1	88	0	88
	Lt-Th	E/B RTOR:		2,060	2	754	214	138	2412	2	883	(6%)	5	2417	2	887
	Thru	Existing: 0%		203	1	754	21	14	238	0	0	(8%)	7	245	0	0
	Th-Rt	Projected: 0%		0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	Mitigated: 0%		0	0	0	0	0	0	0	0	0	0	0	0	0
Shared																
Westbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0
	Lt-Th	W/B RTOR:		0	0	0	0	0	0	0	0	0	0	0	0	0
	Thru	Existing: 0%		0	0	0	0	0	0	0	0	0	0	0	0	0
	Th-Rt	Projected: 0%		0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	Mitigated: 0%		0	0	0	0	0	0	0	0	0	0	0	0	0
Shared																
Critical Volumes:		North-South: 248			North-South: 302				North-South: 302				North-South: 302			
		East-West: 754			East-West: 883				East-West: 887				East-West: 886			
		Total: 1002			Total: 1185				Total: 1189				Total: 1188			
Volume/capacity (v/c) ratio:		0.835			0.988				0.991				0.990			
v/c less ATSAC adjustment:		0.835			0.988				0.991				0.940			
Level of Service (LOS):		<b>D</b>			<b>E</b>				<b>E</b>				<b>E</b>			

**PROJECT IMPACT**

Change in v/c due to project:	0.003	Δv/c after mitigation:	-0.048
Significantly impacted?	NO	Fully mitigated?	N/A



<b>Intersection No. 2</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>			
North/South Street: <b>170 FWY NB ( South Side )</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013 + 2.0%				Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN Critical Phases: 0 Capacity: 1200			
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent AM In Out Total 853 83 936 PM 680 1442 2122				Signal System: 1 v/c reduction: 5%			
Analysis Date: 07/30/2008 PM Peak: 5:00 PM		Opposed Phasing: 0			Opposed Phasing: 0								Opposed Phasing: 0			
		Counts	Lane		Ambient	+ Related	= Total		+ Project	Total	Lane		Adjusted	Total	Lane	
		Volume	Volumes		Growth	Projects	Volume	Lanes	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Northbound	Left	0	0	0	0		0	0	0%	0	0	0	0	0	0	0
	Lt-Th	N/B RTOR:		0	0	0	0	0	0%	0	0	0	0	0	0	0
	Thru	Existing: 0%		0	0	0	0	0	0%	0	0	0	0	0	0	0
	Th-Rt	Projected: 0%		0	0	0	0	0	0%	0	0	0	0	0	0	0
Right	Mitigated: 0%		313	1	313	33	87	433	1	433	1	433	0	433	1	433
Shared		0	0	0	0		0	0	0%	0	0	0	0	0	0	0
Southbound	Left	0	0	0	0		0	0	0%	0	0	0	0	0	0	0
	Lt-Th	S/B RTOR:		0	0	0	0	0	0%	0	0	0	0	0	0	0
	Thru	Existing: 0%		0	0	0	0	0	0%	0	0	0	0	0	0	0
	Th-Rt	Projected: 0%		0	0	0	0	0	0%	0	0	0	0	0	0	0
Right	Mitigated: 0%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0
Shared		0	0	0	0		0	0	0%	0	0	0	0	0	0	0
Eastbound	Left	102	1	102	11		113	1	113	0%	0	113	1	113	1	113
	Lt-Th	E/B RTOR:		0	0	0	0	0	0%	0	0	0	0	0	0	0
	Thru	Existing: 0%		1602	2	590	167	304	2072	2	759	(6%)	87	2159	2	826
	Th-Rt	Projected: 0%		1	1	590	18	17	204	0	0	(8%)	115	319	0	0
Right	Mitigated: 0%		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Shared		169	0	0	0		0	0	0%	0	0	0	0	0	0	0
Westbound	Left	0	0	0	0		0	0	0%	0	0	0	0	0	0	0
	Lt-Th	W/B RTOR:		0	0	0	0	0	0%	0	0	0	0	0	0	0
	Thru	Existing: 0%		0	0	0	0	0	0%	0	0	0	0	0	0	0
	Th-Rt	Projected: 0%		0	0	0	0	0	0%	0	0	0	0	0	0	0
Right	Mitigated: 0%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0
Shared		0	0	0	0		0	0	0%	0	0	0	0	0	0	0
Critical Volumes:		North-South: 313			North-South: 433				North-South: 433				North-South: 433			
		East-West: 590			East-West: 759				East-West: 826				East-West: 809			
		Total: 904			Total: 1192				Total: 1259				Total: 1242			
Volume/capacity (v/c) ratio:		0.753			0.993				1.049				1.035			
v/c less ATSAC adjustment:		0.753			0.993				1.049				0.985			
Level of Service (LOS):		<b>C</b>			<b>E</b>				<b>F</b>				<b>E</b>			

**PROJECT IMPACT**

Filename: \\olcnas1\olcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 B- adj(-15%)+ I-S CREDITS.xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.056	Δv/c after mitigation:	-0.008
Significantly impacted?	YES	Fully mitigated?	YES



<b>Intersection No. 3</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>					
North/South Street: <b>Laurel Canyon Blvd</b>		Critical Phases: 4 Capacity: 1375			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 4 Capacity: 1375				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Critical Phases: 4 Capacity: 1375					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Signal System: 3					
AM Peak: 7:30 AM									PM				v/c reduction: 15%					
		Counts	Lane		Ambient	+ Related	= Total		+ Project	= Total		Adjusted	Total	Lane				
		Volume	Volumes		Growth	Projects	Volume	Lanes	Volume	Volume	Lanes	Volume	Volume	Lanes	Volume			
Northbound	Left	121	1	121	13	65	199	1	199	1%	9	208	1	208	-2	206	1	206
	Lt-Th		0	0				0	0				0	0		0	0	0
	Thru	428	1	259	45	49	522	1	311	0%	0	522	1	311	0	522	1	311
	Th-Rt		1	259				1	311				1	311			1	311
Southbound	Right	90	0	0	9		99	0	0	0%	0	99	0	0	0	99	0	0
	Shared		0	0				0	0				0	0		0	0	0
	Left	156	1	156	16		172	1	172	0%	0	172	1	172	0	172	1	172
	Lt-Th		0	0				0	0				0	0		0	0	0
Eastbound	Thru	779	1	460	81	42	902	1	528	0%	0	902	1	533	0	902	1	532
	Th-Rt		1	460				1	528				1	533			1	532
	Right	140	0	0	15		154	0	0	1%	9	163	0	0	-2	161	0	0
	Shared		0	0				0	0				0	0		0	0	0
Westbound	Left	97	1	97	10	0	107	1	107	(1%)	1	108	1	108	0	108	1	108
	Lt-Th		0	0				0	0				0	0		0	0	0
	Thru	1,168	2	436	122	54	1343	2	556	(4%)	3	1346	2	557	-1	1346	2	557
	Th-Rt		1	436				1	556				1	557			1	557
Critical Volumes:	Right	141	0	0	15	168	323	0	0	(1%)	1	324	0	0	0	324	0	0
	Shared		0	0				0	0				0	0		0	0	0
	Left	104	1	104	11		115	1	115	0%	0	115	1	115	0	115	1	115
	Lt-Th		0	0				0	0				0	0		0	0	0
Level of Service (LOS):	Thru	1,041	2	362	108	29	1179	2	409	4%	34	1213	2	421	-9	1204	2	418
	Th-Rt		1	362				1	409				1	421			1	418
	Right	45	0	0	5		50	0	0	0%	0	50	0	0	0	50	0	0
	Shared		0	0				0	0				0	0		0	0	0
Critical Volumes:		North-South: 581			North-South: 727				North-South: 741				North-South: 737					
		East-West: 540			East-West: 670				East-West: 672				East-West: 671					
		Total: 1121			Total: 1398				Total: 1413				Total: 1409					
Volume/capacity (v/c) ratio:		0.815			1.017				1.027				1.025					
v/c less ATSAC adjustment:		0.715			0.917				0.927				0.875					
Level of Service (LOS):		<b>C</b>			<b>E</b>				<b>E</b>				<b>D</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.010	Δv/c after mitigation:	-0.042
Significantly impacted?	YES	Fully mitigated?	YES



<b>Intersection No. 3</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>					
North/South Street: <b>Laurel Canyon Blvd</b>		Critical Phases: 4 Capacity: 1375			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 4 Capacity: 1375				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Critical Phases: 4 Capacity: 1375					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Signal System: 3					
PM Peak: 5:00 PM									PM				v/c reduction: 15%					
		Counts	Lane		Ambient	+ Related	= Total		+ Project	Total	Lane		Adjusted	Total	Lane			
		Volume	Volumes		Growth	Projects	Volume	Lanes	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume		
Northbound	Left	209	1	209	22	169	400	1	400	1%	7	407	1	407	-2	405	1	405
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
	Thru	713	1	418	74	56	843	1	490	0%	0	843	1	490	0	843	1	490
	Th-Rt		1	418				1	490				1	490			1	490
Southbound	Right	123	0	0	13		136	0	0	0%	0	136	0	0	0	136	0	0
	Shared		0	0			0	0	0			0	0	0	0	0	0	0
	Left	120	1	120	13		133	1	133	0%	0	133	1	133	0	133	1	133
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
Eastbound	Thru	565	1	363	59	54	678	1	427	0%	0	678	1	431	0	678	1	430
	Th-Rt		1	363				1	427				1	431			1	430
	Right	160	0	0	17		177	0	0	1%	7	184	0	0	-2	182	0	0
	Shared		0	0			0	0	0			0	0	0	0	0	0	0
Westbound	Left	179	1	179	19		197	1	197	(1%)	14	211	1	211	-4	208	1	208
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
	Thru	1112	2	408	116	44	1272	2	636	(4%)	58	1330	2	662	-15	1315	2	656
	Th-Rt		1	408				1	644				1	662			1	656
Critical Volumes:	Right	111	0	0	12	521	644	0	0	(1%)	14	658	0	0	-4	654	0	0
	Shared		0	0			0	0	0			0	0	0	0	0	0	0
	Left	115	1	115	12		127	1	127	0%	0	127	1	127	0	127	1	127
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
Critical Volumes:	Thru	1230	2	443	128	64	1422	2	510	4%	27	1449	2	519	-7	1442	2	517
	Th-Rt		1	443				1	510				1	519			1	517
	Right	98	0	0	10		108	0	0	0%	0	108	0	0	0	108	0	0
	Shared		0	0			0	0	0			0	0	0	0	0	0	0
Critical Volumes:		North-South: 572			North-South: 827				North-South: 838				North-South: 835					
		East-West: 621			East-West: 771				East-West: 790				East-West: 784					
		Total: 1193			Total: 1598				Total: 1627				Total: 1619					
Volume/capacity (v/c) ratio:		0.868			1.162				1.184				1.177					
v/c less ATSAC adjustment:		0.768			1.062				1.084				1.027					
Level of Service (LOS):		<b>C</b>			<b>F</b>				<b>F</b>				<b>F</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.022	Δv/c after mitigation:	-0.035
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 4		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Fulton Way</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Erwin St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0					
AM Peak: 7:30 AM									PM									
		Counts	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	47	1	47	5		52	1	52	0%	0	52	1	52	0	52	1	52
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	450	1	233	47	26	523	1	270	6%	51	574	1	325	-13	561	1	311
	Th-Rt		1	233			270	1	270			325	1	325		311	1	311
Right	15	0	0	2		17	0	0	7%	60	77	0	0	-15	62	0	0	
Shared		0	0			0	0	0			0	0	0		0	0	0	
Southbound	Left	60	1	60	6		66	1	66	0%	0	66	1	66	0	66	1	66
	Lt-Th		0	0			0	0			0	0	0		0	0	0	0
	Thru	637	1	710	66	42	745	1	826	(6%)	5	750	1	831	-1	749	1	830
	Th-Rt		1	710			826	1	826			831	1	831		830	1	830
Right	73	0	0	8		81	0	0	0%	0	81	0	0	0	81	0	0	
Shared		0	0			0	0	0			0	0	0		0	0	0	
Eastbound	Left	104	0	104	11		115	0	115	0%	0	115	0	115	0	115	0	115
	Lt-Th		0	0			0	0			0	0	0		0	0	0	0
	Thru	60	0	0	6	19	85	0	0	0%	0	85	0	0	0	85	0	0
	Th-Rt		0	0			0	0			0	0	0		0	0	0	0
Right	93	0	93	10		103	0	103	0%	0	103	0	103	0	103	0	103	
Shared		1	257			303	1	303			303	1	303		303	1	303	
Westbound	Left	31	0	31	3		34	0	34	(7%)	6	40	0	40	-2	39	0	39
	Lt-Th		0	0			0	0			0	0	0		0	0	0	0
	Thru	65	0	0	7	17	89	0	0	0%	0	89	0	0	0	89	0	0
	Th-Rt		0	0			0	0			0	0	0		0	0	0	0
Right	41	0	41	4		45	0	45	0%	0	45	0	45	0	45	0	45	
Shared		1	137			168	1	168			174	1	174		173	1	173	
Critical Volumes:		North-South: 757 East-West: 298 Total: 1055			North-South: 878 East-West: 348 Total: 1226				North-South: 883 East-West: 348 Total: 1231				North-South: 882 East-West: 348 Total: 1230					
Volume/capacity (v/c) ratio:		0.703			0.817				0.821				0.820					
v/c less ATSAC adjustment:		0.603			0.717				0.721				0.670					
Level of Service (LOS):		<b>B</b>			<b>C</b>				<b>C</b>				<b>B</b>					

### PROJECT IMPACT

Filename: \\olcnas1\olcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 B- adj(-15%)+ I-S CREDITS.xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.004	Δv/c after mitigation:	-0.047
Significantly impacted?	NO	Fully mitigated?	N/A



Intersection No. 4		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Fulton Way</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013 + 2.0%				Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Erwin St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0					
PM Peak: 5:00 PM									PM									
		Counts	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	25	1	25	3		28	1	28	0%	0	28	1	28	0	28	1	28
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
	Thru	582	1	309	61	54	697	1	368	6%	41	738	1	413	-10	727	1	402
	Th-Rt		1	309			1	368				1	413		1	402	1	402
Southbound	Right	36	0	0	4		40	0	0	7%	48	88	0	0	-12	76	0	0
	Shared		0	0			0	0			0	0	0	0	0	0	0	0
	Left	31	1	31	3		34	1	34	0%	0	34	1	34	0	34	1	34
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
Eastbound	Thru	413	1	440	43	62	518	1	548	(6%)	87	605	1	635	-22	583	1	613
	Th-Rt		1	440			1	548			1	635		1	613	1	613	
	Right	27	0	0	3		30	0	0	0%	0	30	0	0	0	30	0	0
	Shared		0	0			0	0			0	0	0	0	0	0	0	0
Westbound	Left	27	0	27	3		30	0	30	0%	0	30	0	30	0	30	0	30
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
	Thru	23	0	0	2	20	45	0	0	0%	0	45	0	0	0	45	0	0
	Th-Rt		0	0			0	0			0	0	0	0	0	0	0	0
North-South Summary	Right	33	1	33	3		36	1	36	0%	0	36	1	36	0	36	1	36
	Shared		1	83			1	112			1	112		1	112	1	112	
	Left	15	0	15	2		17	0	17	(7%)	101	118	0	118	-25	92	0	92
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
East-West Summary	Thru	11	0	0	1	25	37	0	0	0%	0	37	0	0	0	37	0	0
	Th-Rt		0	0			0	0			0	0	0	0	0	0	0	0
	Right	31	0	31	3		34	0	34	0%	0	34	0	34	0	34	0	34
	Shared		1	57			1	88			1	189		1	164	1	164	
Critical Volumes:		North-South: 465			North-South: 575				North-South: 662				North-South: 641					
		East-West: 114			East-West: 146				East-West: 229				East-West: 204					
		Total: 579			Total: 721				Total: 892				Total: 845					
Volume/capacity (v/c) ratio:		0.386			0.481				0.594				0.563					
v/c less ATSAC adjustment:		0.286			0.381				0.494				0.413					
Level of Service (LOS):		<b>A</b>			<b>A</b>				<b>A</b>				<b>A</b>					

**PROJECT IMPACT**

Filename: \\olcnas1\olcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 B- adj(-15%)+ I-S CREDITS.xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.113	Δv/c after mitigation:	0.032
Significantly impacted?	NO	Fully mitigated?	N/A





Intersection No. 5		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Fulton Way</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Oxnard St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0					
AM Peak: 7:30 AM									PM									
		Counts	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	47	1	47	5		52	1	52	0%	0	52	1	52	0	52	1	52
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0
	Thru	335	2	167	35	20	389	2	195	8%	68	457	2	229	-17	440	2	220
	Th-Rt		0	0			0	0	0			0	0		0	0	0	0
Right	121	1	12	13		134	1	14	0%	0	134	1	14	0	134	1	14	
Shared		0	0			0	0	0			0	0		0	0	0	0	
Southbound	Left	111	1	111	12		123	1	123	0%	0	123	1	123	0	123	1	123
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0
	Thru	482	1	482	50	36	569	1	569	(8%)	7	576	1	576	-2	574	1	574
	Th-Rt		0	0			0	0	0			0	0		0	0	0	0
Right	52	1	36	5	3	60	1	40	(5%)	4	64	1	22	-1	63	1	27	
Shared		0	0			0	0	0			0	0		0	0	0	0	
Eastbound	Left	33	1	33	3	4	40	1	40	5%	43	83	1	83	-11	72	1	72
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0
	Thru	732	1	422	76	37	846	1	484	0%	0	846	1	484	0	846	1	484
	Th-Rt		0	0			0	0	0			0	0		0	0	0	0
Right	111	0	0	12		123	0	0	0%	0	123	0	0	0	123	0	0	
Shared		0	0			0	0	0			0	0		0	0	0	0	
Westbound	Left	217	1	217	23		240	1	240	0%	0	240	1	240	0	240	1	240
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0
	Thru	1063	1	569	111	31	1204	1	644	0%	0	1204	1	644	0	1204	1	644
	Th-Rt		0	0			0	0	0			0	0		0	0	0	0
Right	75	0	0	8		83	0	0	0%	0	83	0	0	0	83	0	0	
Shared		0	0			0	0	0			0	0		0	0	0	0	
Critical Volumes:		North-South: 529 East-West: 639 Total: 1168			North-South: 620 East-West: 724 Total: 1345				North-South: 627 East-West: 727 Total: 1354				North-South: 626 East-West: 724 Total: 1350					
Volume/capacity (v/c) ratio:		0.779			0.896				0.903				0.900					
v/c less ATSAC adjustment:		0.679			0.796				0.803				0.750					
Level of Service (LOS):		<b>B</b>			<b>C</b>				<b>D</b>				<b>C</b>					

**PROJECT IMPACT**

Filename: \\Olcnas\Olcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 B- adj(-15%)+ I-S CREDITS.xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.007	Δv/c after mitigation:	-0.046
Significantly impacted?	NO	Fully mitigated?	N/A



<b>Intersection No. 5</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>					
North/South Street: <b>Fulton Way</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Oxnard St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Critical Phases: 2 Capacity: 1500					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM 853 83 936				Signal System: 3					
PM Peak: 5:00 PM		Counts			+ 2.0%				PM 680 1442 2122				v/c reduction: 15%					
		Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	50	1	50	5		55	1	55	0%	0	55	1	55	0	55	1	55
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0
	Thru	439	2	219	46	42	526	2	263	8%	54	580	2	290	-14	567	2	283
	Th-Rt		0	0			0	0	0			0	0		0	0	0	0
Southbound	Right	65	1	8	7		72	1	9	0%	0	72	1	9	0	72	1	9
	Shared		0	0			0	0	0			0	0		0	0	0	0
	Left	78	1	78	8		86	1	86	0%	0	86	1	86	0	86	1	86
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0
Eastbound	Thru	273	1	273	28	49	351	1	351	(8%)	115	466	1	466	-29	437	1	437
	Th-Rt		0	0			0	0	0			0	0		0	0	0	0
	Right	48	1	35	5	11	64	1	44	(5%)	72	136	1	99	-18	118	1	86
	Shared		0	0			0	0	0			0	0		0	0	0	0
Westbound	Left	27	1	27	3	10	39	1	39	5%	34	73	1	73	-9	65	1	65
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0
	Thru	1106	1	556	115	46	1267	1	637	0%	0	1267	1	637	0	1267	1	637
	Th-Rt		1	556			1	637				1	637		1	637		637
Westbound	Right	7	0	0	1		8	0	0	0%	0	8	0	0	0	8	0	0
	Shared		0	0			0	0	0			0	0		0	0	0	0
	Left	114	1	114	12		126	1	126	0%	0	126	1	126	0	126	1	126
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0
Westbound	Thru	1047	1	566	109	53	1208	1	652	0%	0	1208	1	652	0	1208	1	652
	Th-Rt		1	566			1	652				1	652		1	652		652
	Right	86	0	0	9		95	0	0	0%	0	95	0	0	0	95	0	0
	Shared		0	0			0	0	0			0	0		0	0	0	0
Critical Volumes:		North-South: 323			North-South: 406				North-South: 521				North-South: 492					
		East-West: 671			East-West: 763				East-West: 763				East-West: 763					
		Total: 994			Total: 1169				Total: 1284				Total: 1256					
Volume/capacity (v/c) ratio:		0.663			0.780				0.856				0.837					
v/c less ATSAC adjustment:		0.563			0.680				0.756				0.687					
Level of Service (LOS):		<b>A</b>			<b>B</b>				<b>C</b>				<b>B</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.076	Δv/c after mitigation:	0.007
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 6		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Coldwater Canyon Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Oxnard St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0					
AM Peak: 7:30 AM									PM									
		Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane		In	Out	Total	Adjusted	Total	Lane	Lane	
		Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume	+ Project	= Total	Lane	Lane	Volume	Volume	Volume	Volume	
Northbound	Left	59	1	59	6	4	69	1	69	4%	34	103	1	103	-9	95	1	95
	Lt-Th		0	0				0	0				0	0		0	0	0
	Thru	492	1	278	51	18	561	1	316	4%	34	595	1	333	-9	586	1	329
	Th-Rt		1	278				1	316				1	333			1	329
Southbound	Right	64	0	0	7		71	0	0	0%	0	71	0	0	0	71	0	0
	Shared		0	0				0	0				0	0		0	0	0
	Left	57	1	57	6		63	1	63	(7%)	6	69	1	69	-2	68	1	68
	Lt-Th		0	0				0	0				0	0		0	0	0
Eastbound	Thru	616	1	389	64	60	740	1	460	(4%)	3	743	1	461	-1	742	1	461
	Th-Rt		1	389				1	460				1	461			1	461
	Right	162	0	0	17		179	0	0	0%	0	179	0	0	0	179	0	0
	Shared		0	0				0	0				0	0		0	0	0
Westbound	Left	90	1	90	9		99	1	99	0%	0	99	1	99	0	99	1	99
	Lt-Th		0	0				0	0				0	0		0	0	0
	Thru	765	1	463	80	40	885	1	532	0%	0	885	1	534	0	885	1	533
	Th-Rt		1	463				1	532				1	534			1	533
Westbound	Right	160	0	0	17	3	180	0	0	(4%)	3	183	0	0	-1	182	0	0
	Shared		0	0				0	0				0	0		0	0	0
	Left	96	1	96	10		106	1	106	0%	0	106	1	106	0	106	1	106
	Lt-Th		0	0				0	0				0	0		0	0	0
Westbound	Thru	1093	1	576	114	35	1242	1	653	0%	0	1242	1	683	0	1242	1	676
	Th-Rt		1	576				1	653				1	683			1	676
	Right	58	0	0	6		64	0	0	7%	60	124	0	0	-15	109	0	0
	Shared		0	0				0	0				0	0		0	0	0
Critical Volumes:		North-South: 448			North-South: 529				North-South: 564				North-South: 556					
		East-West: 666			East-West: 752				East-West: 782				East-West: 775					
		Total: 1114			Total: 1281				Total: 1347				Total: 1330					
Volume/capacity (v/c) ratio:		0.743			0.854				0.898				0.887					
v/c less ATSAC adjustment:		0.643			0.754				0.798				0.737					
Level of Service (LOS):		<b>B</b>			<b>C</b>				<b>C</b>				<b>C</b>					

### PROJECT IMPACT

Change in v/c due to project:	0.044	Δv/c after mitigation:	-0.017
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 6		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION									
North/South Street: <b>Coldwater Canyon Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500									
East/West Street: <b>Oxnard St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 15%									
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0									
PM Peak: 5:00 PM		Counts			+ 2.0%		= Total		+ Project		In		Out		Total		Adjusted		Total		Lane	
		Volume	Lanes	Volume	Ambient Growth	+ Related Projects	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Lanes	Volume	Volume	Lanes	Volume	Lanes	Volume	
Northbound	Left	64	1	64	7	10	81	1	81	4%	27	108	1	108	-7	101	1	101				
	Lt-Th		0	0			0	0	0			0	0	0			0	0				
	Thru	516	1	308	54	31	601	1	355	4%	27	628	1	369	-7	621	1	365				
	Th-Rt		1	308			355	1	355				1	369			1	365				
Southbound	Right	99	0	0	10		109	0	0	0%	0	109	0	0	0	109	0	0				
	Shared		0	0			0	0	0			0	0	0	0	0	0	0				
	Left	69	1	69	7		77	1	77	(7%)	101	178	1	178	-25	152	1	152				
	Lt-Th		0	0			0	0	0			0	0	0			0	0				
Eastbound	Thru	431	1	273	45	70	546	1	337	(4%)	58	604	1	366	-15	590	1	359				
	Th-Rt		1	273			337	1	337				1	366			1	359				
	Right	115	0	0	12		127	0	0	0%	0	127	0	0	0	127	0	0				
	Shared		0	0			0	0	0			0	0	0	0	0	0	0				
Westbound	Left	87	1	87	9		96	1	96	0%	0	96	1	96	0	96	1	96				
	Lt-Th		0	0			0	0	0			0	0	0			0	0				
	Thru	991	1	519	103	57	1152	1	607	0%	0	1152	1	636	0	1152	1	629				
	Th-Rt		1	519			607	1	607				1	636			1	629				
North-South Summary	Right	47	0	0	5	11	63	0	0	(4%)	58	121	0	0	-15	106	0	0				
	Shared		0	0			0	0	0			0	0	0	0	0	0	0				
	Left	59	1	59	6		65	1	65	0%	0	65	1	65	0	65	1	65				
	Lt-Th		0	0			0	0	0			0	0	0			0	0				
Critical Volumes	Thru	983	1	533	102	63	1149	1	620	0%	0	1149	1	644	0	1149	1	638				
	Th-Rt		1	533			620	1	620				1	644			1	638				
	Right	83	0	0	9		91	0	0	7%	48	139	0	0	-12	127	0	0				
	Shared		0	0			0	0	0			0	0	0	0	0	0	0				
Critical Volumes:		North-South: 377			North-South: 432				North-South: 546				North-South: 517									
		East-West: 620			East-West: 716				East-West: 740				East-West: 734									
		Total: 997			Total: 1147				Total: 1286				Total: 1251									
Volume/capacity (v/c) ratio:		0.664			0.765				0.857				0.834									
v/c less ATSAC adjustment:		0.564			0.665				0.757				0.684									
Level of Service (LOS):		<b>A</b>			<b>B</b>				<b>C</b>				<b>B</b>									

**PROJECT IMPACT**

Filename: \\Olcnas\Olcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 B- adj(-15%)+ I-S CREDITS.xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.092	Δv/c after mitigation:	0.019
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 7		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Whitsett Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Oxnard St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			+ 2.0% Ambient Growth				<input type="checkbox"/> Adjacent				Opposed Phasing: 0					
AM Peak: 7:30 AM		Counts			= Total				= Total				Adjusted					
		Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	Volume	Lanes	Volume	+ Project Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	
Northbound	Left	63	1	63	7		70	1	70	0%	0	70	1	70	0	70	1	70
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	466	1	309	49	62	577	1	372	4%	34	611	1	389	-9	602	1	385
	Th-Rt		1	309			372	1	372			1	389		1	385	1	385
Southbound	Right	152	0	0	16		168	0	0	0%	0	168	0	0	0	168	0	0
	Shared		0	0			0	0			0	0	0	0	0	0	0	0
	Left	109	1	109	11		120	1	121	0%	0	120	1	121	0	120	1	121
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
Eastbound	Thru	985	1	546	103	64	1152	1	635	(4%)	3	1155	1	636	-1	1154	1	636
	Th-Rt		1	546			635	1	635			1	636		1	636	1	636
	Right	106	0	0	11		117	0	0	0%	0	117	0	0	0	117	0	0
	Shared		0	0			0	0			0	0	0	0	0	0	0	0
Westbound	Left	83	1	83	9		91	1	91	0%	0	91	1	91	0	91	1	91
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	979	1	549	102	37	1118	1	624	(7%)	6	1124	1	627	-2	1123	1	627
	Th-Rt		1	549			624	1	624			1	627		1	627	1	627
Westbound	Right	118	0	0	12		131	0	0	0%	0	131	0	0	0	131	0	0
	Shared		0	0			0	0			0	0	0	0	0	0	0	0
	Left	137	1	137	14		151	1	151	0%	0	151	1	151	0	151	1	151
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
Westbound	Thru	1035	1	550	108	31	1174	1	623	7%	60	1234	1	653	-15	1219	1	645
	Th-Rt		1	550			623	1	623			1	653		1	645	1	645
	Right	64	0	0	7		71	0	0	0%	0	71	0	0	0	71	0	0
	Shared		0	0			0	0			0	0	0	0	0	0	0	0
Critical Volumes:		North-South: 609			North-South: 704				North-South: 706				North-South: 705					
		East-West: 685			East-West: 775				East-West: 778				East-West: 778					
		Total: 1294			Total: 1480				Total: 1484				Total: 1483					
Volume/capacity (v/c) ratio:		0.863			0.986				0.989				0.989					
v/c less ATSAC adjustment:		0.763			0.886				0.889				0.839					
Level of Service (LOS):		<b>C</b>			<b>D</b>				<b>D</b>				<b>D</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.003	Δv/c after mitigation:	-0.047
Significantly impacted?	NO	Fully mitigated?	N/A



Intersection No. 7		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION									
North/South Street: <b>Whitsett Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Critical Phases: 2 Capacity: 1500									
East/West Street: <b>Oxnard St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 15%									
Analysis Date: 07/30/2008		Opposed Phasing: 0			+ 2.0% Ambient Growth				<input type="checkbox"/> Adjacent				Opposed Phasing: 0									
PM Peak: 5:00 PM		Counts			+ Related Projects		= Total		+ Project Volume		In		Out		Total		Adjusted Volume		Total Volume		Lane Volume	
		Volume	Lanes	Volume	Ambient Growth	+ Related Projects	Volume	Lanes	Volume	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	
Northbound	Left	119	1	119	12		132	1	132	0%	0	132	1	132	0	132	1	132	0	132	1	132
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0		0	0	0
	Thru	760	1	443	79	26	865	1	502	4%	27	892	1	515	-7	885	1	512		885	1	512
	Th-Rt		1	443			502	1	502			515	1	515		512	1	512		512	1	512
Southbound	Right	125	0	0	13		139	0	0	0%	0	139	0	0	0	139	0	0		139	0	0
	Shared		0	0			0	0	0			0	0	0		0	0	0		0	0	0
	Left	96	1	96	10		106	1	106	0%	0	106	1	106	0	106	1	106		106	1	106
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0		0	0	0
Eastbound	Thru	457	1	253	48	30	535	1	294	(4%)	58	593	1	323	-15	578	1	316		578	1	316
	Th-Rt		1	253			294	1	294			323	1	323		316	1	316		316	1	316
	Right	49	0	0	5		54	0	0	0%	0	54	0	0	0	54	0	0		54	0	0
	Shared		0	0			0	0	0			0	0	0		0	0	0		0	0	0
Westbound	Left	95	1	95	10		105	1	105	0%	0	105	1	105	0	105	1	105		105	1	105
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0		0	0	0
	Thru	1196	1	629	125	6	1327	1	697	(7%)	101	1428	1	748	-25	1403	1	735		1403	1	735
	Th-Rt		1	629			697	1	697			748	1	748		735	1	735		735	1	735
Southbound	Right	61	0	0	6		68	0	0	0%	0	68	0	0	0	68	0	0		68	0	0
	Shared		0	0			0	0	0			0	0	0		0	0	0		0	0	0
	Left	155	1	155	16		171	1	171	0%	0	171	1	171	0	171	1	171		171	1	171
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0		0	0	0
Westbound	Thru	1155	1	633	120	12	1287	1	705	7%	48	1335	1	729	-12	1323	1	723		1323	1	723
	Th-Rt		1	633			705	1	705			729	1	729		723	1	723		723	1	723
	Right	112	0	0	12		124	0	0	0%	0	124	0	0	0	124	0	0		124	0	0
	Shared		0	0			0	0	0			0	0	0		0	0	0		0	0	0
Critical Volumes:		North-South: 539			North-South: 608				North-South: 621				North-South: 618									
		East-West: 784			East-West: 868				East-West: 919				East-West: 906									
		Total: 1322			Total: 1476				Total: 1540				Total: 1524									
Volume/capacity (v/c) ratio:		0.882			0.984				1.027				1.016									
v/c less ATSAC adjustment:		0.782			0.884				0.927				0.866									
Level of Service (LOS):		<b>C</b>			<b>D</b>				<b>E</b>				<b>D</b>									

**PROJECT IMPACT**

Change in v/c due to project:	0.043	Δv/c after mitigation:	-0.018
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 8		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION			
North/South Street: <b>Coldwater Canyon Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500			
East/West Street: <b>Burbank Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 15%			
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0			
AM Peak: 7:30 AM		Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane	Lane	Lane	Adjusted	Total	Lane	Lane	
		Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	
Northbound	Left	90	1	90	9		99	1	99	0%	0	99	1	99	0	99
	Lt-Th		0	0			0	0	0			0	0	0	0	0
	Thru	329	1	203	34	18	382	1	236	8%	68	450	1	270	-17	261
	Th-Rt		1	203			236	1	236			1	1	270		261
Southbound	Right	78	0	0	8	4	90	0	0	0%	0	90	0	0	0	0
	Shared		0	0			0	0	0			0	0	0	0	0
	Left	52	1	52	5		57	1	57	0%	0	57	1	57	0	57
	Lt-Th		0	0			0	0	0			0	0	0	0	0
Eastbound	Thru	659	1	452	69	25	753	1	512	(8%)	7	760	1	515	-2	515
	Th-Rt		1	452			512	1	512			1	1	515		515
	Right	246	0	0	26		271	0	0	0%	0	271	0	0	0	0
	Shared		0	0			0	0	0			0	0	0	0	0
Westbound	Left	53	1	53	6		59	1	59	0%	0	59	1	59	0	59
	Lt-Th		0	0			0	0	0			0	0	0	0	0
	Thru	850	2	425	88	81	1019	2	510	0%	0	1019	2	510	0	510
	Th-Rt		0	0			0	0	0			0	0	0	0	0
Westbound	Right	37	1	0	4		41	1	0	0%	0	41	1	0	0	0
	Shared		0	0			0	0	0			0	0	0	0	0
	Left	153	1	153	16	17	186	1	186	0%	0	186	1	186	0	186
	Lt-Th		0	0			0	0	0			0	0	0	0	0
Westbound	Thru	1317	2	658	137	72	1526	2	763	0%	0	1526	2	763	0	763
	Th-Rt		0	0			0	0	0			0	0	0	0	0
	Right	32	1	6	3		35	1	6	0%	0	35	1	6	0	6
	Shared		0	0			0	0	0			0	0	0	0	0
Critical Volumes:		North-South: 542			North-South: 611				North-South: 615				North-South: 614			
		East-West: 711			East-West: 822				East-West: 822				East-West: 822			
		Total: 1254			Total: 1433				Total: 1436				Total: 1435			
Volume/capacity (v/c) ratio:		0.836			0.955				0.957				0.957			
v/c less ATSAC adjustment:		0.736			0.855				0.857				0.807			
Level of Service (LOS):		<b>C</b>			<b>D</b>				<b>D</b>				<b>D</b>			

**PROJECT IMPACT**

Change in v/c due to project:	0.002	Δv/c after mitigation:	-0.048
Significantly impacted?	NO	Fully mitigated?	N/A



Intersection No. 8		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Coldwater Canyon Ave</b> East/West Street: <b>Burbank Blvd</b> Analysis Date: 07/30/2008 PM Peak: 5:00 PM		Critical Phases: 2 Capacity: 1500 Signal System: 3 v/c reduction: 10% Opposed Phasing: 0			Apply ambient growth: from year: 2008 to year: 2013 + 2.0% Ambient Growth + Related Projects = Total Volume Lanes Volume				Critical Phases: 2 Capacity: 1500 Signal System: 3 v/c reduction: 10% Opposed Phasing: 0 Project: THE PLAZA AT THE GLEN <input type="checkbox"/> Adjacent In Out Total AM 853 83 936 PM 680 1442 2122 + Project Volume Total Volume Lanes Volume				Critical Phases: 2 Capacity: 1500 Signal System: 3 v/c reduction: 15% Opposed Phasing: 0 Adjusted Volume Total Volume Lanes Volume					
Northbound	Left	109	1	109	11		120	1	121	0%	0	120	1	121	0	120	1	121
	Lt-Th		0	0				0	0				0	0			0	0
	Thru	597	1	355	62	31	690	1	415	8%	54	744	1	442	-14	730	1	436
	Th-Rt		1	355				1	415				1	442			1	436
Southbound	Right	114	0	0	12	15	141	0	0	0%	0	141	0	0	0	141	0	0
	Shared		0	0				0	0				0	0		0	0	0
	Left	34	1	34	4		37	1	37	0%	0	37	1	37	0	37	1	37
	Lt-Th		0	0				0	0				0	0			0	0
Eastbound	Thru	378	1	245	39	26	444	1	283	(8%)	115	559	1	341	-29	530	1	326
	Th-Rt		1	245				1	283				1	341			1	326
	Right	111	0	0	12		123	0	0	0%	0	123	0	0	0	123	0	0
	Shared		0	0				0	0				0	0		0	0	0
Westbound	Left	109	1	109	11		120	1	121	0%	0	120	1	121	0	120	1	121
	Lt-Th		0	0				0	0				0	0			0	0
	Thru	949	2	474	99	157	1204	2	602	0%	0	1204	2	602	0	1204	2	602
	Th-Rt		0	0				0	0				0	0			0	0
Southbound	Right	66	1	11	7		73	1	13	0%	0	73	1	13	0	73	1	13
	Shared		0	0				0	0				0	0			0	0
	Left	90	1	90	9	7	106	1	106	0%	0	106	1	106	0	106	1	106
	Lt-Th		0	0				0	0				0	0			0	0
Westbound	Thru	910	2	455	95	108	1113	2	556	0%	0	1113	2	556	0	1113	2	556
	Th-Rt		0	0				0	0				0	0			0	0
	Right	20	1	3	2		23	1	4	0%	0	23	1	4	0	23	1	4
	Shared		0	0				0	0				0	0			0	0
Critical Volumes:		North-South: 389			North-South: 453			North-South: 480			North-South: 473					North-South: 473		
		East-West: 564			East-West: 708			East-West: 708			East-West: 708					East-West: 708		
		Total: 953			Total: 1161			Total: 1188			Total: 1181					Total: 1181		
		Volume/capacity (v/c) ratio:	0.635		0.774			0.792			0.787					0.787		
		v/c less ATSAC adjustment:	0.535		0.674			0.692			0.637					0.637		
		Level of Service (LOS):	<b>A</b>		<b>B</b>			<b>B</b>			<b>B</b>					<b>B</b>		

**PROJECT IMPACT**

Change in v/c due to project:	0.018	Δv/c after mitigation:	-0.037
Significantly impacted?	NO	Fully mitigated?	N/A



**THE PLAZA @ THE GLEN**

**MITIGATION OPTION**

**PACKAGE 2**

**THE PLAZA @ THE GLEN**

**WITH PROJECT ONLY**

## Project: THE PLAZA AT THE GLEN

DOT Case Number:  
 Year of counts: 2008  
 Project buildout: 2013  
 Ambient growth: 2.0% per year

Project Trip Generation	Adjacent to Project			Not Adjacent		
	In	Out	Total	In	Out	Total
AM Peak Hour	892	245	1137	887	257	1144
PM Peak Hour	540	1139	1679	566	1146	1712

Filename: \\Otcnas\Otcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMA Calc 3.9 A - adj(-15%)+ i-s credits.xls

### Level of Service and Volume to Capacity Ratio Summary

No.	Intersection	Peak Hour	Existing (2008)		Cumulative Base		Future with project		Project Impact		After mitigation		
			v/c	LOS	v/c	LOS	v/c	LOS	Δ v/c	significant?	v/c	Δ v/c	mitigated?
1	Fulton Av & Sherman Way	AM	0.484	A	0.574	A	0.580	A	0.006	NO	0.529	-0.045	N/A
		PM	0.634	B	0.785	C	0.807	D	<b>0.022</b>	<b>YES</b>	0.728	-0.057	YES
2	Coldwater Canyon Av & Sherman Way	AM	0.595	A	0.695	B	0.731	C	0.036	NO	0.676	-0.019	N/A
		PM	0.570	A	0.672	B	0.718	C	<b>0.046</b>	<b>YES</b>	0.661	-0.011	YES
3	Whitsett Ave & Sherman Way	AM	0.766	C	0.913	E	0.926	E	<b>0.013</b>	<b>YES</b>	0.874	-0.039	YES
		PM	0.769	C	0.911	E	0.953	E	<b>0.042</b>	<b>YES</b>	0.897	-0.014	YES
4	Woodman Ave & Vanowen St	AM	0.853	D	0.980	E	1.004	F	<b>0.024</b>	<b>YES</b>	0.950	-0.030	YES
		PM	0.798	C	0.938	E	0.953	E	<b>0.015</b>	<b>YES</b>	0.901	-0.037	YES
5	Fulton Ave & Vanowen St	AM	0.638	B	0.752	C	0.793	C	<b>0.041</b>	<b>YES</b>	0.737	-0.015	YES
		PM	0.609	B	0.751	C	0.800	C	<b>0.049</b>	<b>YES</b>	0.743	-0.008	YES
6	Coldwater Canyon Av & Vanowen St	AM	0.617	B	0.725	C	0.793	C	<b>0.068</b>	<b>YES</b>	0.733	0.008	YES
		PM	0.710	C	0.841	D	0.873	D	<b>0.032</b>	<b>YES</b>	0.817	-0.024	YES
7	Whitsett Av & Vanowen St	AM	0.728	C	0.847	D	0.861	D	0.014	NO	0.809	-0.038	N/A
		PM	0.731	C	0.866	D	0.918	E	<b>0.052</b>	<b>YES</b>	0.860	-0.006	YES
8	Coldwater Canyon Av & Hamlin St	AM	0.814	D	0.909	E	0.985	E	<b>0.076</b>	<b>YES</b>	0.919	<b>0.010</b>	<b>NO</b>
		PM	0.777	C	0.917	E	1.031	F	<b>0.114</b>	<b>YES</b>	0.933	<b>0.016</b>	<b>NO</b>
9	Woodman Av & Victory Blvd	AM	0.859	D	0.995	E	1.026	F	<b>0.031</b>	<b>YES</b>	0.922	-0.073	YES
		PM	0.897	D	1.086	F	1.144	F	<b>0.058</b>	<b>YES</b>	1.035	-0.051	YES
10	Fulton Ave & Victory Blvd	AM	0.639	B	0.763	C	0.856	D	<b>0.093</b>	<b>YES</b>	0.742	-0.021	YES
		PM	0.635	B	0.818	D	0.916	E	<b>0.098</b>	<b>YES</b>	0.801	-0.017	YES
11	Ethel Av & Victory Blvd	AM	0.407	A	0.505	A	0.708	C	<b>0.203</b>	<b>YES</b>	0.481	-0.024	YES
		PM	0.517	A	0.680	B	1.022	F	<b>0.342</b>	<b>YES</b>	0.723	0.043	YES
12	Morse Ave & Victory Blvd	AM	0.633	B	0.741	C	0.963	E	<b>0.222</b>	<b>YES</b>	0.517	-0.224	YES
		PM	0.620	B	0.789	C	1.165	F	<b>0.376</b>	<b>YES</b>	0.636	-0.153	YES
13	Coldwater Canyon Av & Victory Blvd	AM	0.778	C	0.910	E	1.053	F	<b>0.143</b>	<b>YES</b>	0.856	-0.054	YES
		PM	0.779	C	1.000	E	1.244	F	<b>0.244</b>	<b>YES</b>	0.996	-0.004	YES
14	Whitsett Av & Victory Blvd	AM	0.720	C	0.856	D	0.936	E	<b>0.080</b>	<b>YES</b>	0.822	-0.034	YES
		PM	0.853	D	1.058	F	1.128	F	<b>0.070</b>	<b>YES</b>	1.018	-0.040	YES
15	170 FWY SB (North Side) & Victory Blvd	AM	0.563	A	0.666	B	0.701	C	0.035	NO	0.645	-0.021	N/A
		PM	0.674	B	0.856	D	0.878	D	<b>0.022</b>	<b>YES</b>	0.825	-0.031	YES
16	170 FWY SB (South Side) & Victory Blvd	AM	1.202	F	1.396	F	1.412	F	<b>0.016</b>	<b>YES</b>	1.360	-0.036	YES
		PM	0.852	D	1.108	F	1.178	F	<b>0.070</b>	<b>YES</b>	1.117	0.009	YES



Intersection No. 1		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Fulton Av</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Sherman Way</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0					
AM Peak: 7:30 AM									PM									
		Counts	Lane		Ambient	+ Related	= Total		+ Project	= Total		Adjusted	Total	Lane				
		Volume	Volumes		Growth	Projects	Volume	Lanes	Volume	Volume	Lanes	Volume	Volume	Lanes	Volume			
Northbound	Left	151	1	151	16		167	1	167	(3%)	8	175	1	175	-1	173	1	173
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0	0	0
	Thru	66	1	66	7	19	92	1	92	0%	0	92	1	92	0	92	1	92
	Th-Rt		0	0			0	0	0		0	0	0	0	0	0	0	0
Southbound	Right	159	1	159	17		176	1	176	0%	0	176	1	176	0	176	1	176
	Shared		0	0			0	0	0		0	0	0	0	0	0	0	0
	Left	30	1	30	3		33	1	33	0%	0	33	1	33	0	33	1	33
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0	0	0
Eastbound	Thru	42	1	69	4	24	70	1	101	0%	0	70	1	101	0	70	1	101
	Th-Rt		0	0			0	0	0		0	0	0	0	0	0	0	0
	Right	28	0	0	3		30	0	0	0%	0	30	0	0	0	30	0	0
	Shared		0	0			0	0	0		0	0	0	0	0	0	0	0
Westbound	Left	44	1	44	5		48	1	48	0%	0	48	1	48	0	48	1	48
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0	0	0
	Thru	1517	3	506	158	62	1737	3	579	0%	0	1737	3	579	0	1737	3	579
	Th-Rt		0	0			0	0	0		0	0	0	0	0	0	0	0
Westbound	Right	137	1	137	14		151	1	151	3%	27	178	1	178	-4	174	1	174
	Shared		0	0			0	0	0		0	0	0	0	0	0	0	0
	Left	150	1	150	16		166	1	166	0%	0	166	1	166	0	166	1	166
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0	0	0
Westbound	Thru	1136	2	568	118	114	1369	2	684	0%	0	1369	2	684	0	1369	2	684
	Th-Rt		0	0			0	0	0		0	0	0	0	0	0	0	0
	Right	79	1	79	8		87	1	87	0%	0	87	1	87	0	87	1	87
	Shared		0	0			0	0	0		0	0	0	0	0	0	0	0
Critical Volumes:		North-South: 220			North-South: 267				North-South: 275				North-South: 274					
		East-West: 656			East-West: 744				East-West: 744				East-West: 744					
		Total: 876			Total: 1012				Total: 1020				Total: 1018					
Volume/capacity (v/c) ratio:		0.584			0.674				0.680				0.679					
v/c less ATSAC adjustment:		0.484			0.574				0.580				0.529					
Level of Service (LOS):		<b>A</b>			<b>A</b>				<b>A</b>				<b>A</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.006	Δv/c after mitigation:	-0.045
Significantly impacted?	NO	Fully mitigated?	N/A



Intersection No. 1		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION			
North/South Street: <b>Fulton Av</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Critical Phases: 2 Capacity: 1500			
East/West Street: <b>Sherman Way</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 15%			
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0			
PM Peak: 5:00 PM																
		Counts		Lane Volume	Ambient Growth	+ Related Projects	= Total		+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
		Volume	Lanes				Volume	Lanes								
Northbound	Left	212	1	212	22		234	1	(3%) 34	268	1	268	-5	263	1	263
	Lt-Th		0	0			0	0		0	0	0		0	0	0
	Thru	58	1	58	6	40	104	1	0%	104	1	104	0	104	1	104
	Th-Rt		0	0			0	0		0	0	0		0	0	0
Southbound	Right	169	1	169	18		187	1	0%	187	1	187	0	187	1	187
	Shared		0	0			0	0		0	0	0		0	0	0
	Left	61	1	61	6		68	1	0%	68	1	68	0	68	1	68
	Lt-Th		0	0			0	0		0	0	0		0	0	0
Eastbound	Thru	58	1	100	6	53	117	1	0%	117	1	163	0	117	1	163
	Th-Rt		0	0			0	0		0	0	0		0	0	0
	Right	42	0	0	4		46	0	0%	46	0	0	0	46	0	0
	Shared		0	0			0	0		0	0	0		0	0	0
Westbound	Left	11	1	11	1		12	1	0%	12	1	12	0	12	1	12
	Lt-Th		0	0			0	0		0	0	0		0	0	0
	Thru	1346	2	673	140	115	1602	2	0%	1602	2	801	0	1602	3	534
	Th-Rt		0	0			0	0		0	0	0		0	0	0
Westbound	Right	155	1	155	16		171	1	3%	17	1	188	-3	186	1	186
	Shared		0	0			0	0		0	0	0		0	0	0
	Left	116	1	116	12		128	1	0%	0	1	128	0	128	1	128
	Lt-Th		0	0			0	0		0	0	0		0	0	0
Westbound	Thru	1513	2	520	157	86	1756	2	0%	0	2	603	0	1756	2	878
	Th-Rt		1	520			1	603			1	603			1	603
	Right	47	0	0	5		52	0	0%	0	0	0	0	52	1	52
	Shared		0	0			0	0		0	0	0		0	0	0
Critical Volumes:		North-South: 312 East-West: 789 Total: 1102			North-South: 398 East-West: 929 Total: 1327				North-South: 432 East-West: 929 Total: 1361				North-South: 427 East-West: 890 Total: 1317			
Volume/capacity (v/c) ratio:		0.734			0.885				0.907				0.878			
v/c less ATSAC adjustment:		0.634			0.785				0.807				0.728			
Level of Service (LOS):		<b>B</b>			<b>C</b>				<b>D</b>				<b>C</b>			

**PROJECT IMPACT**

Change in v/c due to project:	0.022	Δv/c after mitigation:	-0.057
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 2		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Sherman Way</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0					
AM Peak: 7:30 AM																		
		Counts	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	117	1	117	12		130	1	130	0%	0	130	1	130	0	130	1	130
	Lt-Th		0	0			0	0	0			0	0		0	0	0	
	Thru	445	1	279	46	13	504	1	315	(6%)	15	519	1	327	-2	517	1	325
	Th-Rt		1	279			1	315				1	327		1	1	325	
Southbound	Right	113	0	0	12	1	126	0	0	(3%)	8	134	0	0	-1	133	0	0
	Shared		0	0			0	0			0	0	0		0	0	0	
	Left	73	1	73	8	1	82	1	82	0%	0	82	1	82	0	82	1	82
	Lt-Th		0	0			0	0	0			0	0		0	0	0	
Eastbound	Thru	525	1	322	55	40	620	1	376	6%	53	673	1	402	-8	665	1	398
	Th-Rt		1	322			1	376			1	402		1	1	398		
	Right	119	0	0	12		132	0	0	0%	0	132	0	0	0	132	0	0
	Shared		0	0			0	0			0	0	0		0	0	0	
Westbound	Left	99	1	99	10		109	1	109	0%	0	109	1	109	0	109	1	109
	Lt-Th		0	0			0	0	0			0	0		0	0	0	
	Thru	1398	2	501	146	62	1606	2	574	0%	0	1606	2	574	0	1606	2	574
	Th-Rt		1	501			1	574			1	574		1	1	574		
Southbound	Right	105	0	0	11		116	0	0	0%	0	116	0	0	0	116	0	0
	Shared		0	0			0	0			0	0	0		0	0	0	
	Left	102	1	102	11	1	114	1	114	3%	27	141	1	141	-4	137	1	137
	Lt-Th		0	0			0	0	0			0	0		0	0	0	
Westbound	Thru	1261	2	457	131	114	1506	2	543	0%	0	1506	2	543	0	1506	2	543
	Th-Rt		1	457			1	543			1	543		1	1	543		
	Right	111	0	0	12	1	124	0	0	0%	0	124	0	0	0	124	0	0
	Shared		0	0			0	0			0	0	0		0	0	0	
Critical Volumes:		North-South: 440 East-West: 603 Total: 1043			North-South: 505 East-West: 688 Total: 1193				North-South: 532 East-West: 715 Total: 1246				North-South: 528 East-West: 711 Total: 1238					
Volume/capacity (v/c) ratio:		0.695			0.795				0.831				0.826					
v/c less ATSAC adjustment:		0.595			0.695				0.731				0.676					
Level of Service (LOS):		<b>A</b>			<b>B</b>				<b>C</b>				<b>B</b>					

### PROJECT IMPACT

Change in v/c due to project:	0.036	Δv/c after mitigation:	-0.019
Significantly impacted?	NO	Fully mitigated?	N/A



<b>Intersection No. 2</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>					
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Sherman Way</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0					
PM Peak: 5:00 PM																		
		Counts	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	112	1	112	12		124	1	124	0%	0	124	1	124	0	124	1	124
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0	0	0
	Thru	515	1	314	54	15	584	1	355	(6%)	69	653	1	406	-10	642	1	399
	Th-Rt		1	314			355	1	355			406	1	406		399	1	399
Right	Right	113	0	0	12	1	126	0	0	(3%)	34	160	0	0	-5	155	0	0
	Shared		0	0			0	0			0	0	0	0		0	0	0
	N/B RTOR:																	
	Existing: 0%																	
Projected: 0%																		
Mitigated: 0%																		
Southbound	Left	121	1	121	13	1	135	1	135	0%	0	135	1	135	0	135	1	135
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0	0	0
	Thru	369	1	259	38	63	471	1	318	6%	34	505	1	335	-5	500	1	332
	Th-Rt		1	259			318	1	318			335	1	335		332	1	332
Right	Right	149	0	0	15		164	0	0	0%	0	164	0	0	0	164	0	0
	Shared		0	0			0	0			0	0	0	0	0	0	0	0
	S/B RTOR:																	
	Existing: 0%																	
Projected: 0%																		
Mitigated: 0%																		
Eastbound	Left	124	1	124	13		137	1	137	0%	0	137	1	137	0	137	1	137
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0	0	0
	Thru	1292	2	469	135	115	1542	2	556	0%	0	1542	2	556	0	1542	2	556
	Th-Rt		1	469			556	1	556			556	1	556		556	1	556
Right	Right	114	0	0	12		126	0	0	0%	0	126	0	0	0	126	0	0
	Shared		0	0			0	0			0	0	0	0	0	0	0	0
	E/B RTOR:																	
	Existing: 0%																	
Projected: 0%																		
Mitigated: 0%																		
Westbound	Left	101	1	101	11	1	112	1	112	3%	17	129	1	129	-3	127	1	127
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0	0	0
	Thru	1209	2	431	126	86	1421	2	505	0%	0	1421	2	505	0	1421	2	505
	Th-Rt		1	431			505	1	505			505	1	505		505	1	505
Right	Right	85	0	0	9	1	94	0	0	0%	0	94	0	0	0	94	0	0
	Shared		0	0			0	0			0	0	0	0	0	0	0	0
	W/B RTOR:																	
	Existing: 0%																	
Projected: 0%																		
Mitigated: 0%																		
Critical Volumes:		North-South: 436			North-South: 490				North-South: 541				North-South: 534					
		East-West: 570			East-West: 668				East-West: 685				East-West: 683					
		Total: 1005			Total: 1158				Total: 1227				Total: 1217					
Volume/capacity (v/c) ratio:		0.670			0.772				0.818				0.811					
v/c less ATSAC adjustment:		0.570			0.672				0.718				0.661					
Level of Service (LOS):		<b>A</b>			<b>B</b>				<b>C</b>				<b>B</b>					

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PROJECT		IMPACT	
Change in v/c due to project:	0.046	Δv/c after mitigation:	-0.011
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 3		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION			
North/South Street: <b>Whitsett Ave</b>		Critical Phases: 3 Capacity: 1425			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 3 Capacity: 1425				Project: THE PLAZA AT THE GLEN			
East/West Street: <b>Sherman Way</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Critical Phases: 3 Capacity: 1425			
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Signal System: 3			
AM Peak: 7:30 AM		v/c reduction: 15%			v/c reduction: 15%				PM				Opposed Phasing: 0			
	Counts	Volume	Lanes	Lane Volume	+ 2.0% Ambient Growth	+ Related Projects	= Total		+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
							Volume	Lanes								
Northbound	Left	79	1	79	8		87	1	87	0%	0	87	1	87	0	87
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0
	Thru	408	1	265	42	53	503	1	319	(7%)	18	521	1	329	-3	519
	Th-Rt		1	265			1	319				1	329		1	328
	Right	121	0	0	13		134	0	0	(1%)	3	137	0	0	0	137
Shared		0	0			0	0	0			0	0	0	0	0	
Southbound	Left	384	2	211	40	6	429	2	236	0%	0	429	2	236	0	429
	Lt-Th		0	0			0	0			0	0	0	0	0	0
	Thru	454	1	260	47	45	546	1	311	7%	62	608	1	347	-9	599
	Th-Rt		1	260			1	311				1	347		1	341
	Right	66	0	0	7	3	76	0	0	1%	9	85	0	0	-1	84
Shared		0	0			0	0	0			0	0	0	0	0	
Eastbound	Left	88	1	88	9	12	109	1	109	(1%)	3	112	1	112	0	111
	Lt-Th		0	0			0	0			0	0	0	0	0	0
	Thru	1471	2	517	153	58	1682	2	590	(2%)	5	1687	2	592	-1	1686
	Th-Rt		1	517			1	590				1	592		1	592
	Right	81	0	0	8		89	0	0	0%	0	89	0	0	0	89
Shared		0	0			0	0	0			0	0	0	0	0	
Westbound	Left	134	1	134	14	1	149	1	149	1%	9	158	1	158	-1	156
	Lt-Th		0	0			0	0			0	0	0	0	0	0
	Thru	1684	2	670	175	118	1977	2	779	2%	18	1995	2	785	-3	1993
	Th-Rt		1	670			1	779				1	785		1	784
	Right	326	0	0	34		360	0	0	0%	0	360	0	0	0	360
Shared		0	0			0	0	0			0	0	0	0	0	
Critical Volumes:		North-South: 476 East-West: 758 Total: 1233			North-South: 555 East-West: 888 Total: 1443				North-South: 565 East-West: 897 Total: 1463				North-South: 564 East-West: 896 Total: 1460			
Volume/capacity (v/c) ratio:		0.866			1.013				1.026				1.024			
v/c less ATSAC adjustment:		0.766			0.913				0.926				0.874			
Level of Service (LOS):		C			E				E				D			

**PROJECT IMPACT**

Change in v/c due to project:	0.013	Δv/c after mitigation:	-0.039
Significantly impacted?	YES	Fully mitigated?	YES





Intersection No. 3		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION			
North/South Street: <b>Whitsett Ave</b>		Critical Phases: 3 Capacity: 1425			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 3 Capacity: 1425				Critical Phases: 3 Capacity: 1425			
East/West Street: <b>Sherman Way</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 15%			
Analysis Date: 07/30/2008		Opposed Phasing: 0			+ 2.0% Ambient Growth				<input type="checkbox"/> Adjacent				Opposed Phasing: 0			
PM Peak: 5:00 PM		Counts			= Total				+ Project				Adjusted			
		Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	Volume	Lanes	Lane Volume	Volume	Lanes	Lane Volume	Volume	Lanes	Lane Volume	
Northbound	Left	86	1	86	9		95	1	95	0%	0	95	1	95	0	95
	Lt-Th		0	0				0	0				0	0		0
	Thru	641	1	385	67	63	770	1	456	(7%)	80	850	1	502	-12	495
	Th-Rt		1	385			456	1	456				1	502		495
Southbound	Right	129	0	0	13		142	0	0	(1%)	11	153	0	0	-2	0
	Shared		0	0				0	0				0	0		0
	Left	368	2	203	38	7	414	2	227	0%	0	414	2	227	0	227
	Lt-Th		0	0				0	0				0	0		0
Eastbound	Thru	385	1	232	40	59	484	1	288	7%	40	524	1	311	-6	307
	Th-Rt		1	232			288	1	288				1	311		307
	Right	80	0	0	8	4	92	0	0	1%	6	98	0	0	-1	0
	Shared		0	0				0	0				0	0		0
Westbound	Left	96	1	96	10	12	118	1	118	(1%)	11	129	1	129	-2	127
	Lt-Th		0	0				0	0				0	0		0
	Thru	1664	2	581	173	112	1949	2	679	(2%)	23	1972	2	687	-3	685
	Th-Rt		1	581			679	1	679				1	687		685
Westbound	Right	80	0	0	8		88	0	0	0%	0	88	0	0	0	0
	Shared		0	0				0	0				0	0		0
	Left	70	1	70	7	1	79	1	79	1%	6	85	1	85	-1	84
	Lt-Th		0	0				0	0				0	0		0
Westbound	Thru	1338	2	548	139	91	1569	2	635	2%	11	1580	2	639	-2	639
	Th-Rt		1	548			635	1	635				1	639		639
	Right	306	0	0	32		338	0	0	0%	0	338	0	0	0	0
	Shared		0	0				0	0				0	0		0
Critical Volumes:		North-South: 587 East-West: 651 Total: 1239			North-South: 684 East-West: 758 Total: 1441				North-South: 729 East-West: 771 Total: 1500				North-South: 722 East-West: 769 Total: 1491			
Volume/capacity (v/c) ratio:		0.869			1.011				1.053				1.047			
v/c less ATSAC adjustment:		0.769			0.911				0.953				0.897			
Level of Service (LOS):		<b>C</b>			<b>E</b>				<b>E</b>				<b>D</b>			

**PROJECT IMPACT**

Filename: \\01cnas1\01cnas1\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 A - adj(-15%)+ i+s credits.xls  
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Change in v/c due to project:	0.042	Δv/c after mitigation:	-0.014
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 4		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Woodman Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0					
AM Peak: 7:30 AM									PM									
		Counts	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	115	1	115	12		127	1	127	0%	0	127	1	127	0	127	1	127
	Lt-Th		0	0				0	0				0	0		0	0	0
	Thru	830	1	458	86	16	933	1	514	(3%)	8	941	1	518	-1	939	1	517
	Th-Rt		1	458				1	514				1	518			1	517
Southbound	Right	86	0	0	9		95	0	0	0%	0	95	0	0	0	95	0	0
	Shared		0	0				0	0				0	0		0	0	0
	Left	107	1	107	11		118	1	118	0%	0	118	1	118	0	118	1	118
	Lt-Th		0	0				0	0				0	0		0	0	0
Eastbound	Thru	1216	2	608	127	27	1369	2	685	3%	27	1396	2	698	-4	1392	2	696
	Th-Rt		0	0				0	0				0	0		0	0	0
	Right	177	1	177	18		196	1	196	0%	0	196	1	196	0	196	1	196
	Shared		0	0				0	0				0	0		0	0	0
Westbound	Left	107	1	107	11		118	1	118	0%	0	118	1	118	0	118	1	118
	Lt-Th		0	0				0	0				0	0		0	0	0
	Thru	1028	1	608	107	56	1191	1	699	5%	44	1235	1	721	-7	1229	1	718
	Th-Rt		1	608				1	699				1	721			1	718
Westbound	Right	188	0	0	20		207	0	0	0%	0	207	0	0	0	207	0	0
	Shared		0	0				0	0				0	0		0	0	0
	Left	99	1	99	10		109	1	109	0%	0	109	1	109	0	109	1	109
	Lt-Th		0	0				0	0				0	0		0	0	0
Westbound	Thru	988	1	534	103	96	1187	1	638	(5%)	13	1200	1	644	-2	1198	1	643
	Th-Rt		1	534				1	638				1	644			1	643
	Right	80	0	0	8		88	0	0	0%	0	88	0	0	0	88	0	0
	Shared		0	0				0	0				0	0		0	0	0
Critical Volumes:		North-South: 723 East-West: 707 Total: 1430			North-South: 812 East-West: 808 Total: 1620				North-South: 825 East-West: 830 Total: 1656				North-South: 823 East-West: 827 Total: 1651					
Volume/capacity (v/c) ratio:		0.953			1.080				1.104				1.100					
v/c less ATSAC adjustment:		0.853			0.980				1.004				0.950					
Level of Service (LOS):		<b>D</b>			<b>E</b>				<b>F</b>				<b>E</b>					

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PROJECT		IMPACT	
Change in v/c due to project:	0.024	Δv/c after mitigation:	-0.030
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 4		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Woodman Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008 PM Peak: 5:00 PM		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0					
		Counts	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	133	1	133	14		146	1	146	0%	0	146	1	146	0	146	1	146
	Lt-Th		0	0				0	0			0	0			0	0	
	Thru	899	1	495	94	39	1031	1	566	(3%)	34	1065	1	583	-5	1060	1	581
	Th-Rt		1	495				1	566				1	583			1	581
Southbound	Right	92	0	0	10		101	0	0	0%	0	101	0	0	0	101	0	0
	Shared		0	0				0	0			0	0			0	0	
	Left	120	1	120	13		133	1	133	0%	0	133	1	133	0	133	1	133
	Lt-Th		0	0				0	0			0	0			0	0	
Eastbound	Thru	1029	2	515	107	31	1167	2	584	3%	17	1184	2	592	-3	1182	2	591
	Th-Rt		0	0				0	0			0	0			0	0	
	Right	181	1	181	19		199	1	199	0%	0	199	1	199	0	199	1	199
	Shared		0	0				0	0			0	0			0	0	
Westbound	Left	115	1	115	12		127	1	127	0%	0	127	1	127	0	127	1	127
	Lt-Th		0	0				0	0			0	0			0	0	
	Thru	1103	1	610	115	107	1324	1	728	5%	28	1352	1	742	-4	1348	1	739
	Th-Rt		1	610				1	728				1	742			1	739
Westbound	Right	118	0	0	12		131	0	0	0%	0	131	0	0	0	131	0	0
	Shared		0	0				0	0			0	0			0	0	
	Left	90	1	90	9		99	1	99	0%	0	99	1	99	0	99	1	99
	Lt-Th		0	0				0	0			0	0			0	0	
Westbound	Thru	1015	1	576	106	87	1208	1	679	(5%)	57	1265	1	708	-9	1256	1	703
	Th-Rt		1	576				1	679				1	708			1	703
	Right	137	0	0	14		151	0	0	0%	0	151	0	0	0	151	0	0
	Shared		0	0				0	0			0	0			0	0	
Critical Volumes:		North-South: 647			North-South: 730				North-South: 739				North-South: 737					
		East-West: 700			East-West: 827				East-West: 841				East-West: 839					
		Total: 1347			Total: 1557				Total: 1579				Total: 1576					
Volume/capacity (v/c) ratio:		0.898		1.038				1.053				1.051						
v/c less ATSAC adjustment:		0.798		0.938				0.953				0.901						
Level of Service (LOS):		<b>C</b>		<b>E</b>				<b>E</b>				<b>E</b>						

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PROJECT		IMPACT	
Change in v/c due to project:	0.015	Δv/c after mitigation:	-0.037
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 5		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Fulton Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0					
AM Peak: 7:30 AM																		
	Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane	+ Project	= Total	Lane	Lane	Adjusted	Total	Lane	Lane		
	Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume		
Northbound	Left	85	1	85	9	4	97	1	97	(5%)	13	110	1	110	-2	109	1	109
	Lt-Th		0	0			0	0				0	0		0	0	0	
	Thru	272	1	205	28	19	320	1	236	(3%)	8	328	1	240	-1	326	1	240
	Th-Rt		1	205			1	236				1	240		1	240	1	240
Right	138	0	0	14	1	153	0	0	0%	0	153	0	0	0	153	0	0	
Shared		0	0			0	0				0	0		0	0	0	0	
Southbound	Left	45	1	45	5		50	1	50	0%	0	50	1	50	0	50	1	50
	Lt-Th		0	0			0	0				0	0		0	0	0	
	Thru	310	1	310	32	24	366	1	366	3%	27	393	1	393	-4	389	1	389
	Th-Rt		0	0			0	0				0	0		0	0	0	
Right	70	1	70	7		78	1	78	0%	0	78	1	78	0	78	1	78	
Shared		0	0			0	0				0	0		0	0	0	0	
Eastbound	Left	72	1	72	8		80	1	80	0%	0	80	1	80	0	80	1	80
	Lt-Th		0	0			0	0				0	0		0	0	0	
	Thru	1118	1	600	116	52	1286	1	690	0%	0	1286	1	712	0	1286	1	709
	Th-Rt		1	600			1	690				1	712		1	709	1	709
Right	82	0	0	8	4	94	0	0	5%	44	138	0	0	-7	131	0	0	
Shared		0	0			0	0				0	0		0	0	0	0	
Westbound	Left	112	1	112	12		124	1	124	0%	0	124	1	124	0	124	1	124
	Lt-Th		0	0			0	0				0	0		0	0	0	
	Thru	1028	1	547	107	93	1228	1	651	0%	0	1228	1	651	0	1228	1	651
	Th-Rt		1	547			1	651				1	651		1	651	1	651
Right	66	0	0	7		73	0	0	0%	0	73	0	0	0	73	0	0	
Shared		0	0			0	0				0	0		0	0	0	0	
Critical Volumes:		North-South: 395 East-West: 712 Total: 1107			North-South: 464 East-West: 814 Total: 1278				North-South: 504 East-West: 836 Total: 1340				North-South: 498 East-West: 833 Total: 1331					
Volume/capacity (v/c) ratio:		0.738			0.852				0.893				0.887					
v/c less ATSAC adjustment:		0.638			0.752				0.793				0.737					
Level of Service (LOS):		<b>B</b>			<b>C</b>				<b>C</b>				<b>C</b>					

### PROJECT IMPACT

Change in v/c due to project:	0.041	Δv/c after mitigation:	-0.015
Significantly impacted?	YES	Fully mitigated?	YES



<b>Intersection No. 5</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>					
North/South Street: <b>Fulton Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0					
PM Peak: 5:00 PM									PM									
		Counts	Lane		Ambient	+ Related	= Total		+ Project	Total	Lane		Adjusted	Total	Lane			
		Volume	Volumes		Growth	Projects	Volume	Lanes	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume		
Northbound	Left	115	1	115	12	11	138	1	138	(5%)	57	195	1	195	-9	187	1	187
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
	Thru	294	1	211	31	40	364	1	253	(3%)	34	398	1	270	-5	393	1	267
	Th-Rt		1	211			253	1	253			1	270			1	267	
Southbound	Right	128	0	0	13		141	0	0	0%	0	141	0	0	0	141	0	0
	Shared		0	0			0	0	0			0	0	0	0	0	0	0
	Left	74	1	74	8		82	1	82	0%	0	82	1	82	0	82	1	82
	Lt-Th		0	0			82	1	82			1	82			1	82	
Eastbound	Thru	219	1	219	23	53	295	1	295	3%	17	312	1	312	-3	310	1	310
	Th-Rt		0	0			0	0	0			0	0	0	0	0	0	0
	Right	73	1	73	8		81	1	81	0%	0	81	1	81	0	81	1	81
	Shared		0	0			0	0	0			0	0	0	0	0	0	0
Westbound	Left	81	1	81	8		89	1	89	0%	0	89	1	89	0	89	1	89
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
	Thru	1048	1	577	109	97	1254	1	691	0%	0	1254	1	705	0	1254	1	703
	Th-Rt		1	577			691	1	691			1	705			1	703	
Westbound	Right	106	0	0	11	11	128	0	0	5%	28	156	0	0	-4	152	0	0
	Shared		0	0			0	0	0			0	0	0	0	0	0	0
	Left	88	1	88	9	1	98	1	98	0%	0	98	1	98	0	98	1	98
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
Westbound	Thru	1192	1	649	124	76	1392	1	754	0%	0	1392	1	754	0	1392	1	754
	Th-Rt		1	649			754	1	754			1	754			1	754	
	Right	105	0	0	11		116	0	0	0%	0	116	0	0	0	116	0	0
	Shared		0	0			0	0	0			0	0	0	0	0	0	0
Critical Volumes:		North-South: 335			North-South: 433				North-South: 507				North-South: 496					
		East-West: 729			East-West: 843				East-West: 843				East-West: 843					
		Total: 1064			Total: 1277				Total: 1351				Total: 1339					
Volume/capacity (v/c) ratio:		0.709			0.851				0.900				0.893					
v/c less ATSAC adjustment:		0.609			0.751				0.800				0.743					
Level of Service (LOS):		<b>B</b>			<b>C</b>				<b>C</b>				<b>C</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.049	Δv/c after mitigation:	-0.008
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 6		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0					
AM Peak: 7:30 AM																		
		Counts	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	101	1	101	11		111	1	111	0%	0	111	1	111	0	111	1	111
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0
	Thru	377	2	189	39	13	430	2	215	(9%)	23	453	2	226	-3	449	2	225
	Th-Rt		0	0			0	0	0			0	0		0	0	0	0
Right	53	1	53	6	3	62	1	62	(7%)	18	80	1	80	-3	77	1	77	
Shared		0	0			0	0	0			0	0	0		0	0	0	
Southbound	Left	91	1	91	9		100	1	100	0%	0	100	1	100	0	100	1	100
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0
	Thru	507	1	302	53	40	600	1	353	9%	80	680	1	393	-12	668	1	387
	Th-Rt		1	302			1	353				1	393				1	387
Right	97	0	0	10		107	0	0	0%	0	107	0	0	0	107	0	0	
Shared		0	0			0	0	0			0	0	0		0	0	0	
Eastbound	Left	95	1	95	10		105	1	105	0%	0	105	1	105	0	105	1	105
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0
	Thru	1038	1	575	108	52	1198	1	661	0%	0	1198	1	661	0	1198	1	661
	Th-Rt		1	575			1	661				1	661				1	661
Right	111	0	0	12		123	0	0	0%	0	123	0	0	0	123	0	0	
Shared		0	0			0	0	0			0	0	0		0	0	0	
Westbound	Left	98	1	98	10	4	112	1	112	7%	62	174	1	174	-9	165	1	165
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0
	Thru	945	1	540	98	93	1136	1	642	0%	0	1136	1	642	0	1136	1	642
	Th-Rt		1	540			1	642				1	642				1	642
Right	135	0	0	14	0	149	0	0	0%	0	149	0	0	0	149	0	0	
Shared		0	0			0	0	0			0	0	0		0	0	0	
Critical Volumes:		North-South: 403 East-West: 673 Total: 1076			North-South: 465 East-West: 773 Total: 1238				North-South: 505 East-West: 835 Total: 1340				North-South: 499 East-West: 825 Total: 1324					
Volume/capacity (v/c) ratio:		0.717			0.825				0.893				0.883					
v/c less ATSAC adjustment:		0.617			0.725				0.793				0.733					
Level of Service (LOS):		<b>B</b>			<b>C</b>				<b>C</b>				<b>C</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.068	Δv/c after mitigation:	0.008
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 6		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500						
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%			from year: 2008 to year: 2013				Signal System: 3 v/c reduction: 10%				Signal System: 3 v/c reduction: 15%						
Analysis Date: 07/30/2008		Opposed Phasing: 0			+ 2.0% Ambient Growth				Opposed Phasing: 0				Opposed Phasing: 0						
PM Peak: 5:00 PM		Counts	Lane		Ambient	+ Related	= Total	Lane		Adjacent	In	Out	Total	Adjusted	Total	Lane			
		Volume	Volumes		Growth	Projects	Volume	Volumes		+ Project	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume		
Northbound	Left	125	1	125	13		139	1	139	0%	0	139	1	139	0	139	1	139	
	Lt-Th		0	0			0	0	0			0	0			0	0	0	
	Thru	575	2	288	60	15	650	2	325	(9%)	103	753	2	377	-15	738	2	369	
	Th-Rt		0	0			0	0	0			0	0			0	0	0	
Southbound	Right	89	1	89	9	11	109	1	109	(7%)	80	189	1	189	-12	177	1	177	
	Shared		0	0			0	0	0			0	0			0	0	0	
	Left	107	1	107	11		118	1	118	0%	0	118	1	118	0	118	1	118	
	Lt-Th		0	0			0	0	0			0	0			0	0	0	
Eastbound	Thru	511	1	339	53	63	627	1	406	9%	51	678	1	431	-8	671	1	428	
	Th-Rt		1	339			406	1	406			1	431			1	428		
	Right	167	0	0	17		185	0	0	0%	0	185	0	0	0	185	0	0	
	Shared		0	0			0	0	0			0	0			0	0	0	
Westbound	Left	100	1	100	10		110	1	110	0%	0	110	1	110	0	110	1	110	
	Lt-Th		0	0			0	0	0			0	0			0	0	0	
	Thru	1152	1	613	120	97	1368	1	725	0%	0	1368	1	725	0	1368	1	725	
	Th-Rt		1	613			725	1	725			1	725			1	725		
Westbound	Right	73	0	0	8		81	0	0	0%	0	81	0	0	0	81	0	0	
	Shared		0	0			0	0	0			0	0			0	0	0	
	Left	104	1	104	11	10	125	1	125	7%	40	165	1	165	-6	159	1	159	
	Lt-Th		0	0			0	0	0			0	0			0	0	0	
Westbound	Thru	1201	1	651	125	76	1401	1	756	0%	0	1401	1	756	0	1401	1	756	
	Th-Rt		1	651			756	1	756			1	756			1	756		
	Right	101	0	0	11		111	0	0	0%	0	111	0	0	0	111	0	0	
	Shared		0	0			0	0	0			0	0			0	0	0	
Critical Volumes:		North-South: 465			North-South: 544			North-South: 570			North-South: 566			North-South: 566			North-South: 566		
		East-West: 751			East-West: 867			East-West: 890			East-West: 884			East-West: 884			East-West: 884		
		Total: 1215			Total: 1411			Total: 1460			Total: 1450			Total: 1450			Total: 1450		
Volume/capacity (v/c) ratio:		0.810		0.941		0.973		0.967		0.967		0.967		0.967		0.967		0.967	
v/c less ATSAC adjustment:		0.710		0.841		0.873		0.817		0.817		0.817		0.817		0.817		0.817	
Level of Service (LOS):		<b>C</b>		<b>D</b>		<b>D</b>		<b>D</b>		<b>D</b>		<b>D</b>		<b>D</b>		<b>D</b>		<b>D</b>	

**PROJECT IMPACT**

Change in v/c due to project:	0.032	Δv/c after mitigation:	-0.024
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 7		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION				
North/South Street: <b>Whitsett Av</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Critical Phases: 2 Capacity: 1500				
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 15%				
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0				
AM Peak: 7:30 AM																	
	Counts	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	1	125	13		139	1	139	0%	0	139	1	139	0	139	1	139
	Lt-Th	0	0			0	0	0			0	0			0	0	0
	Thru	2	150	31	52	383	2	192	(4%)	10	393	2	197	-2	392	2	196
	Th-Rt	0	0			0	0	0			0	0			0	0	0
Right	1	68	13		136	1	76	0%	0	136	1	76	0	136	1	76	
Shared	0	0			0	0	0			0	0	0		0	0	0	
Southbound	Left	1	145	15		160	1	160	0%	0	160	1	160	0	160	1	160
	Lt-Th	0	0			0	0	0			0	0			0	0	0
	Thru	2	400	83	45	929	2	465	4%	35	964	2	482	-5	959	2	479
	Th-Rt	0	0			0	0	0			0	0			0	0	0
Right	1	76	12		123	1	85	4%	35	158	1	115	-5	153	1	110	
Shared	0	0			0	0	0			0	0	0		0	0	0	
Eastbound	Left	1	69	7		77	1	77	(4%)	10	87	1	87	-2	85	1	85
	Lt-Th	0	0			0	0	0			0	0			0	0	0
	Thru	2	606	126	55	1394	2	697	(3%)	8	1402	2	701	-1	1401	2	700
	Th-Rt	0	0			0	0	0			0	0			0	0	0
Right	1	177	25		265	1	196	0%	0	265	1	196	0	265	1	196	
Shared	0	0			0	0	0			0	0	0		0	0	0	
Westbound	Left	1	109	11		120	1	121	0%	0	120	1	121	0	120	1	121
	Lt-Th	0	0			0	0	0			0	0			0	0	0
	Thru	1	377	69	97	827	1	465	3%	27	854	1	479	-4	850	1	477
	Th-Rt	1	377			465	1	465			465	1	465		465	1	465
Right	0	0	10		104	0	104	0%	0	104	0	104	0	104	0	104	
Shared	0	0			0	0	0			0	0	0		0	0	0	
Critical Volumes:		North-South: 526 East-West: 716 Total: 1241			North-South: 603 East-West: 818 Total: 1421				North-South: 621 East-West: 822 Total: 1442				North-South: 618 East-West: 821 Total: 1439				
Volume/capacity (v/c) ratio:		0.828			0.947				0.961				0.959				
v/c less ATSAC adjustment:		0.728			0.847				0.861				0.809				
Level of Service (LOS):		<b>C</b>			<b>D</b>				<b>D</b>				<b>D</b>				

**PROJECT IMPACT**

Change in v/c due to project:	0.014	Δv/c after mitigation:	-0.038
Significantly impacted?	NO	Fully mitigated?	N/A



Intersection No. 7		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>Whitsett Av</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500						
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%			from year: 2008 Signal System: 3 to year: 2013 v/c reduction: 10%				<input type="checkbox"/> Adjacent AM 887 257 1144 PM 566 1146 1712				Signal System: 3 v/c reduction: 15%						
Analysis Date: 07/30/2008		Opposed Phasing: 0			+ 2.0% Ambient Growth				Opposed Phasing: 0				Opposed Phasing: 0						
PM Peak: 5:00 PM		Counts	Lane		Ambient	+ Related	= Total		+ Project	Total	Lane		Adjusted	Total	Lane				
		Volume	Lanes	Volume	Growth	Projects	Volume	Lanes	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume			
Northbound	Left	195	1	195	20		215	1	215	0%	0	215	1	215	0	215	1	215	
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0	
	Thru	647	2	323	67	61	775	2	387	(4%)	46	821	2	410	-7	814	2	407	
	Th-Rt		0	0			0	0	0			0	0	0	0	0	0	0	
Southbound	Right	148	1	96	15		163	1	106	0%	0	163	1	106	0	163	1	106	
	Shared		0	0			0	0	0			0	0	0	0	0	0	0	
	Left	152	1	152	16		168	1	168	0%	0	168	1	168	0	168	1	168	
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0	
Eastbound	Thru	352	2	176	37	59	448	2	224	4%	23	471	2	235	-3	467	2	234	
	Th-Rt		0	0			0	0	0			0	0	0	0	0	0	0	
	Right	70	1	13	7		78	1	15	4%	23	101	1	15	-3	97	1	14	
	Shared		0	0			0	0	0			0	0	0	0	0	0	0	
Westbound	Left	114	1	114	12		126	1	126	(4%)	46	172	1	172	-7	165	1	165	
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0	
	Thru	1183	2	592	123	108	1414	2	707	(3%)	34	1448	2	724	-5	1443	2	722	
	Th-Rt		0	0			0	0	0			0	0	0	0	0	0	0	
Eastbound	Right	199	1	102	21		220	1	112	0%	0	220	1	112	0	220	1	112	
	Shared		0	0			0	0	0			0	0	0	0	0	0	0	
	Left	103	1	103	11		114	1	114	0%	0	114	1	114	0	114	1	114	
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0	
Westbound	Thru	1161	1	657	121	86	1368	1	768	3%	17	1385	1	777	-3	1382	1	775	
	Th-Rt		1	657			1	768			1	777		777		1	775		
	Right	153	0	0	16		169	0	0	0%	0	169	0	0	0	169	0	0	
	Shared		0	0			0	0	0			0	0	0	0	0	0	0	
Critical Volumes:		North-South: 475			North-South: 555				North-South: 578				North-South: 575						
		East-West: 771			East-West: 894				East-West: 949				East-West: 941						
		Total: 1246			Total: 1450				Total: 1527				Total: 1516						
Volume/capacity (v/c) ratio:		0.831				0.966				1.018		1.010							
v/c less ATSAC adjustment:		0.731				0.866				0.918		0.860							
Level of Service (LOS):		<b>C</b>				<b>D</b>				<b>E</b>		<b>D</b>							

### PROJECT IMPACT

Change in v/c due to project:	0.052	Δv/c after mitigation:	-0.006
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 8		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 0 Capacity: 1200				Critical Phases: 0 Capacity: 1200					
East/West Street: <b>Hamlin St</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				Project: THE PLAZA AT THE GLEN				Signal System: 1 v/c reduction: 5%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0					
AM Peak: 7:30 AM																		
	Counts	Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total		+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume		
							Volume	Lanes										
Northbound	Left	16	0	0	2		18	0	0%	0	18	0	0	18	0	0		
	Lt-Th		1	401			433				1	454		1	450			
	Thru	787	1	417	82	17	886	1	487	(16%)	41	927	1	508	-6	921	1	505
	Th-Rt		1	0				0				0			0	0	0	
Right	14	0	0	1		16	0	0	0%	0	16	0	0	16	0	0		
Shared		0	0				0				0			0	0	0		
Southbound	Left	102	0	0	11		113	0	0%	0	113	0	0	113	0	0		
	Lt-Th		1	189			231				1	302		1	291			
	Thru	564	1	495	59	44	667	1	569	16%	142	809	1	640	-21	787	1	629
	Th-Rt		1	0			0					0			0	0	0	
Right	18	0	0	2		20	0	0	0%	0	20	0	0	20	0	0		
Shared		0	0				0				0			0	0	0		
Eastbound	Left	7	0	7	1		8	0	0%	0	8	0	8	8	1	8		
	Lt-Th		0	0			0				0	0		0	0	0		
	Thru	5	0	0	1	0	6	0	0	0%	0	6	0	0	6	1	15	
	Th-Rt		0	0			0				0	0		0	0	0		
Right	8	0	8	1		9	0	9	0%	0	9	0	9	9	0	9		
Shared		1	20				23				1	23		1	23			
Westbound	Left	3	0	3	0		3	0	0%	0	3	0	3	3	0	0		
	Lt-Th		0	0			0				0	0		0	0	0		
	Thru	4	0	0	0	0	5	0	0	0%	0	5	0	0	5	0	0	
	Th-Rt		0	0			0				0	0		0	0	0		
Right	60	0	60	6		66	0	66	0%	0	66	0	66	66	0	66		
Shared		1	67			74		74			1	74		1	74			
Critical Volumes:		North-South: 896			North-South: 1002				North-South: 1093				North-South: 1080					
		East-West: 81			East-West: 89				East-West: 89				East-West: 83					
		Total: 977			Total: 1091				Total: 1182				Total: 1163					
Volume/capacity (v/c) ratio:		0.814			0.909				0.985				0.969					
v/c less ATSAC adjustment:		0.814			0.909				0.985				0.919					
Level of Service (LOS):		<b>D</b>			<b>E</b>				<b>E</b>				<b>E</b>					

### PROJECT IMPACT

Filename: \\olcnas1\olcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 A - adj(-15%)+ i+s credits.xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.076	Δv/c after mitigation:	0.010
Significantly impacted?	YES	Fully mitigated?	NO



<b>Intersection No. 8</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>					
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 0 Capacity: 1200				Critical Phases: 0 Capacity: 1200					
East/West Street: <b>Hamlin St</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				Project: THE PLAZA AT THE GLEN				Signal System: 1 v/c reduction: 5%					
Analysis Date: 07/30/2008 PM Peak: 5:00 PM		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0					
		Counts	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	38	0	0	4		42	0	0	0%	0	42	0	0	0	0	0	
	Lt-Th		1	304			1	307				1	399			1	385	
	Thru	682	1	418	71	26	779	1	516	(16%)	183	962	1	607	-27	935	1	594
	Th-Rt																	
Right	2	0	0	0			2	0	0	0%	0	2	0	0	2	0	0	
Shared																		
Southbound	Left	44	0	0	5		48	0	0	0%	0	48	0	0	0	0	0	
	Lt-Th		1	406			1	485				1	530			1	523	
	Thru	878	1	538	91	73	1043	1	630	16%	91	1134	1	675	-14	1120	1	669
	Th-Rt																	
Right	21	0	0	2		24	0	0	0%	0	24	0	0	0	24	0	0	
Shared																		
Eastbound	Left	14	0	14	1		16	0	16	0%	0	16	0	16	0	16	1	16
	Lt-Th																	
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Th-Rt					0											1	37
Right	34	0	34	4		37	0	37	0%	0	37	0	37	0	37	0	0	
Shared		1	48			1	53				1	53			0	37	0	
Westbound	Left	5	0	5	1		6	0	6	0%	0	6	0	6	0	6	1	6
	Lt-Th																	
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Th-Rt					0											1	47
Right	43	0	43	4		47	0	47	0%	0	47	0	47	0	47	0	0	
Shared		1	48			1	53				1	53			0	47	0	
Critical Volumes:		North-South: 842			North-South: 1001				North-South: 1138				North-South: 1117					
		East-West: 91			East-West: 100				East-West: 100				East-West: 63					
		Total: 933			Total: 1101				Total: 1238				Total: 1180					
Volume/capacity (v/c) ratio:		0.777				0.917				1.031		0.983						
v/c less ATSAC adjustment:		0.777				0.917				1.031		0.933						
Level of Service (LOS):		<b>C</b>				<b>E</b>				<b>F</b>		<b>E</b>						

**PROJECT IMPACT**

Filename: \\olcnas1\olcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 A - adj(-15%)+ i+s credits.xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.114	Δv/c after mitigation:	0.016
Significantly impacted?	YES	Fully mitigated?	NO



Intersection No. 9		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Woodman Av</b>		Critical Phases: 3 Capacity: 1425			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 3 Capacity: 1425				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Critical Phases: 3 Capacity: 1425					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Signal System: 3					
AM Peak: 7:30 AM									PM				Opposed Phasing: 0					
		Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane	+ Project	= Total	Lane	Lane	Adjusted	Total	Lane	Lane	
		Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	
Northbound	Left	97	1	97	10		107	1	107	0%	0	107	1	107	0	107	1	107
	Lt-Th		0	0				0	0				0	0		0	0	0
	Thru	528	1	304	55	9	592	1	340	0%	0	592	1	340	0	592	1	340
	Th-Rt		1	304				1	340				1	340			1	340
Southbound	Right	80	0	0	8		88	0	0	0%	0	88	0	0	0	88	0	0
	Shared		0	0				0	0				0	0		0	0	0
	Left	151	1	151	16	8	175	1	175	3%	27	202	1	202	-4	198	1	198
	Lt-Th		0	0				0	0				0	0		0	0	0
Eastbound	Thru	1090	1	647	113	18	1222	1	724	0%	0	1222	1	724	0	1222	1	724
	Th-Rt		1	647				1	724				1	724			1	724
	Right	204	0	0	21		225	0	0	0%	0	225	0	0	0	225	0	0
	Shared		0	0				0	0				0	0		0	0	0
Westbound	Left	82	1	82	8		90	1	90	0%	0	90	1	90	0	90	1	90
	Lt-Th		0	0				0	0				0	0		0	0	0
	Thru	1370	2	504	143	129	1641	2	599	15%	133	1774	2	644	-20	1754	2	637
	Th-Rt		1	504				1	599				1	644			1	637
Westbound	Right	142	0	0	15		157	0	0	0%	0	157	0	0	0	157	0	0
	Shared		0	0				0	0				0	0		0	0	0
	Left	118	1	118	12		131	1	131	0%	0	131	1	131	0	131	1	131
	Lt-Th		0	0				0	0				0	0		0	0	0
Westbound	Thru	1385	2	497	144	136	1665	2	596	(15%)	39	1704	2	612	-6	1698	2	610
	Th-Rt		1	497				1	596				1	612			1	610
	Right	106	0	0	11	7	124	0	0	(3%)	8	132	0	0	-1	131	0	0
	Shared		0	0				0	0				0	0		0	0	0
Critical Volumes:		North-South: 744			North-South: 831				North-South: 831				North-South: 831					
		East-West: 622			East-West: 730				East-West: 774				East-West: 768					
		Total: 1366			Total: 1560				Total: 1605				Total: 1598					
Volume/capacity (v/c) ratio:		0.959			1.095				1.126				1.122					
v/c less ATSAC adjustment:		0.859			0.995				1.026				0.922					
Level of Service (LOS):		<b>D</b>			<b>E</b>				<b>F</b>				<b>E</b>					

**PROJECT IMPACT**

Filename: \\olcnas1\olcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 A - adj(-15%)+ i+s credits.xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.031	Δv/c after mitigation:	-0.073
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 9		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Woodman Av</b>		Critical Phases: 3 Capacity: 1425			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 3 Capacity: 1425				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Critical Phases: 3 Capacity: 1425					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Signal System: 3					
PM Peak: 5:00 PM		Counts			+ 2.0%				PM				Opposed Phasing: 0					
		Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	123	1	123	13		136	1	136	0%	0	136	1	136	0	136	1	136
	Lt-Th		0	0				0	0			0	0		0	0	0	0
	Thru	924	1	532	96	16	1036	1	595	0%	0	1036	1	595	0	1036	1	595
	Th-Rt		1	532				1	595				1	595			1	595
Southbound	Right	140	0	0	15		154	0	0	0%	0	154	0	0	0	154	0	0
	Shared		0	0				0	0			0	0		0	0	0	0
	Left	102	1	102	11	20	133	1	133	3%	17	150	1	150	-3	147	1	147
	Lt-Th		0	0				0	0			0	0		0	0	0	0
Eastbound	Thru	828	1	534	86	10	924	1	595	0%	0	924	1	595	0	924	1	595
	Th-Rt		1	534				1	595				1	595			1	595
	Right	240	0	0	25		265	0	0	0%	0	265	0	0	0	265	0	0
	Shared		0	0				0	0			0	0		0	0	0	0
Westbound	Left	197	1	197	20		217	1	217	0%	0	217	1	217	0	217	1	217
	Lt-Th		0	0				0	0			0	0		0	0	0	0
	Thru	1693	2	609	176	325	2194	2	781	15%	85	2279	2	809	-13	2267	2	805
	Th-Rt		1	609				1	781				1	809			1	805
Shared	Right	135	0	0	14		149	0	0	0%	0	149	0	0	0	149	0	0
	Shared		0	0				0	0			0	0		0	0	0	0
	Left	133	1	133	14		146	1	146	0%	0	146	1	146	0	146	1	146
	Lt-Th		0	0				0	0			0	0		0	0	0	0
Shared	Thru	1497	2	566	156	328	1981	2	742	(15%)	172	2153	2	810	-26	2127	2	800
	Th-Rt		1	566				1	742				1	810			1	800
	Right	201	0	0	21	22	244	0	0	(3%)	34	278	0	0	-5	273	0	0
	Shared		0	0				0	0			0	0		0	0	0	0
Critical Volumes:		North-South: 657			North-South: 731				North-South: 745				North-South: 742					
		East-West: 763			East-West: 959				East-West: 1028				East-West: 1017					
		Total: 1420			Total: 1690				Total: 1773				Total: 1760					
Volume/capacity (v/c) ratio:		0.997			1.186				1.244				1.235					
v/c less ATSAC adjustment:		0.897			1.086				1.144				1.035					
Level of Service (LOS):		<b>D</b>			<b>F</b>				<b>F</b>				<b>F</b>					

Filename: \\01cnas1\01cnas1\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 A - adj(-15%)+ i+s credits.xls  
 Developed 2005-2007 by Ken Aitchison

PROJECT		IMPACT	
Change in v/c due to project:	0.058	Δv/c after mitigation:	-0.051
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 10		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION			
North/South Street: <b>Fulton Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500			
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 20%			
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0			
AM Peak: 7:30 AM		Counts	Lane		Ambient	+ Related	= Total		+ Project	= Total		Adjusted	Total	Lane		
		Volume	Lanes	Volume	Growth	Projects	Volume	Lanes	Volume	Volume	Lanes	Volume	Volume	Lanes	Volume	
Northbound	Left	81	1	81	8		89	1	89	0%	0	89	1	89	0	89
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0
	Thru	364	1	364	38	11	413	1	413	0%	0	413	1	413	0	413
	Th-Rt		0	0			0	0	0		0	0	0	0	0	0
Southbound	Right	99	1	99	10		109	1	109	6%	53	162	1	162	-8	154
	Shared		0	0			0	0	0		0	0	0	0	0	0
	Left	121	1	121	13	1	135	1	135	8%	71	206	1	206	-11	195
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0
Eastbound	Thru	383	1	383	40	18	440	1	440	0%	0	440	1	440	0	440
	Th-Rt		0	0			0	0	0		0	0	0	0	0	0
	Right	57	1	57	6	9	72	1	72	0%	0	72	1	72	0	72
	Shared		0	0			0	0	0		0	0	0	0	0	0
Westbound	Left	49	1	49	5	0	54	1	54	0%	0	54	1	54	0	54
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0
	Thru	1472	2	528	153	155	1780	2	635	18%	160	1940	2	688	-24	1916
	Th-Rt		1	528			1	635	1	688			1	688		680
Westbound	Right	113	0	0	12	0	125	0	0	0%	0	125	0	0	0	0
	Shared		0	0			0	0	0		0	0	0	0	0	0
	Left	95	1	95	10	7	112	1	112	(6%)	15	127	1	127	-2	124
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0
Westbound	Thru	1549	2	540	161	150	1861	2	646	(18%)	46	1907	2	668	-7	1900
	Th-Rt		1	540			1	646	1	668			1	668		665
	Right	69	0	0	7	0	77	0	0	(8%)	21	98	0	0	-3	94
	Shared		0	0			0	0	0		0	0	0	0	0	0
Critical Volumes:		North-South: 486 East-West: 623 Total: 1109			North-South: 548 East-West: 747 Total: 1295				North-South: 619 East-West: 815 Total: 1434				North-South: 608 East-West: 805 Total: 1413			
Volume/capacity (v/c) ratio:		0.739			0.863				0.956				0.942			
v/c less ATSAC adjustment:		0.639			0.763				0.856				0.742			
Level of Service (LOS):		<b>B</b>			<b>C</b>				<b>D</b>				<b>C</b>			

**PROJECT IMPACT**

Change in v/c due to project:	0.093	Δv/c after mitigation:	-0.021
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 10		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Fulton Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 20%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0					
PM Peak: 5:00 PM									PM									
		Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane		In	Out	Total	Adjusted	Total	Lane	Lane	
		Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume		Volume	Volume	Volume	Volume	Volume	Volume	Volume	
Northbound	Left	88	1	88	9		97	1	97	0%	0	97	1	97	0	97	1	97
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0	0	0
	Thru	317	1	317	33	20	370	1	370	0%	0	370	1	370	0	370	1	370
	Th-Rt		0	0			0	0	0		0	0	0	0	0	0	0	0
Southbound	Right	100	1	100	10		110	1	110	6%	34	144	1	144	-5	139	1	139
	Shared		0	0			0	0	0		0	0	0	0	0	0	0	0
	Left	111	1	111	12		123	1	123	8%	45	168	1	168	-7	161	1	161
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0	0	0
Eastbound	Thru	302	1	302	31	33	366	1	366	0%	0	366	1	366	0	366	1	366
	Th-Rt		0	0			0	0	0		0	0	0	0	0	0	0	0
	Right	73	1	73	8	20	101	1	101	0%	0	101	1	101	0	101	1	101
	Shared		0	0			0	0	0		0	0	0	0	0	0	0	0
Westbound	Left	79	1	79	8	1	88	1	88	0%	0	88	1	88	0	88	1	88
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0	0	0
	Thru	1648	2	573	172	353	2173	2	750	18%	102	2275	2	784	-15	2260	2	779
	Th-Rt		1	573			0	1	750			0	1	784		0	1	779
Westbound	Right	69	0	0	7		77	0	77	0%	0	77	0	77	0	77	0	77
	Shared		0	0			0	0	0		0	0	0	0	0	0	0	0
	Left	101	1	101	11	22	133	1	133	(6%)	69	202	1	202	-10	192	1	192
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0	0	0
Westbound	Thru	1471	2	549	153	365	1989	2	728	(18%)	206	2195	2	828	-31	2164	2	813
	Th-Rt		1	549			0	1	728			0	1	828		0	1	813
	Right	176	0	0	18	1	196	0	196	(8%)	92	288	0	288	-14	274	0	274
	Shared		0	0			0	0	0		0	0	0	0	0	0	0	0
Critical Volumes:		North-South: 428			North-South: 493				North-South: 538				North-South: 531					
		East-West: 674			East-West: 883				East-West: 986				East-West: 971					
		Total: 1102			Total: 1376				Total: 1524				Total: 1502					
Volume/capacity (v/c) ratio:		0.735			0.918				1.016				1.001					
v/c less ATSAC adjustment:		0.635			0.818				0.916				0.801					
Level of Service (LOS):		<b>B</b>			<b>D</b>				<b>E</b>				<b>D</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.098	Δv/c after mitigation:	-0.017
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 11		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION				
North/South Street: <b>Ethel Av</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500				
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 20%				
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0				
AM Peak: 7:30 AM									PM								
		Counts		Lane Volume	Ambient Growth	+ Related Projects	= Total		+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
		Volume	Lanes				Volume	Lanes									Volume
Northbound	Left	19	0	0	2		21	0	0%	0	21	0	0	21	0	0	
	Lt-Th	N/B RTOR:		44			56				1	154			1	140	
	Thru	Existing: 50%		0			0		11%	98	133	0	0	-15	118	0	0
	Th-Rt	Projected: 50%		0	8	35	0	0			0	0	0		0	0	0
Right	Mitigated: 50%		47			51		0%	0	88	1	51	0	88	1	51	
Shared		80	0	0	8		88	0			0	0		88	0	0	
Southbound	Left	102	1	102	11	24	137	1	(27%)	69	206	1	206	-60	145	1	80
	Lt-Th	S/B RTOR:		0			0				0	0			1	121	
	Thru	Existing: 50%		0			0		(11%)	28	60	1	60	-4	56	0	0
	Th-Rt	Projected: 50%		22	7	32	1	116			0	0	0		0	0	0
Right	Mitigated: 50%		99			84		(16%)	41	125	1	2	-6	119	1	6	
Shared		77	0	0	8		84	0			0	0		119	0	0	
Eastbound	Left	95	1	95	10		105	1	16%	142	247	1	247	-21	225	1	225
	Lt-Th	E/B RTOR:		0			0				0	0			0	0	
	Thru	Existing: 50%		1570	134	1867	2	646	16%	142	2009	2	694	-21	1988	2	687
	Th-Rt	Projected: 50%		1	29	72	1	646			1	694			1	687	
Right	Mitigated: 50%		0			0		0%	0	72	0	0	0	72	0	0	
Shared		39	0	0	4		72	0			0	0		72	0	0	
Westbound	Left	66	1	66	7		73	1	0%	0	73	1	73	0	73	1	73
	Lt-Th	W/B RTOR:		0			0				0	0			0	0	
	Thru	Existing: 50%		1544	133	1838	2	615	(16%)	41	1879	2	709	-6	1873	3	624
	Th-Rt	Projected: 50%		1		8	1	615			1	709			0	0	
Right	Mitigated: 50%		0			0		27%	239	247	0	0	-36	211	1	138	
Shared		7	0	0	1		8	0			0	0		211	0	0	
Critical Volumes:		North-South: 149 East-West: 612 Total: 761			North-South: 187 East-West: 720 Total: 907				North-South: 256 East-West: 955 Total: 1212				North-South: 172 East-West: 850 Total: 1022				
Volume/capacity (v/c) ratio:		0.507			0.605				0.808				0.681				
v/c less ATSAC adjustment:		0.407			0.505				0.708				0.481				
Level of Service (LOS):		<b>A</b>			<b>A</b>				<b>C</b>				<b>A</b>				

**PROJECT IMPACT**

Change in v/c due to project:	0.203	Δv/c after mitigation:	-0.024
Significantly impacted?	YES	Fully mitigated?	YES





Intersection No. 11		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Ethel Av</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 20%					
Analysis Date: 07/30/2008 PM Peak: 5:00 PM		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0					
		Counts	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	34	0	0	4		37	0	0	0%	0	37	0	0	37	0	0	
	Lt-Th	N/B RTOR:		65			92					154			145			
	Thru	Existing: 50%		0	20	55	0	0	11%	62	117	0	0	-9	108	0	0	
	Th-Rt	Projected: 50%		0		0	0				0	0	0	0	0	0	0	
Right	Mitigated: 50%		38		6	68	1	42	0%	0	68	1	42	0	68	1	42	
Shared		0	0	0		0	0	0		0	0	0	0	0	0	0	0	
Southbound	Left	182	1	182	19	76	276	1	276	(27%)	309	585	1	585	-146	439	1	242
	Lt-Th	S/B RTOR:		0		0	0	0			0	0	0	0	365			
	Thru	Existing: 50%		0	22	60	0	0	(11%)	126	186	1	186	-19	167	0	0	
	Th-Rt	Projected: 50%		35		1	222				0	0	0	0	0	0	0	
Right	Mitigated: 50%		147		15	162	0	0	(16%)	183	345	1	226	-27	318	1	206	
Shared		0	0	0		0	0	0		0	0	0	0	0	0	0	0	
Eastbound	Left	134	1	134	14		148	1	148	16%	91	239	1	239	-14	225	1	225
	Lt-Th	E/B RTOR:		0		0	0	0			0	0	0	0	0	0	0	
	Thru	Existing: 50%		1753	303	2239	2	783	16%	91	2330	2	813	-14	2316	2	809	
	Th-Rt	Projected: 50%		1		1	783				1	813			809			
Right	Mitigated: 50%		37		4	111	0	0	0%	0	111	0	0	0	111	0	0	
Shared		0	0	0		0	0	0		0	0	0	0	0	0	0	0	
Westbound	Left	47	1	47	5		52	1	52	0%	0	52	1	52	0	52	1	52
	Lt-Th	W/B RTOR:		0		0	0	0			0	0	0	0	0	0	0	
	Thru	Existing: 50%		1626	310	2105	2	705	(16%)	183	2288	2	817	-27	2261	3	754	
	Th-Rt	Projected: 50%		1		1	705				1	817			0	0		
Right	Mitigated: 50%		9		1	10	0	0	27%	153	163	0	0	-23	140	1	0	
Shared		0	0	0		0	0	0		0	0	0	0	0	0	0		
Critical Volumes:		North-South: 247 East-West: 679 Total: 925			North-South: 318 East-West: 853 Total: 1171				North-South: 627 East-West: 1056 Total: 1683				North-South: 407 East-West: 978 Total: 1385					
Volume/capacity (v/c) ratio:		0.617			0.780				1.122				0.923					
v/c less ATSAC adjustment:		0.517			0.680				1.022				0.723					
Level of Service (LOS):		<b>A</b>			<b>B</b>				<b>F</b>				<b>C</b>					

**PROJECT IMPACT**

Filename: \\olcnas1\olcnas1\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 A - adj(-15%)+ i+s credits.xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.342	Δv/c after mitigation:	0.043
Significantly impacted?	YES	Fully mitigated?	NO



Intersection No. 12		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION			
North/South Street: <b>Morse Ave</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN			
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent				Critical Phases: 2 Capacity: 1500			
Analysis Date: 07/30/2008		Opposed Phasing: 1			Opposed Phasing: 1				AM				Signal System: 3 v/c reduction: 20%			
AM Peak: 7:30 AM									PM				Opposed Phasing: 1			
		Counts		Lane	Ambient	+ Related	= Total		+ Project	= Total	Lanes	Lane	Adjusted	Total	Lanes	Lane
		Volume	Lanes				Volume	Lanes								
Northbound	Left	19	0	19	2		21	0	21	0%	0	21	0	21	0	0
	Lt-Th															
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0
	Th-Rt				0		0	0	0			0	0	0	0	0
	Right	46	0	46	5		51	0	51	0%	0	51	0	51	0	0
	Shared		1	65				1	72				0	51	1	72
Southbound	Left	0	0	0	0		0	0	0	(30%)	77	77	0	77	38	115
	Lt-Th														1	52
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0
	Th-Rt				0		0	0	0			0	0	0	0	0
	Right	0	0	0	0		0	0	0	(16%)	41	41	0	41	-6	35
	Shared		1	0				1	0			1	118	0	0	0
Eastbound	Left	0	0	0	0		0	0	0	16%	142	142	0	0	-21	121
	Lt-Th														0	0
	Thru	1959	2	662	204	150	2313	2	781	(27%)	69	2382	2	804	-10	2372
	Th-Rt		1	662				1	781				1	804		1
	Right	26	0	0	3		29	0	0	0%	0	29	0	0	0	0
	Shared		0	0				0	0				0	29	0	0
Westbound	Left	33	1	33	3		36	1	36	0%	0	36	1	36	0	36
	Lt-Th														0	0
	Thru	2030	2	677	211	150	2391	2	797	27%	239	2630	2	965	-36	2594
	Th-Rt		1	677				1	797				1	965		1
	Right	0	0	0	0		0	0	0	30%	266	266	0	0	-40	226
	Shared		0	0				0	0				0	0	0	0
Critical Volumes:		North-South: 65			North-South: 72				North-South: 190				North-South: 135			
		East-West: 695			East-West: 817				East-West: 965				East-West: 940			
		Total: 760			Total: 889				Total: 1155				Total: 1075			
Volume/capacity (v/c) ratio:		0.633			0.741				0.963				0.717			
v/c less ATSAC adjustment:		0.633			0.741				0.963				0.517			
Level of Service (LOS):		<b>B</b>			<b>C</b>				<b>E</b>				<b>A</b>			

**PROJECT IMPACT**

Change in v/c due to project:	0.222	Δv/c after mitigation:	-0.224
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 12		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION				
North/South Street: <b>Morse Ave</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN				
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent				Critical Phases: 2 Capacity: 1500				
Analysis Date: 07/30/2008		Opposed Phasing: 1			Opposed Phasing: 1				AM				Signal System: 3				
PM Peak: 5:00 PM									PM				v/c reduction: 20%				
		Counts	Lane		Ambient	+ Related	= Total		+ Project	Total	Lane		Adjusted	Total	Lane		
		Volume	Volumes		Growth	Projects	Volume	Lanes	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	
Northbound	Left	12	0	12	1		13	0	13	0%	0	13	0	0	13	0	0
	Lt-Th																
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0
	Th-Rt																
Southbound	Right	39	0	39	4		43	0	43	0%	0	43	0	0	43	0	0
	Shared		1	51				1	56				1	56		1	56
	Left	0	0	0	0		0	0	0	(30%)	344	344	1	344	48	392	1
	Lt-Th																
Eastbound	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0
	Th-Rt	0	0	0	0		0	0	0			0	1	183	0	0	0
	Right	0	0	0	0		0	0	0	(16%)	183	183	0	183	-27	156	1
	Shared		1	0				1	0				0	0		0	0
Westbound	Left	0	0	0	0		0	0	0	16%	91	91	0	0	-14	77	0
	Lt-Th																
	Thru	1807	2	615	188	368	2363	2	802	(27%)	309	2672	2	905	-46	2626	2
	Th-Rt		1	615				1	802				1	905		1	890
Critical Volumes:	Right	39	0	0	4		43	0	0	0%	0	43	0	0	0	43	0
	Shared		0	0				0	0				0	0		0	0
	Left	17	1	17	2		19	1	19	0%	0	19	1	19	0	19	1
	Lt-Th		0	0				0	0				0	0		0	0
Critical Volumes:	Thru	2079	2	693	216	375	2670	2	890	27%	153	2823	2	998	-23	2800	2
	Th-Rt		1	693				1	890				1	998		1	982
	Right	0	0	0	0		0	0	0	30%	170	170	0	0	-26	145	0
	Shared		0	0				0	0				0	0		0	0
Critical Volumes:		North-South: 51 East-West: 693 Total: 744			North-South: 56 East-West: 890 Total: 946				North-South: 400 East-West: 998 Total: 1398				North-South: 272 East-West: 982 Total: 1254				
Volume/capacity (v/c) ratio:		0.620			0.789				1.165				0.836				
v/c less ATSAC adjustment:		0.620			0.789				1.165				0.636				
Level of Service (LOS):		<b>B</b>			<b>C</b>				<b>F</b>				<b>B</b>				

**PROJECT IMPACT**

Filename: \\olcnas1\olcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 A - adj(-15%)+ i+s credits.xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.376	Δv/c after mitigation:	-0.153
Significantly impacted?	YES	Fully mitigated?	YES



<b>Intersection No. 13</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>					
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 3 Capacity: 1425			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 3 Capacity: 1425				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent In Out Total AM 887 257 1144 PM 566 1146 1712				Critical Phases: 3 Capacity: 1425					
Analysis Date: 07/30/2008 AM Peak: 7:30 AM		Opposed Phasing: 0			Opposed Phasing: 0								Signal System: 3 v/c reduction: 20%					
		Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane	+ Project	= Total	Lane	Lane	Adjusted	Total	Lane	Lane	
		Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	
Northbound	Left	101	1	101	11	4	115	1	115	11%	98	213	1	213	-15	199	1	199
	Lt-Th		0	0				0	0				0	0		0	0	0
	Thru	461	1	311	48	10	519	1	348	0%	0	519	1	348	0	519	1	348
	Th-Rt		1	311				1	348				1	348			1	348
Southbound	Right	160	0	0	17		177	0	0	0%	0	177	0	0	0	177	0	0
	Shared		0	0				0	0				0	0		0	0	0
	Left	137	1	137	14		151	1	151	0%	0	151	1	151	0	151	1	151
	Lt-Th		0	0				0	0				0	0		0	0	0
Eastbound	Thru	580	1	329	60	36	677	1	385	0%	0	677	1	456	0	677	2	338
	Th-Rt		1	329				1	385				1	456			0	0
	Right	78	0	0	8	8	94	0	0	16%	142	236	0	0	-21	214	1	145
	Shared		0	0				0	0				0	0		0	0	0
Westbound	Left	88	1	88	9	7	104	1	104	(16%)	41	145	1	145	-6	139	1	139
	Lt-Th		0	0				0	0				0	0		0	0	0
	Thru	1671	2	593	174	148	1993	2	705	(30%)	77	2070	2	740	-12	2058	2	735
	Th-Rt		1	593				1	705				1	740			1	735
Southbound	Right	108	0	0	11	3	122	0	0	(11%)	28	150	0	0	-4	146	0	0
	Shared		0	0				0	0				0	0		0	0	0
	Left	211	1	211	22		233	1	233	0%	0	233	1	233	0	233	1	233
	Lt-Th		0	0				0	0				0	0		0	0	0
Westbound	Thru	1539	2	538	160	150	1849	2	644	30%	266	2115	2	733	-40	2075	2	719
	Th-Rt		1	538				1	644				1	733			1	719
	Right	74	0	0	8		82	0	0	0%	0	82	0	0	0	82	0	0
	Shared		0	0				0	0				0	0		0	0	0
Critical Volumes:		North-South: 447 East-West: 804 Total: 1251			North-South: 501 East-West: 938 Total: 1439				North-South: 670 East-West: 973 Total: 1643				North-South: 537 East-West: 968 Total: 1505					
Volume/capacity (v/c) ratio:		0.878			1.010				1.153				1.056					
v/c less ATSAC adjustment:		0.778			0.910				1.053				0.856					
Level of Service (LOS):		<b>C</b>			<b>E</b>				<b>F</b>				<b>D</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.143	Δv/c after mitigation:	-0.054
Significantly impacted?	YES	Fully mitigated?	YES



<b>Intersection No. 13</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>					
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 3 Capacity: 1425			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 3 Capacity: 1425				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Critical Phases: 3 Capacity: 1425					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Signal System: 3					
PM Peak: 5:00 PM		Counts			+ 2.0%				PM				Opposed Phasing: 0					
		Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	137	1	137	14	10	161	1	161	11%	62	223	1	223	-9	214	1	214
	Lt-Th		0	0				0	0			0	0		0	0	0	0
	Thru	415	1	252	43	4	462	1	280	0%	0	462	1	280	0	462	1	280
	Th-Rt		1	252				1	280				1	280			1	280
Southbound	Right	89	0	0	9		98	0	0	0%	0	98	0	0	0	98	0	0
	Shared		0	0				0	0			0	0		0	0	0	0
	Left	125	1	125	13		139	1	139	0%	0	139	1	139	0	139	1	139
	Lt-Th		0	0				0	0			0	0		0	0	0	0
Eastbound	Thru	430	1	315	45	53	528	1	384	0%	0	528	1	429	0	528	2	264
	Th-Rt		1	315				1	384				1	429			0	0
	Right	199	0	0	21	20	240	0	0	16%	91	331	0	0	-14	317	1	75
	Shared		0	0				0	0			0	0		0	0	0	0
Westbound	Left	277	1	277	29	22	328	1	328	(16%)	183	511	1	511	-27	484	1	484
	Lt-Th		0	0				0	0			0	0		0	0	0	0
	Thru	1738	2	603	181	347	2266	2	785	(30%)	344	2610	2	942	-52	2558	2	918
	Th-Rt		1	603				1	785				1	942			1	918
Critical Volumes:	Right	71	0	0	7	11	90	0	0	(11%)	126	216	0	0	-19	197	0	0
	Shared		0	0				0	0			0	0		0	0	0	0
	Left	143	1	143	15		158	1	158	0%	0	158	1	158	0	158	1	158
	Lt-Th		0	0				0	0			0	0		0	0	0	0
Critical Volumes:	Thru	1430	2	524	149	350	1929	2	695	30%	170	2099	2	751	-26	2073	2	743
	Th-Rt		1	524				1	695				1	751			1	743
	Right	141	0	0	15		155	0	0	0%	0	155	0	0	0	155	0	0
	Shared		0	0				0	0			0	0		0	0	0	0
Volume/capacity (v/c) ratio:		0.879			1.100				1.344				1.196					
v/c less ATSAC adjustment:		0.779			1.000				1.244				0.996					
Level of Service (LOS):		<b>C</b>			<b>E</b>				<b>F</b>				<b>E</b>					

**PROJECT IMPACT**

Filename: \\olcnas1\olcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 A - adj(-15%)+ i+s credits.xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.244	Δv/c after mitigation:	-0.004
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 14		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Whitsett Av</b>		Critical Phases: 3 Capacity: 1425			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 3 Capacity: 1425				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Critical Phases: 3 Capacity: 1425					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Signal System: 3					
AM Peak: 7:30 AM									PM				v/c reduction: 20%					
		Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane					Adjusted	Total	Lane	Lane	
		Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume	+ Project	= Total	Volume	Volume	Volume	Volume	Volume	Volume	
										Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	
Northbound	Left	79	1	79	8		87	1	87	4%	35	122	1	122	-5	116	1	116
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
	Thru	333	1	245	35	51	418	1	296	0%	0	418	1	296	0	418	1	296
	Th-Rt		1	245				1	296				1	296			1	296
Southbound	Right	158	0	0	16		175	0	0	0%	0	175	0	0	0	175	0	0
	Shared		0	0			0	0	0			0	0	0	0	0	0	0
	Left	176	1	176	18	4	199	1	199	0%	0	199	1	199	0	199	1	199
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
Eastbound	Thru	757	1	409	79	43	879	1	474	0%	0	879	1	491	0	879	1	488
	Th-Rt		1	409				1	474				1	491			1	488
	Right	60	0	0	6	2	68	0	0	4%	35	103	0	0	-5	98	0	0
	Shared		0	0			0	0	0			0	0	0		0	0	0
Westbound	Left	50	1	50	5	1	56	1	56	(4%)	10	66	1	66	-2	65	1	65
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
	Thru	1724	2	607	179	144	2047	2	718	(22%)	57	2104	2	740	-9	2096	2	737
	Th-Rt		1	607				1	718				1	740			1	737
Westbound	Right	96	0	0	10	1	107	0	0	(4%)	10	117	0	0	-2	115	0	0
	Shared		0	0			0	0	0			0	0	0	0	0	0	0
	Left	75	1	75	8		83	1	83	0%	0	83	1	83	0	83	1	83
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
Westbound	Thru	1790	2	618	186	150	2126	2	732	22%	195	2321	2	797	-29	2292	2	787
	Th-Rt		1	618				1	732				1	797			1	787
	Right	63	0	0	7		70	0	0	0%	0	70	0	0	0	70	0	0
	Shared		0	0			0	0	0			0	0	0	0	0	0	0
Critical Volumes:		North-South: 487			North-South: 560				North-South: 613				North-South: 605					
		East-West: 682			East-West: 801				East-West: 863				East-West: 852					
		Total: 1169			Total: 1362				Total: 1476				Total: 1457					
Volume/capacity (v/c) ratio:		0.820			0.956				1.036				1.022					
v/c less ATSAC adjustment:		0.720			0.856				0.936				0.822					
Level of Service (LOS):		<b>C</b>			<b>D</b>				<b>E</b>				<b>D</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.080	Δv/c after mitigation:	-0.034
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 14		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Whitsett Av</b>		Critical Phases: 3 Capacity: 1425			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 3 Capacity: 1425				Critical Phases: 3 Capacity: 1425					
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 20%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			+ 2.0% Ambient Growth				<input type="checkbox"/> Adjacent				Opposed Phasing: 0					
PM Peak: 5:00 PM		Counts			= Total				+ Project				Adjusted					
		Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	Volume	Lanes	Volume	Volume	Lanes	Volume	Volume	Lanes	Volume	Lanes	Volume	
Northbound	Left	112	1	112	12		124	1	124	4%	23	147	1	147	-3	143	1	143
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
	Thru	684	1	443	71	57	813	1	518	0%	0	813	1	518	0	813	1	518
	Th-Rt		1	443			1	518				1	518			1	518	
Right	202	0	0	21		223	0	0	0%	0	223	0	0	0	223	0	0	
Shared		0	0			0	0	0			0	0	0	0	0	0	0	
Southbound	Left	147	1	147	15	10	172	1	172	0%	0	172	1	172	0	172	1	172
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
	Thru	391	1	226	41	55	486	1	279	0%	0	486	1	290	0	486	1	289
	Th-Rt		1	226			1	279				1	290			1	289	
Right	61	0	0	6	4	72	0	0	4%	23	95	0	0	-3	91	0	0	
Shared		0	0			0	0	0			0	0	0	0	0	0	0	
Eastbound	Left	104	1	104	11	4	119	1	119	(4%)	46	165	1	165	-7	158	1	158
	Lt-Th		0	0			0	0			0	0	0		0	0	0	
	Thru	1881	2	654	196	336	2413	2	836	(22%)	252	2665	2	935	-38	2627	2	920
	Th-Rt		1	654			1	836				1	935			1	920	
Right	82	0	0	8	4	94	0	0	(4%)	46	140	0	0	-7	133	0	0	
Shared		0	0			0	0	0			0	0	0	0	0	0	0	
Westbound	Left	113	1	113	12		125	1	125	0%	0	125	1	125	0	125	1	125
	Lt-Th		0	0			0	0			0	0	0		0	0	0	
	Thru	1494	2	540	156	350	2000	2	713	22%	125	2125	2	755	-19	2106	2	749
	Th-Rt		1	540			1	713				1	755			1	749	
Right	126	0	0	13		140	0	0	0%	0	140	0	0	0	140	0	0	
Shared		0	0			0	0	0			0	0	0	0	0	0	0	
Critical Volumes:		North-South: 590 East-West: 767 Total: 1357			North-South: 690 East-West: 961 Total: 1651				North-South: 690 East-West: 1060 Total: 1750				North-South: 690 East-West: 1045 Total: 1735					
Volume/capacity (v/c) ratio:		0.953			1.158				1.228				1.218					
v/c less ATSAC adjustment:		0.853			1.058				1.128				1.018					
Level of Service (LOS):		<b>D</b>			<b>F</b>				<b>F</b>				<b>F</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.070	Δv/c after mitigation:	-0.040
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 15		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION			
North/South Street: <b>170 FWY SB (North Side)</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN			
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent				Critical Phases: 0 Capacity: 1200			
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Signal System: 1			
AM Peak: 7:30 AM									PM				v/c reduction: 5%			
		Counts	Lane		Ambient	+ Related	= Total		+ Project	= Total		Adjusted	Total	Lane		
		Volume	Lanes	Volume	Growth	Projects	Volume	Lanes	Volume	Volume	Lanes	Volume	Volume	Lanes	Volume	
Northbound	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	
	Lt-Th	0	0	0	0		0	0	0	0	0	0	0	0	0	
	Thru	0	0	0	0		0	0	0	0	0	0	0	0	0	
	Th-Rt	0	0	0	0		0	0	0	0	0	0	0	0	0	
Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	
Shared	0	0	0	0		0	0	0	0	0	0	0	0	0	0	
Southbound	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	
	Lt-Th	0	0	0	0		0	0	0	0	0	0	0	0	0	
	Thru	0	0	0	0		0	0	0	0	0	0	0	0	0	
	Th-Rt	0	0	0	0		0	0	0	0	0	0	0	0	0	
Right	496	1	496	52	6	553	1	553	8%	71	624	1	624	-11	614	
Shared	0	0	0	0		0	0	0	0	0	0	0	0	0	0	
Eastbound	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	
	Lt-Th	0	0	0	0		0	0	0	0	0	0	0	0	0	
	Thru	0	0	0	0		0	0	0	0	0	0	0	0	0	
	Th-Rt	0	0	0	0		0	0	0	0	0	0	0	0	0	
Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	
Shared	0	0	0	0		0	0	0	0	0	0	0	0	0	0	
Westbound	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	
	Lt-Th	0	0	0	0		0	0	0	0	0	0	0	0	0	
	Thru	1883	2	675	196	130	2209	2	799	14%	124	2333	2	841	-19	2315
	Th-Rt	0	1	675	0	0	0	1	799	0%	0	189	0	841	0	189
Right	142	0	0	15	32	189	0	0	0%	0	0	0	0	0	0	0
Shared	0	0	0	0		0	0	0	0	0	0	0	0	0	0	
Critical Volumes:		North-South: 0			North-South: 0				North-South: 0				North-South: 0			
		East-West: 675			East-West: 799				East-West: 841				East-West: 834			
		Total: 675			Total: 799				Total: 841				Total: 834			
Volume/capacity (v/c) ratio:		0.563			0.666				0.701				0.695			
v/c less ATSAC adjustment:		0.563			0.666				0.701				0.645			
Level of Service (LOS):		<b>A</b>			<b>B</b>				<b>C</b>				<b>B</b>			

**PROJECT IMPACT**

Change in v/c due to project:	0.035	Δv/c after mitigation:	-0.021
Significantly impacted?	NO	Fully mitigated?	N/A





Intersection No. 15		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>170 FWY SB (North Side)</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 0 Capacity: 1200				Critical Phases: 0 Capacity: 1200					
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				Project: THE PLAZA AT THE GLEN				Signal System: 1 v/c reduction: 5%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0					
PM Peak: 5:00 PM																		
		Counts	Lane		Ambient	+ Related	= Total	Lane		+ Project	Total	Lane		Adjusted	Total	Lane		
		Volume	Volumes		Growth	Projects	Volume	Volumes		Volume	Volume	Volumes		Volume	Volume	Volumes		
Northbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Shared	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
Southbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Right	264	1	264	28	21	313	1	313	8%	45	358	1	358	-7	351	1	351
	Shared	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
Eastbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Shared	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
Westbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Thru	2210	2	808	230	319	2759	2	1027	14%	79	2838	2	1053	-12	2826	2	1050
	Th-Rt	0	1	808	0	0	0	1	1027	0%	0	0	1	1053	0	0	1	1050
	Right	215	0	0	22	85	323	0	0	0%	0	323	0	0	0	323	0	0
	Shared	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
Critical Volumes:		North-South: 0			North-South: 0				North-South: 0				North-South: 0					
		East-West: 808			East-West: 1027				East-West: 1053				East-West: 1050					
		Total: 808			Total: 1027				Total: 1053				Total: 1050					
Volume/capacity (v/c) ratio:		0.674			0.856				0.878				0.875					
v/c less ATSAC adjustment:		0.674			0.856				0.878				0.825					
Level of Service (LOS):		<b>B</b>			<b>D</b>				<b>D</b>				<b>D</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.022	Δv/c after mitigation:	-0.031
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 16		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION				
North/South Street: <b>170 FWY SB (South Side)</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN				
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent				Signal System: 1 v/c reduction: 5%				
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0				
AM Peak: 7:30 AM									PM								
		Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane	Lane	Lane	Adjusted	Total	Lane	Lane		
		Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume		
Northbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	
	Lt-Th	N/B RTOR: Existing: 0%	0	0	0	0		0	0	0%	0	0	0	0	0	0	
	Thru	Projected: 0%	0	0	0	0		0	0	0%	0	0	0	0	0	0	
	Th-Rt	Mitigated: 0%	0	0	0	0		0	0	0%	0	0	0	0	0	0	
Right		718	1	718	75	28	821	1	821	0%	0	821	1	821	1	821	
Shared			0	0			0	0	0			0	0	0	0	0	
Southbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	
	Lt-Th	S/B RTOR: Existing: 0%	0	0	0	0		0	0	0%	0	0	0	0	0	0	
	Thru	Projected: 0%	0	0	0	0		0	0	0%	0	0	0	0	0	0	
	Th-Rt	Mitigated: 0%	0	0	0	0		0	0	0%	0	0	0	0	0	0	
Right		0	0	0	0		0	0	0	0%	0	0	0	0	0	0	
Shared		0	0	0	0		0	0	0			0	0	0	0	0	
Eastbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	
	Lt-Th	E/B RTOR: Existing: 0%	1628	2	724	169	153	1951	2	855	(14%)	36	1987	2	874	-5	1981
	Thru	Projected: 0%		1	724				1	855				1	874		871
	Th-Rt	Mitigated: 0%	543	0	0	56	14	613	0	0	(8%)	21	634	0	0	-3	631
Right		0	0	0	0		0	0	0			0	0	0	0	0	
Shared		0	0	0	0		0	0	0			0	0	0	0	0	
Westbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	
	Lt-Th	W/B RTOR: Existing: 0%	0	0	0	0		0	0	0%	0	0	0	0	0	0	
	Thru	Projected: 0%	0	0	0	0		0	0	0%	0	0	0	0	0	0	
	Th-Rt	Mitigated: 0%	0	0	0	0		0	0	0%	0	0	0	0	0	0	
Right		0	0	0	0		0	0	0			0	0	0	0	0	
Shared		0	0	0	0		0	0	0			0	0	0	0	0	
Critical Volumes:		North-South: 718			North-South: 821				North-South: 821				North-South: 821				
		East-West: 724			East-West: 855				East-West: 874				East-West: 871				
		Total: 1442			Total: 1676				Total: 1695				Total: 1692				
Volume/capacity (v/c) ratio:		1.202			1.396				1.412				1.410				
v/c less ATSAC adjustment:		1.202			1.396				1.412				1.360				
Level of Service (LOS):		<b>F</b>			<b>F</b>				<b>F</b>				<b>F</b>				

### PROJECT IMPACT

Filename: \\olcnas1\olcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 A - adj(-15%)+ i+s credits.xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.016	Δv/c after mitigation:	-0.036
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 16		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>170 FWY SB (South Side)</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent				Signal System: 1 v/c reduction: 5%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0					
PM Peak: 5:00 PM									PM									
		Counts	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	N/B RTOR:		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Thru	Existing: 0%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Th-Rt	Projected: 0%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
Right	Mitigated: 0%		280	1	280	29	87	396	1	396	0%	0	396	1	396	0	396	
Shared																		
Southbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	S/B RTOR:		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Thru	Existing: 0%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Th-Rt	Projected: 0%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
Right	Mitigated: 0%		0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
Shared																		
Eastbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	E/B RTOR:		1600	2	743	166	321	2087	2	933	(14%)	160	2247	2	1017	-24	2223
	Thru	Existing: 0%		630	1	743	66	17	713	0	0	(8%)	92	805	0	0	-14	791
	Th-Rt	Projected: 0%		0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
Right	Mitigated: 0%		0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
Shared																		
Westbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	W/B RTOR:		0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
	Thru	Existing: 0%		0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
	Th-Rt	Projected: 0%		0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
Right	Mitigated: 0%		0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
Shared																		
Critical Volumes:		North-South: 280			North-South: 396				North-South: 396				North-South: 396					
		East-West: 743			East-West: 933				East-West: 1017				East-West: 1005					
		Total: 1023			Total: 1329				Total: 1413				Total: 1400					
Volume/capacity (v/c) ratio:		0.852			1.108				1.178				1.167					
v/c less ATSAC adjustment:		0.852			1.108				1.178				1.117					
Level of Service (LOS):		<b>D</b>			<b>F</b>				<b>F</b>				<b>F</b>					

### PROJECT IMPACT

Change in v/c due to project:	0.070	Δv/c after mitigation:	0.009
Significantly impacted?	YES	Fully mitigated?	YES

# Project: THE PLAZA AT THE GLEN

DOT Case Number:

Year of counts: 2008

Project buildout: 2013

Ambient growth: 2.0% per year

Project Trip Generation	Adjacent to Project			Not Adjacent		
	In	Out	Total	In	Out	Total
AM Peak Hour	892	245	1137	887	257	1144
PM Peak Hour	540	1139	1679	566	1146	1712

Filename: \\0tcnas\0tcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 B- adj(-15%)+ I-S CREDITS.xls

## Level of Service and Volume to Capacity Ratio Summary

No.	Intersection	Peak Hour	Existing (2008)		Cumulative Base		Future with project		Project Impact		After mitigation		
			v/c	LOS	v/c	LOS	v/c	LOS	Δ v/c	significant?	v/c	Δ v/c	mitigated?
1	170 FWY NB ( North Side ) & Victory Blvd	AM	0.603	B	0.718	C	0.740	C	0.022	NO	0.613	-0.105	N/A
		PM	0.735	C	0.940	E	0.954	E	<b>0.014</b>	<b>YES</b>	0.808	-0.132	YES
2	170 FWY NB ( South Side ) & Victory Blvd	AM	0.835	D	0.988	E	0.998	E	<b>0.010</b>	<b>YES</b>	0.946	-0.042	YES
		PM	0.753	C	0.993	E	1.038	F	<b>0.045</b>	<b>YES</b>	0.981	-0.012	YES
3	Laurel Canyon Blvd & Victory Blvd	AM	0.715	C	0.917	E	0.930	E	<b>0.013</b>	<b>YES</b>	0.878	-0.039	YES
		PM	0.768	C	1.062	F	1.079	F	<b>0.017</b>	<b>YES</b>	1.026	-0.036	YES
4	Fulton Way & Erwin St	AM	0.603	B	0.717	C	0.732	C	0.015	NO	--	--	N/A
		PM	0.286	A	0.381	A	0.468	A	0.087	NO	--	--	N/A
5	Fulton Way & Oxnard St	AM	0.679	B	0.796	C	0.813	D	0.017	NO	0.758	-0.038	N/A
		PM	0.563	A	0.680	B	0.741	C	<b>0.061</b>	<b>YES</b>	0.682	0.002	YES
6	Coldwater Canyon Ave & Oxnard St	AM	0.643	B	0.754	C	0.802	D	<b>0.048</b>	<b>YES</b>	0.744	-0.010	YES
		PM	0.564	A	0.665	B	0.739	C	<b>0.074</b>	<b>YES</b>	0.678	0.013	YES
7	Whitsett Ave & Oxnard St	AM	0.763	C	0.886	D	0.896	D	0.010	NO	0.844	-0.042	N/A
		PM	0.782	C	0.884	D	0.918	E	<b>0.034</b>	<b>YES</b>	0.863	-0.021	YES
8	Coldwater Canyon Ave & Burbank Blvd	AM	0.736	C	0.855	D	0.862	D	0.007	NO	--	--	N/A
		PM	0.535	A	0.674	B	0.689	B	0.015	NO	--	--	N/A
9	NS Ave & EW St	AM	0.000	A	0.000	A	0.000	A	0.000	NO	--	--	N/A
		PM	0.000	A	0.000	A	0.000	A	0.000	NO	--	--	N/A
10	NS Ave & EW St	AM	0.000	A	0.000	A	0.000	A	0.000	NO	--	--	N/A
		PM	0.000	A	0.000	A	0.000	A	0.000	NO	--	--	N/A
11	NS Ave &	AM	0.000	A	0.000	A	0.000	A	0.000	NO	--	--	N/A



Intersection No. 1		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION				
North/South Street: <b>170 FWY NB ( North Side )</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 0 Capacity: 1200				Critical Phases: 0 Capacity: 1200				
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				Project: THE PLAZA AT THE GLEN				Signal System: 1 v/c reduction: 5%				
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0				
AM Peak: 7:30 AM																	
	Counts	Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
Northbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0
	Lt-Th	N/B RTOR:		0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Thru	Existing: 0%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0
	Th-Rt	Projected: 0%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0
Right	Mitigated: 0%		0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
Shared		0	0	0			0	0	0			0	0	0	0	0	0
Southbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0
	Lt-Th	S/B RTOR:		0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Thru	Existing: 50%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0
	Th-Rt	Projected: 50%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0
Right	Mitigated: 50%		731	1	0	76	7	815	1	8%	71	886	1	-11	875	1	0
Shared		0	0	0			0	0			0	0	0	0	0	0	
Eastbound	Left	80	1	80	8		88	1	88	0%	0	88	1	88	0	88	0
	Lt-Th	E/B RTOR:		0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Thru	Existing: 0%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0
	Th-Rt	Projected: 0%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0
Right	Mitigated: 0%		0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
Shared		0	0	0			0	0			0	0	0	0	0	0	
Westbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0
	Lt-Th	W/B RTOR:		1289	2	644	134	124	1547	2	6%	53	1600	2	-8	1592	2
	Thru	Existing: 50%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0
	Th-Rt	Projected: 50%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0
Right	Mitigated: 50%		258	1	0	27	32	317	1	0%	0	317	1	0	317	1	0
Shared		0	0	0			0	0			0	0	0	0	0	0	
Critical Volumes:		North-South: 0			North-South: 0				North-South: 0				North-South: 0				
		East-West: 724			East-West: 861				East-West: 888				East-West: 796				
		Total: 724			Total: 861				Total: 888				Total: 796				
Volume/capacity (v/c) ratio:		0.603			0.718				0.740				0.663				
v/c less ATSAC adjustment:		0.603			0.718				0.740				0.613				
Level of Service (LOS):		<b>B</b>			<b>C</b>				<b>C</b>				<b>B</b>				

### PROJECT IMPACT

Change in v/c due to project:	0.022	Δv/c after mitigation:	-0.105
Significantly impacted?	NO	Fully mitigated?	N/A



Intersection No. 1		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION				
North/South Street: <b>170 FWY NB ( North Side )</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN				
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent				Critical Phases: 0 Capacity: 1200				
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Signal System: 1				
PM Peak: 5:00 PM									PM				v/c reduction: 5%				
		Counts	Lane		Ambient	+ Related	= Total		+ Project	Total	Lane		Adjusted	Total	Lane		
		Volume	Volumes		Growth	Projects	Volume	Lanes	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	
Northbound	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	
	Lt-Th	0	0	0	0		0	0	0	0	0	0	0	0	0	0	
	Thru	0	0	0	0		0	0	0	0	0	0	0	0	0	0	
	Th-Rt	0	0	0	0		0	0	0	0	0	0	0	0	0	0	
Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	
Shared	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	
Southbound	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	
	Lt-Th	0	0	0	0		0	0	0	0	0	0	0	0	0	0	
	Thru	0	0	0	0		0	0	0	0	0	0	0	0	0	0	
	Th-Rt	0	0	0	0		0	0	0	0	0	0	0	0	0	0	
Right	872	1	0	91	21	984	1	0	8%	45	1029	1	-7	1022	1	0	
Shared	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	
Eastbound	Left	102	1	102	11		113	1	113	0%	0	113	1	0	113	0	0
	Lt-Th	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0
	Th-Rt	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0
Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
Shared	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
Westbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0
	Lt-Th	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0
	Thru	1561	2	780	162	307	2030	2	1015	6%	34	2064	2	-5	2059	2	1030
	Th-Rt	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0
Right	267	1	0	28	85	380	1	0	0%	0	380	1	0	380	1	0	
Shared	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
Critical Volumes:		North-South: 0			North-South: 0				North-South: 0				North-South: 0				
		East-West: 882			East-West: 1128				East-West: 1145				East-West: 1030				
		Total: 882			Total: 1128				Total: 1145				Total: 1030				
Volume/capacity (v/c) ratio:		0.735			0.940				0.954				0.858				
v/c less ATSAC adjustment:		0.735			0.940				0.954				0.808				
Level of Service (LOS):		C			E				E				D				

**PROJECT IMPACT**

Change in v/c due to project:	0.014	Δv/c after mitigation:	-0.132
Significantly impacted?	YES	Fully mitigated?	YES



<b>Intersection No. 2</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>			
North/South Street: <b>170 FWY NB ( South Side )</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN			
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent				Critical Phases: 0 Capacity: 1200			
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Signal System: 1			
AM Peak: 7:30 AM									PM				Opposed Phasing: 0			
		Counts	Lane		Ambient	+ Related	= Total		+ Project	= Total			Adjusted	Total	Lane	
		Volume	Volumes		Growth	Projects	Volume	Lanes	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Northbound	Left	0	0	0	0		0	0	0%	0	0	0	0	0	0	0
	Lt-Th	N/B RTOR:		0	0	0	0	0	0%	0	0	0	0	0	0	0
	Thru	Existing: 0%		0	0	0	0	0	0%	0	0	0	0	0	0	0
	Th-Rt	Projected: 0%		0	0	0	0	0	0%	0	0	0	0	0	0	0
	Right	Mitigated: 0%		248	1	248	26	28	302	1	302	0%	0	302	1	302
Shared		0	0	0			0	0		0	0	0	0	0	0	0
Southbound	Left	0	0	0	0		0	0	0%	0	0	0	0	0	0	0
	Lt-Th	S/B RTOR:		0	0	0	0	0	0%	0	0	0	0	0	0	0
	Thru	Existing: 0%		0	0	0	0	0	0%	0	0	0	0	0	0	0
	Th-Rt	Projected: 0%		0	0	0	0	0	0%	0	0	0	0	0	0	0
	Right	Mitigated: 0%		0	0	0	0	0	0%	0	0	0	0	0	0	0
Shared		0	0	0			0	0		0	0	0	0	0	0	0
Eastbound	Left	80	1	80	8		88	1	88	0%	0	88	1	88	0	88
	Lt-Th	E/B RTOR:		2,060	2	754	214	138	2412	2	883	(6%)	15	2427	2	895
	Thru	Existing: 0%		203	1	754	21	14	238	0	0	(8%)	21	259	0	0
	Th-Rt	Projected: 0%		0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	Mitigated: 0%		0	0	0	0	0	0	0	0	0	0	0	0	0
Shared		0	0	0			0	0		0	0	0	0	0	0	0
Westbound	Left	0	0	0	0		0	0	0%	0	0	0	0	0	0	0
	Lt-Th	W/B RTOR:		0	0	0	0	0	0	0	0	0	0	0	0	0
	Thru	Existing: 0%		0	0	0	0	0	0	0	0	0	0	0	0	0
	Th-Rt	Projected: 0%		0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	Mitigated: 0%		0	0	0	0	0	0	0	0	0	0	0	0	0
Shared		0	0	0			0	0		0	0	0	0	0	0	0
Critical Volumes:		North-South: 248			North-South: 302				North-South: 302				North-South: 302			
		East-West: 754			East-West: 883				East-West: 895				East-West: 894			
		Total: 1002			Total: 1185				Total: 1197				Total: 1195			
Volume/capacity (v/c) ratio:		0.835			0.988				0.998				0.996			
v/c less ATSAC adjustment:		0.835			0.988				0.998				0.946			
Level of Service (LOS):		<b>D</b>			<b>E</b>				<b>E</b>				<b>E</b>			

**PROJECT IMPACT**

Change in v/c due to project:	0.010	Δv/c after mitigation:	-0.042
Significantly impacted?	YES	Fully mitigated?	YES



<b>Intersection No. 2</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>				
North/South Street: <b>170 FWY NB ( South Side )</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013 + 2.0%				Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN Critical Phases: 0 Capacity: 1200				
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent In Out Total AM 887 257 1144 PM 566 1146 1712				Signal System: 1 v/c reduction: 5%				
Analysis Date: 07/30/2008 PM Peak: 5:00 PM		Opposed Phasing: 0			Opposed Phasing: 0								Opposed Phasing: 0				
		Counts	Lane		Ambient	+ Related	= Total		+ Project	Total	Lane		Adjusted	Total	Lane		
		Volume	Volumes		Growth	Projects	Volume	Lanes	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	
Northbound	Left	0	0	0	0		0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	N/B RTOR:		0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Thru	Existing: 0%		0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Th-Rt	Projected: 0%		0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Right	Mitigated: 0%		313	1	313	33	87	433	1	433	1	433	0	433	1	433
Shared		0	0	0	0		0	0	0%	0	0	0	0	0	0	0	
Southbound	Left	0	0	0	0		0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	S/B RTOR:		0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Thru	Existing: 0%		0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Th-Rt	Projected: 0%		0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Right	Mitigated: 0%		0	0	0	0	0	0%	0	0	0	0	0	0	0	
Shared		0	0	0	0		0	0	0%	0	0	0	0	0	0	0	
Eastbound	Left	102	1	102	11		113	1	0%	0	113	1	113	0	113	1	113
	Lt-Th	E/B RTOR:		0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Thru	Existing: 0%		1602	2	590	167	304	2072	2	759	2	812	-10	2131	2	804
	Th-Rt	Projected: 0%		1	1	590	18	17	204	1	759	1	812	-14	282	1	804
	Right	Mitigated: 0%		169	0	0	0	0	0	0%	0	0	0	0	0	0	0
Shared		0	0	0	0		0	0	0%	0	0	0	0	0	0	0	
Westbound	Left	0	0	0	0		0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	W/B RTOR:		0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Thru	Existing: 0%		0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Th-Rt	Projected: 0%		0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Right	Mitigated: 0%		0	0	0	0	0	0%	0	0	0	0	0	0	0	
Shared		0	0	0	0		0	0	0%	0	0	0	0	0	0	0	
Critical Volumes:		North-South: 313			North-South: 433				North-South: 433				North-South: 433				
		East-West: 590			East-West: 759				East-West: 812				East-West: 804				
		Total: 904			Total: 1192				Total: 1245				Total: 1237				
Volume/capacity (v/c) ratio:		0.753			0.993				1.038				1.031				
v/c less ATSAC adjustment:		0.753			0.993				1.038				0.981				
Level of Service (LOS):		<b>C</b>			<b>E</b>				<b>F</b>				<b>E</b>				

Filename: \\01cnas101cnas1\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 B- adj(-15%)+ I-S CREDITS.xls  
Developed 2005-2007 by Ken Aitchison

PROJECT		IMPACT	
Change in v/c due to project:	0.045	Δv/c after mitigation:	-0.012
Significantly impacted?	YES	Fully mitigated?	YES





Intersection No. 3		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Laurel Canyon Blvd</b>		Critical Phases: 4 Capacity: 1375			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 4 Capacity: 1375				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Critical Phases: 4 Capacity: 1375					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Signal System: 3					
AM Peak: 7:30 AM									PM				v/c reduction: 15%					
		Counts	Lanes	Lane Volume	+ 2.0% Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	121	1	121	13	65	199	1	199	1%	9	208	1	208	-1	207	1	207
	Lt-Th		0	0				0	0			0	0		0	0	0	0
	Thru	428	1	259	45	49	522	1	311	0%	0	522	1	311	0	522	1	311
	Th-Rt		1	259				1	311				1	311			1	311
Southbound	Right	90	0	0	9		99	0	0	0%	0	99	0	0	0	99	0	0
	Shared		0	0				0	0			0	0		0	0	0	
	Left	156	1	156	16		172	1	172	0%	0	172	1	172	0	172	1	172
	Lt-Th		0	0				0	0			0	0		0	0	0	0
Eastbound	Thru	779	1	460	81	42	902	1	528	0%	0	902	1	533	0	902	1	532
	Th-Rt		1	460				1	528				1	533			1	532
	Right	140	0	0	15		154	0	0	1%	9	163	0	0	-1	162	0	0
	Shared		0	0				0	0			0	0		0	0	0	
Westbound	Left	97	1	97	10	0	107	1	107	(1%)	3	110	1	110	0	110	1	110
	Lt-Th		0	0				0	0			0	0		0	0	0	0
	Thru	1,168	2	436	122	54	1343	2	556	(4%)	10	1353	2	560	-2	1352	2	559
	Th-Rt		1	436				1	556				1	560			1	559
Westbound	Right	141	0	0	15	168	323	0	0	(1%)	3	326	0	0	0	326	0	0
	Shared		0	0				0	0			0	0		0	0	0	
	Left	104	1	104	11		115	1	115	0%	0	115	1	115	0	115	1	115
	Lt-Th		0	0				0	0			0	0		0	0	0	0
Westbound	Thru	1,041	2	362	108	29	1179	2	409	4%	35	1214	2	421	-5	1209	2	419
	Th-Rt		1	362				1	409				1	421			1	419
	Right	45	0	0	5		50	0	0	0%	0	50	0	0	0	50	0	0
	Shared		0	0				0	0			0	0		0	0	0	
Critical Volumes:		North-South: 581			North-South: 727				North-South: 741				North-South: 739					
		East-West: 540			East-West: 670				East-West: 675				East-West: 674					
		Total: 1121			Total: 1398				Total: 1416				Total: 1413					
Volume/capacity (v/c) ratio:		0.815			1.017				1.030				1.028					
v/c less ATSAC adjustment:		0.715			0.917				0.930				0.878					
Level of Service (LOS):		<b>C</b>			<b>E</b>				<b>E</b>				<b>D</b>					

**PROJECT IMPACT**

Filename: \\olcnas1\olcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 B- adj(-15%)+ I-S CREDITS.xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.013	Δv/c after mitigation:	-0.039
Significantly impacted?	YES	Fully mitigated?	YES



<b>Intersection No. 3</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>					
North/South Street: <b>Laurel Canyon Blvd</b>		Critical Phases: 4 Capacity: 1375			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 4 Capacity: 1375				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Critical Phases: 4 Capacity: 1375					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Signal System: 3					
PM Peak: 5:00 PM									PM				v/c reduction: 15%					
		Counts	Lane		Ambient	+ Related	= Total		+ Project	Total	Lane		Adjusted	Total	Lane			
		Volume	Volumes		Growth	Projects	Volume	Lanes	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume		
Northbound	Left	209	1	209	22	169	400	1	400	1%	6	406	1	406	-1	405	1	405
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
	Thru	713	1	418	74	56	843	1	490	0%	0	843	1	490	0	843	1	490
	Th-Rt		1	418				1	490				1	490			1	490
Southbound	Right	123	0	0	13		136	0	0	0%	0	136	0	0	0	136	0	0
	Shared		0	0			0	0			0	0	0	0	0	0	0	0
	Left	120	1	120	13		133	1	133	0%	0	133	1	133	0	133	1	133
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
Eastbound	Thru	565	1	363	59	54	678	1	427	0%	0	678	1	430	0	678	1	430
	Th-Rt		1	363				1	427				1	430			1	430
	Right	160	0	0	17		177	0	0	1%	6	183	0	0	-1	182	0	0
	Shared		0	0			0	0			0	0	0	0	0	0	0	0
Westbound	Left	179	1	179	19		197	1	197	(1%)	11	208	1	208	-2	206	1	206
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0
	Thru	1112	2	408	116	44	1272	2	636	(4%)	46	1318	2	657	-7	1311	2	655
	Th-Rt		1	408				1	644				1	657			1	655
Critical Volumes:	Right	111	0	0	12	521	644	0	0	(1%)	11	655	0	0	-2	653	0	0
	Shared		0	0			0	0			0	0	0	0	0	0	0	0
	Left	115	1	115	12		127	1	127	0%	0	127	1	127	0	127	1	127
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
Level of Service (LOS):	Thru	1230	2	443	128	64	1422	2	510	4%	23	1445	2	518	-3	1442	2	517
	Th-Rt		1	443				1	510				1	518			1	517
	Right	98	0	0	10		108	0	0	0%	0	108	0	0	0	108	0	0
	Shared		0	0			0	0			0	0	0	0	0	0	0	0
Critical Volumes:		North-South: 572			North-South: 827				North-South: 836				North-South: 835					
		East-West: 621			East-West: 771				East-West: 785				East-West: 782					
		Total: 1193			Total: 1598				Total: 1621				Total: 1617					
Volume/capacity (v/c) ratio:		0.868			1.162				1.179				1.176					
v/c less ATSSAC adjustment:		0.768			1.062				1.079				1.026					
Level of Service (LOS):		<b>C</b>			<b>F</b>				<b>F</b>				<b>F</b>					

**PROJECT IMPACT**

Filename: \\olcnas1\olcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 B- adj(-15%)+ I-S CREDITS.xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.017	Δv/c after mitigation:	-0.036
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 4		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION			
North/South Street: <b>Fulton Way</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN			
East/West Street: <b>Erwin St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 15%			
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0			
AM Peak: 7:30 AM									PM							
		Counts		Lane Volume	Ambient Growth	+ Related Projects	= Total		+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
		Volume	Lanes				Volume	Lanes								
Northbound	Left	47	1	47	5		52	1	52	0%	0	52	1	52	0	52
	Lt-Th		0	0			0	0			0	0	0	0	0	0
	Thru	450	1	233	47	26	523	1	270	6%	53	576	1	327	-8	568
	Th-Rt		1	233			1	270			1	327		1	319	319
Southbound	Right	15	0	0	2		17	0	0	7%	62	79	0	0	-9	69
	Shared		0	0			0	0			0	0	0	0	0	0
	Left	60	1	60	6		66	1	66	0%	0	66	1	66	0	66
	Lt-Th		0	0			0	0			0	0	0	0	0	0
Eastbound	Thru	637	1	710	66	42	745	1	826	(6%)	15	760	1	841	-2	758
	Th-Rt		1	710			1	826			1	841		1	839	839
	Right	73	0	0	8		81	0	0	0%	0	81	0	0	0	0
	Shared		0	0			0	0			0	0	0	0	0	0
Westbound	Left	104	0	104	11		115	0	115	0%	0	115	0	115	0	115
	Lt-Th		0	0			0	0			0	0	0	0	0	0
	Thru	60	0	0	6	19	85	0	0	0%	0	85	0	0	0	0
	Th-Rt		0	0			0	0			0	0	0	0	0	0
Westbound	Right	93	1	93	10		103	1	103	0%	0	103	1	103	0	103
	Shared		1	257			1	303			1	303		1	303	303
	Left	31	0	31	3		34	0	34	(7%)	18	52	0	52	-3	50
	Lt-Th		0	0			0	0			0	0	0	0	0	0
Westbound	Thru	65	0	0	7	17	89	0	0	0%	0	89	0	0	0	0
	Th-Rt		0	0			0	0			0	0	0	0	0	0
	Right	41	0	41	4		45	0	45	0%	0	45	0	45	0	45
	Shared		1	137			1	168			1	186		1	184	184
Critical Volumes:		North-South: 757			North-South: 878				North-South: 893				North-South: 891			
		East-West: 298			East-West: 348				East-West: 355				East-West: 352			
		Total: 1055			Total: 1226				Total: 1248				Total: 1243			
Volume/capacity (v/c) ratio:		0.703			0.817				0.832				0.829			
v/c less ATSAC adjustment:		0.603			0.717				0.732				0.679			
Level of Service (LOS):		<b>B</b>			<b>C</b>				<b>C</b>				<b>B</b>			

### PROJECT IMPACT

Filename: \\olcnas1\olcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 B- adj(-15%)+ I-S CREDITS.xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.015	Δv/c after mitigation:	-0.038
Significantly impacted?	NO	Fully mitigated?	N/A



<b>Intersection No. 4</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>						
North/South Street: <b>Fulton Way</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN						
East/West Street: <b>Erwin St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 15%						
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0						
PM Peak: 5:00 PM									PM										
		Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane	Lane	Total	Lane	Lane	Adjusted	Total	Lane	Lane		
		Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume		
Northbound	Left	25	1	25	3		28	1	28	0%	0	28	1	28	0	28	1	28	
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0	
	Thru	582	1	309	61	54	697	1	368	6%	34	731	1	405	-5	725	1	400	
	Th-Rt		1	309			368	1	368			405	1	405		400	1	400	
Southbound	Right	36	0	0	4		40	0	0	7%	40	80	0	0	-6	74	0	0	
	Shared		0	0			0	0	0			0	0		0	0	0	0	
	Left	31	1	31	3		34	1	34	0%	0	34	1	34	0	34	1	34	
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0	
Eastbound	Thru	413	1	440	43	62	518	1	548	(6%)	69	587	1	617	-10	577	1	606	
	Th-Rt		1	440			548	1	548			617	1	617		606	1	606	
	Right	27	0	0	3		30	0	0	0%	0	30	0	0	0	30	0	0	
	Shared		0	0			0	0	0			0	0		0	0	0	0	
Westbound	Left	27	0	27	3		30	0	30	0%	0	30	0	30	0	30	0	30	
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0	
	Thru	23	0	0	2	20	45	0	0	0%	0	45	0	0	0	45	0	0	
	Th-Rt		0	0			0	0	0			0	0		0	0	0	0	
Southbound	Right	33	0	33	3		36	0	36	0%	0	36	0	36	0	36	0	36	
	Shared		1	83			112	1	112			112	1	112	0	112	1	112	
	Left	15	0	15	2		17	0	17	(7%)	80	97	0	97	-12	85	0	85	
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0	
Westbound	Thru	11	0	0	1	25	37	0	0	0%	0	37	0	0	0	37	0	0	
	Th-Rt		0	0			0	0	0			0	0		0	0	0	0	
	Right	31	0	31	3		34	0	34	0%	0	34	0	34	0	34	0	34	
	Shared		1	57			88	1	88			168	1	168	0	156	1	156	
Critical Volumes:		North-South: 465			North-South: 575			North-South: 644			North-South: 634			North-South: 634			North-South: 634		
		East-West: 114			East-West: 146			East-West: 208			East-West: 196			East-West: 196			East-West: 196		
		Total: 579			Total: 721			Total: 853			Total: 830			Total: 830			Total: 830		
Volume/capacity (v/c) ratio:		0.386			0.481			0.568			0.554								
v/c less ATSAC adjustment:		0.286			0.381			0.468			0.404								
Level of Service (LOS):		<b>A</b>			<b>A</b>			<b>A</b>			<b>A</b>								

**PROJECT IMPACT**

Change in v/c due to project:	0.087	Δv/c after mitigation:	0.023
Significantly impacted?	NO	Fully mitigated?	N/A



<b>Intersection No. 5</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>					
North/South Street: <b>Fulton Way</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Oxnard St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0					
AM Peak: 7:30 AM									PM									
		Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane	Lane				Adjusted	Total	Lane	Lane	
		Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	+ Project	= Total	Volume	Volume	Volume	Volume	Volume	
											Volume	Volume	Volume	Volume	Volume	Volume	Volume	
Northbound	Left	47	1	47	5		52	1	52	0%	0	52	1	52	0	52	1	52
	Lt-Th		0	0				0	0				0	0		0	0	0
	Thru	335	2	167	35	20	389	2	195	8%	71	460	2	230	-11	450	2	225
	Th-Rt		0	0				0	0				0	0		0	0	0
Southbound	Right	121	1	12	13		134	1	14	0%	0	134	1	14	0	134	1	14
	Shared		0	0				0	0				0	0		0	0	0
	Left	111	1	111	12		123	1	123	0%	0	123	1	123	0	123	1	123
	Lt-Th		0	0				0	0				0	0		0	0	0
Eastbound	Thru	482	1	482	50	36	569	1	569	(8%)	21	590	1	590	-3	587	1	587
	Th-Rt		0	0				0	0				0	0		0	0	0
	Right	52	1	36	5	3	60	1	40	(5%)	13	73	1	31	-2	71	1	32
	Shared		0	0				0	0				0	0		0	0	0
Westbound	Left	33	1	33	3	4	40	1	40	5%	44	84	1	84	-7	77	1	77
	Lt-Th		0	0				0	0				0	0		0	0	0
	Thru	732	1	422	76	37	846	1	484	0%	0	846	1	484	0	846	1	484
	Th-Rt		0	0				0	0				0	0		0	0	0
Westbound	Right	111	0	0	12		123	0	0	0%	0	123	0	0	0	123	0	0
	Shared		0	0				0	0				0	0		0	0	0
	Left	217	1	217	23		240	1	240	0%	0	240	1	240	0	240	1	240
	Lt-Th		0	0				0	0				0	0		0	0	0
Westbound	Thru	1063	1	569	111	31	1204	1	644	0%	0	1204	1	644	0	1204	1	644
	Th-Rt		0	0				0	0				0	0		0	0	0
	Right	75	0	0	8		83	0	0	0%	0	83	0	0	0	83	0	0
	Shared		0	0				0	0				0	0		0	0	0
Critical Volumes:		North-South: 529			North-South: 620				North-South: 641				North-South: 638					
		East-West: 639			East-West: 724				East-West: 728				East-West: 724					
		Total: 1168			Total: 1345				Total: 1369				Total: 1362					
Volume/capacity (v/c) ratio:		0.779			0.896				0.913				0.908					
v/c less ATSAC adjustment:		0.679			0.796				0.813				0.758					
Level of Service (LOS):		<b>B</b>			<b>C</b>				<b>D</b>				<b>C</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.017	Δv/c after mitigation:	-0.038
Significantly impacted?	NO	Fully mitigated?	N/A



<b>Intersection No. 5</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>					
North/South Street: <b>Fulton Way</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Oxnard St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0					
PM Peak: 5:00 PM									PM									
		Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane	Lane	In	Out	Total	Adjusted	Total	Lane	Lane	
		Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	
Northbound	Left	50	1	50	5		55	1	55	0%	0	55	1	55	0	55	1	55
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	439	2	219	46	42	526	2	263	8%	45	571	2	286	-7	564	2	282
	Th-Rt		0	0			0	0	0			0	0	0		0	0	0
Right	65	1	8	7		72	1	9	0%	0	72	1	9	0	72	1	9	
Shared		0	0				0	0			0	0	0		0	0	0	
Southbound	Left	78	1	78	8		86	1	86	0%	0	86	1	86	0	86	1	86
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	273	1	273	28	49	351	1	351	(8%)	92	443	1	443	-14	429	1	429
	Th-Rt		0	0			0	0	0			0	0	0		0	0	0
Right	48	1	35	5	11	64	1	44	(5%)	57	121	1	87	-9	112	1	80	
Shared		0	0				0	0			0	0	0		0	0	0	
Eastbound	Left	27	1	27	3	10	39	1	39	5%	28	67	1	67	-4	63	1	63
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	1106	1	556	115	46	1267	1	637	0%	0	1267	1	637	0	1267	1	637
	Th-Rt		1	556			0	0	0			0	0	0		0	0	0
Right	7	0	0	1		8	0	0	0%	0	8	0	0	0	8	0	0	
Shared		0	0				0	0			0	0	0		0	0	0	
Westbound	Left	114	1	114	12		126	1	126	0%	0	126	1	126	0	126	1	126
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	1047	1	566	109	53	1208	1	652	0%	0	1208	1	652	0	1208	1	652
	Th-Rt		1	566			0	0	0			0	0	0		0	0	0
Right	86	0	0	9		95	0	0	0%	0	95	0	0	0	95	0	0	
Shared		0	0				0	0			0	0	0		0	0	0	
Critical Volumes:		North-South: 323			North-South: 406				North-South: 498				North-South: 484					
		East-West: 671			East-West: 763				East-West: 763				East-West: 763					
		Total: 994			Total: 1169				Total: 1261				Total: 1248					
Volume/capacity (v/c) ratio:		0.663			0.780				0.841				0.832					
v/c less ATSAC adjustment:		0.563			0.680				0.741				0.682					
Level of Service (LOS):		<b>A</b>			<b>B</b>				<b>C</b>				<b>B</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.061	Δv/c after mitigation:	0.002
Significantly impacted?	YES	Fully mitigated?	YES



<b>Intersection No. 6</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>					
North/South Street: <b>Coldwater Canyon Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Oxnard St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0					
AM Peak: 7:30 AM									PM									
		Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane	Lane	In	Out	Total	Adjusted	Total	Lane	Lane	
		Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	
Northbound	Left	59	1	59	6	4	69	1	69	4%	35	104	1	104	-5	99	1	99
	Lt-Th		0	0				0	0				0	0		0	0	0
	Thru	492	1	278	51	18	561	1	316	4%	35	596	1	333	-5	591	1	331
	Th-Rt		1	278				1	316				1	333		1	1	331
Southbound	Right	64	0	0	7		71	0	0	0%	0	71	0	0	0	71	0	0
	Shared		0	0				0	0				0	0		0	0	0
	Left	57	1	57	6		63	1	63	(7%)	18	81	1	81	-3	78	1	78
	Lt-Th		0	0				0	0				0	0		0	0	0
Eastbound	Thru	616	1	389	64	60	740	1	460	(4%)	10	750	1	465	-2	749	1	464
	Th-Rt		1	389				1	460				1	465		1	1	464
	Right	162	0	0	17		179	0	0	0%	0	179	0	0	0	179	0	0
	Shared		0	0				0	0				0	0		0	0	0
Westbound	Left	90	1	90	9		99	1	99	0%	0	99	1	99	0	99	1	99
	Lt-Th		0	0				0	0				0	0		0	0	0
	Thru	765	1	463	80	40	885	1	532	0%	0	885	1	537	0	885	1	536
	Th-Rt		1	463				1	532				1	537		1	1	536
Critical Volumes:	Right	160	0	0	17	3	180	0	0	(4%)	10	190	0	0	-2	188	0	0
	Shared		0	0				0	0				0	0		0	0	0
	Left	96	1	96	10		106	1	106	0%	0	106	1	106	0	106	1	106
	Lt-Th		0	0				0	0				0	0		0	0	0
Volume/capacity (v/c) ratio:	Thru	1093	1	576	114	35	1242	1	653	0%	0	1242	1	684	0	1242	1	680
	Th-Rt		1	576				1	653				1	684		1	1	680
	Right	58	0	0	6		64	0	0	7%	62	126	0	0	-9	117	0	0
	Shared		0	0				0	0				0	0		0	0	0
Critical Volumes:		North-South: 448			North-South: 529				North-South: 569				North-South: 563					
		East-West: 666			East-West: 752				East-West: 783				East-West: 779					
		Total: 1114			Total: 1281				Total: 1352				Total: 1342					
Volume/capacity (v/c) ratio:		0.743			0.854				0.902				0.894					
v/c less ATSAC adjustment:		0.643			0.754				0.802				0.744					
Level of Service (LOS):		<b>B</b>			<b>C</b>				<b>D</b>				<b>C</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.048	Δv/c after mitigation:	-0.010
Significantly impacted?	YES	Fully mitigated?	YES

Intersection No. 6		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION									
North/South Street: <b>Coldwater Canyon Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Critical Phases: 2 Capacity: 1500									
East/West Street: <b>Oxnard St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 15%									
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0									
PM Peak: 5:00 PM		Counts			+ 2.0%		= Total		+ Project		In		Out		Total		Adjusted		Total		Lane	
		Volume	Lanes	Volume	Ambient Growth	+ Related Projects	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Volume	Volume	Volume	Lanes	Volume	Lane	
Northbound	Left	64	1	64	7	10	81	1	81	4%	23	104	1	104	-3	100	1	101				
	Lt-Th			0			0		0					0				0				
	Thru	516	1	308	54	31	601	1	355	4%	23	624	1	367	-3	620	1	365				
	Th-Rt			308			355		355					367				365				
Southbound	Right	99	0	0	10		109	0	0	0%	0	109	0	0	0	109	0	0				
	Shared			0			0		0					0			0					
	Left	69	1	69	7		77	1	77	(7%)	80	157	1	157	-12	145	1	145				
	Lt-Th			0			0		0					0				0				
Eastbound	Thru	431	1	273	45	70	546	1	337	(4%)	46	592	1	360	-7	585	1	356				
	Th-Rt			273			337		337					360				356				
	Right	115	0	0	12		127	0	0	0%	0	127	0	0	0	127	0	0				
	Shared			0			0		0					0			0					
Westbound	Left	87	1	87	9		96	1	96	0%	0	96	1	96	0	96	1	96				
	Lt-Th			0			0		0					0			0					
	Thru	991	1	519	103	57	1152	1	607	0%	0	1152	1	630	0	1152	1	627				
	Th-Rt			519			607		607					630				627				
Southbound	Right	47	0	0	5	11	63	0	0	(4%)	46	109	0	0	-7	102	0	0				
	Shared			0			0		0					0			0					
	Left	59	1	59	6		65	1	65	0%	0	65	1	65	0	65	1	65				
	Lt-Th			0			0		0					0			0					
Westbound	Thru	983	1	533	102	63	1149	1	620	0%	0	1149	1	640	0	1149	1	637				
	Th-Rt			533			620		620					640				637				
	Right	83	0	0	9		91	0	0	7%	40	131	0	0	-6	125	0	0				
	Shared			0			0		0					0			0					
Critical Volumes:		North-South: 377			North-South: 432				North-South: 523				North-South: 509									
		East-West: 620			East-West: 716				East-West: 736				East-West: 733									
		Total: 997			Total: 1147				Total: 1259				Total: 1242									
Volume/capacity (v/c) ratio:		0.664			0.765				0.839				0.828									
v/c less ATSAC adjustment:		0.564			0.665				0.739				0.678									
Level of Service (LOS):		<b>A</b>			<b>B</b>				<b>C</b>				<b>B</b>									

**PROJECT IMPACT**

Filename: \\olcnas1\olcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 B- adj(-15%)+ I-S CREDITS.xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.074	Δv/c after mitigation:	0.013
Significantly impacted?	YES	Fully mitigated?	YES





<b>Intersection No. 7</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>			
North/South Street: <b>Whitsett Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN			
East/West Street: <b>Oxnard St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 15%			
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0			
AM Peak: 7:30 AM									PM							
		Counts	Lane		Ambient	+ Related	= Total		+ Project	= Total		Adjusted	Total	Lane		
		Volume	Volumes		Growth	Projects	Volume	Lanes	Volume	Volume	Lanes	Volume	Volume	Lanes	Volume	
Northbound	Left	63	1	63	7		70	1	70	0%	0	70	1	70	0	70
	Lt-Th		0	0			0	0	0			0	0	0	0	0
	Thru	466	1	309	49	62	577	1	372	4%	35	612	1	390	-5	387
	Th-Rt		1	309			372	1	372			390	1	390		387
Southbound	Right	152	0	0	16		168	0	0	0%	0	168	0	0	0	0
	Shared		0	0			0	0			0	0	0	0	0	0
	Left	109	1	109	11		120	1	121	0%	0	120	1	121	0	121
	Lt-Th		0	0			0	0	0			0	0	0	0	0
Eastbound	Thru	985	1	546	103	64	1152	1	635	(4%)	10	1162	1	640	-2	639
	Th-Rt		1	546			635	1	635			640	1	640		639
	Right	106	0	0	11		117	0	0	0%	0	117	0	0	0	0
	Shared		0	0			0	0	0			0	0	0	0	0
Westbound	Left	83	1	83	9		91	1	91	0%	0	91	1	91	0	91
	Lt-Th		0	0			0	0	0			0	0	0	0	0
	Thru	979	1	549	102	37	1118	1	624	(7%)	18	1136	1	633	-3	632
	Th-Rt		1	549			624	1	624			633	1	633		632
Westbound	Right	118	0	0	12		131	0	0	0%	0	131	0	0	0	0
	Shared		0	0			0	0			0	0	0	0	0	0
	Left	137	1	137	14		151	1	151	0%	0	151	1	151	0	151
	Lt-Th		0	0			0	0	0			0	0	0	0	0
Westbound	Thru	1035	1	550	108	31	1174	1	623	7%	62	1236	1	654	-9	649
	Th-Rt		1	550			623	1	623			654	1	654		649
	Right	64	0	0	7		71	0	0	0%	0	71	0	0	0	0
	Shared		0	0			0	0			0	0	0	0	0	0
Critical Volumes:		North-South: 609			North-South: 704				North-South: 709				North-South: 709			
		East-West: 685			East-West: 775				East-West: 784				East-West: 783			
		Total: 1294			Total: 1480				Total: 1494				Total: 1492			
Volume/capacity (v/c) ratio:		0.863			0.986				0.996				0.994			
v/c less ATSAC adjustment:		0.763			0.886				0.896				0.844			
Level of Service (LOS):		<b>C</b>			<b>D</b>				<b>D</b>				<b>D</b>			

**PROJECT IMPACT**

Change in v/c due to project:	0.010	Δv/c after mitigation:	-0.042
Significantly impacted?	NO	Fully mitigated?	N/A



<b>Intersection No. 7</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>					
North/South Street: <b>Whitsett Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Oxnard St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0					
PM Peak: 5:00 PM									PM									
		Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane		In	Out	Total	Adjusted	Total	Lane	Lane	
		Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume		Volume	Volume	Volume	Volume	Volume	Volume	Volume	
Northbound	Left	119	1	119	12		132	1	132	0%	0	132	1	132	0	132	1	132
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
	Thru	760	1	443	79	26	865	1	502	4%	23	888	1	513	-3	885	1	512
	Th-Rt		1	443			502	1	502			513	1	513		512	1	512
Southbound	Right	125	0	0	13		139	0	0	0%	0	139	0	0	0	139	0	0
	Shared		0	0			0	0	0			0	0	0	0	0	0	0
	Left	96	1	96	10		106	1	106	0%	0	106	1	106	0	106	1	106
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
Eastbound	Thru	457	1	253	48	30	535	1	294	(4%)	46	581	1	317	-7	574	1	314
	Th-Rt		1	253			294	1	294			317	1	317		314	1	314
	Right	49	0	0	5		54	0	0	0%	0	54	0	0	0	54	0	0
	Shared		0	0			0	0	0			0	0	0	0	0	0	0
Westbound	Left	95	1	95	10		105	1	105	0%	0	105	1	105	0	105	1	105
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
	Thru	1196	1	629	125	6	1327	1	697	(7%)	80	1407	1	737	-12	1395	1	731
	Th-Rt		1	629			697	1	697			737	1	737		731	1	731
Westbound	Right	61	0	0	6		68	0	0	0%	0	68	0	0	0	68	0	0
	Shared		0	0			0	0	0			0	0	0	0	0	0	0
	Left	155	1	155	16		171	1	171	0%	0	171	1	171	0	171	1	171
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
Westbound	Thru	1155	1	633	120	12	1287	1	705	7%	40	1327	1	725	-6	1321	1	722
	Th-Rt		1	633			705	1	705			725	1	725		722	1	722
	Right	112	0	0	12		124	0	0	0%	0	124	0	0	0	124	0	0
	Shared		0	0			0	0	0			0	0	0	0	0	0	0
Critical Volumes:		North-South: 539			North-South: 608				North-South: 619				North-South: 617					
		East-West: 784			East-West: 868				East-West: 908				East-West: 902					
		Total: 1322			Total: 1476				Total: 1528				Total: 1520					
Volume/capacity (v/c) ratio:		0.882			0.984				1.018				1.013					
v/c less ATSAC adjustment:		0.782			0.884				0.918				0.863					
Level of Service (LOS):		<b>C</b>			<b>D</b>				<b>E</b>				<b>D</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.034	Δv/c after mitigation:	-0.021
Significantly impacted?	YES	Fully mitigated?	YES



<b>Intersection No. 8</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>			
North/South Street: <b>Coldwater Canyon Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN			
East/West Street: <b>Burbank Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 15%			
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0			
AM Peak: 7:30 AM		Counts	Lane		Ambient	+ Related	= Total		+ Project	= Total		Adjusted	Total			
		Volume	Lanes	Volume	Growth	Projects	Volume	Lanes	Volume	Volume	Lanes	Volume	Volume	Lanes	Volume	
Northbound	Left	90	1	90	9		99	1	99	0%	0	99	1	99	0	99
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0
	Thru	329	1	203	34	18	382	1	236	8%	71	453	1	271	-11	266
	Th-Rt		1	203			236	1	271			1	271		1	266
Southbound	Right	78	0	0	8	4	90	0	0	0%	0	90	0	0	0	0
	Shared		0	0			0	0	0		0	0	0	0	0	0
	Left	52	1	52	5		57	1	57	0%	0	57	1	57	0	57
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0
Eastbound	Thru	659	1	452	69	25	753	1	512	(8%)	21	774	1	522	-3	521
	Th-Rt		1	452			512	1	522			1	522		1	521
	Right	246	0	0	26		271	0	0	0%	0	271	0	0	0	0
	Shared		0	0			0	0	0		0	0	0	0	0	0
Westbound	Left	53	1	53	6		59	1	59	0%	0	59	1	59	0	59
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0
	Thru	850	2	425	88	81	1019	2	510	0%	0	1019	2	510	0	510
	Th-Rt		0	0			0	0	0		0	0	0	0	0	0
Critical Volumes:	Right	37	1	0	4		41	1	0	0%	0	41	1	0	0	0
	Shared		0	0			0	0	0		0	0	0	0	0	0
	Left	153	1	153	16	17	186	1	186	0%	0	186	1	186	0	186
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0
Volume/capacity (v/c) ratio:	Thru	1317	2	658	137	72	1526	2	763	0%	0	1526	2	763	0	763
	Th-Rt		0	0			0	0	0		0	0	0	0	0	0
	Right	32	1	6	3		35	1	6	0%	0	35	1	6	0	6
	Shared		0	0			0	0	0		0	0	0	0	0	0
v/c less ATSAC adjustment:	North-South: 542		North-South: 611		North-South: 622		North-South: 620		North-South: 622		North-South: 620		North-South: 620		North-South: 620	
	East-West: 711		East-West: 822		East-West: 822		East-West: 822		East-West: 822		East-West: 822		East-West: 822		East-West: 822	
	Total: 1254		Total: 1433		Total: 1443		Total: 1441		Total: 1443		Total: 1443		Total: 1441		Total: 1441	
	Level of Service (LOS): C		Level of Service (LOS): D		Level of Service (LOS): D		Level of Service (LOS): D		Level of Service (LOS): D		Level of Service (LOS): D		Level of Service (LOS): D		Level of Service (LOS): D	

**PROJECT IMPACT**

Change in v/c due to project:	0.007	Δv/c after mitigation:	-0.044
Significantly impacted?	NO	Fully mitigated?	N/A



Intersection No. 8		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Coldwater Canyon Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Burbank Blvd</b>		Signal System: 3 v/c reduction: 10%			from year: 2008 to year: 2013				Signal System: 3 v/c reduction: 10%				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			+ 2.0% Ambient Growth				Opposed Phasing: 0				Opposed Phasing: 0					
PM Peak: 5:00 PM		Counts	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	109	1	109	11		120	1	121	0%	0	120	1	121	0	120	1	121
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	597	1	355	62	31	690	1	415	8%	45	735	1	438	-7	728	1	435
	Th-Rt		1	355			415	1	415			438	1	438			1	435
Southbound	Right	114	0	0	12	15	141	0	0	0%	0	141	0	0	0	141	0	0
	Shared		0	0			0	0			0	0	0	0		0	0	0
	Left	34	1	34	4		37	1	37	0%	0	37	1	37	0	37	1	37
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
Eastbound	Thru	378	1	245	39	26	444	1	283	(8%)	92	536	1	329	-14	522	1	322
	Th-Rt		1	245			283	1	283			329	1	329			1	322
	Right	111	0	0	12		123	0	0	0%	0	123	0	0	0	123	0	0
	Shared		0	0			0	0			0	0	0	0		0	0	0
Westbound	Left	109	1	109	11		120	1	121	0%	0	120	1	121	0	120	1	121
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	949	2	474	99	157	1204	2	602	0%	0	1204	2	602	0	1204	2	602
	Th-Rt		0	0			0	0	0			0	0	0		0	0	0
Southbound	Right	66	1	11	7		73	1	13	0%	0	73	1	13	0	73	1	13
	Shared		0	0			0	0	0			0	0	0		0	0	0
	Left	90	1	90	9	7	106	1	106	0%	0	106	1	106	0	106	1	106
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
Westbound	Thru	910	2	455	95	108	1113	2	556	0%	0	1113	2	556	0	1113	2	556
	Th-Rt		0	0			0	0	0			0	0	0		0	0	0
	Right	20	1	3	2		23	1	4	0%	0	23	1	4	0	23	1	4
	Shared		0	0			0	0	0			0	0	0		0	0	0
Critical Volumes:		North-South: 389			North-South: 453				North-South: 475				North-South: 472					
		East-West: 564			East-West: 708				East-West: 708				East-West: 708					
		Total: 953			Total: 1161				Total: 1183				Total: 1180					
Volume/capacity (v/c) ratio:		0.635			0.774				0.789				0.787					
v/c less ATSAC adjustment:		0.535			0.674				0.689				0.637					
Level of Service (LOS):		<b>A</b>			<b>B</b>				<b>B</b>				<b>B</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.015	Δv/c after mitigation:	-0.037
Significantly impacted?	NO	Fully mitigated?	N/A

**THE PLAZA @ THE GLEN**

**WITH PROJECT & ADD AREAS**

## Project: THE PLAZA AT THE GLEN

DOT Case Number:  
 Year of counts: 2008  
 Project buildout: 2013  
 Ambient growth: 2.0% per year

Project Trip Generation	Adjacent to Project			Not Adjacent		
	In	Out	Total	In	Out	Total
AM Peak Hour	808	18	826	853	83	936
PM Peak Hour	652	1440	2092	680	1442	2122

Filename: \\Otcnas\Otcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%)+ i-s credits.xls

### Level of Service and Volume to Capacity Ratio Summary

No.	Intersection	Peak Hour	Existing (2008)		Cumulative Base		Future with project		Project Impact		After mitigation		
			v/c	LOS	v/c	LOS	v/c	LOS	Δ v/c	significant?	v/c	Δ v/c	mitigated?
1	Fulton Av & Sherman Way	AM	0.484	A	0.574	A	0.576	A	0.002	NO	0.526	-0.048	N/A
		PM	0.634	B	0.785	C	0.813	D	<b>0.028</b>	<b>YES</b>	0.733	-0.052	YES
2	Coldwater Canyon Av & Sherman Way	AM	0.595	A	0.695	B	0.730	C	0.035	NO	0.675	-0.020	N/A
		PM	0.570	A	0.672	B	0.729	C	<b>0.057</b>	<b>YES</b>	0.670	-0.002	YES
3	Whitsett Ave & Sherman Way	AM	0.766	C	0.913	E	0.920	E	0.007	NO	0.869	-0.044	N/A
		PM	0.769	C	0.911	E	0.963	E	<b>0.052</b>	<b>YES</b>	0.906	-0.005	YES
4	Woodman Ave & Vanowen St	AM	0.853	D	0.980	E	1.003	F	<b>0.023</b>	<b>YES</b>	0.950	-0.030	YES
		PM	0.798	C	0.938	E	0.956	E	<b>0.018</b>	<b>YES</b>	0.903	-0.035	YES
5	Fulton Ave & Vanowen St	AM	0.638	B	0.752	C	0.786	C	0.034	NO	0.731	-0.021	N/A
		PM	0.609	B	0.751	C	0.812	D	<b>0.061</b>	<b>YES</b>	0.753	0.002	YES
6	Coldwater Canyon Av & Vanowen St	AM	0.617	B	0.725	C	0.791	C	<b>0.066</b>	<b>YES</b>	0.731	0.006	YES
		PM	0.710	C	0.841	D	0.882	D	<b>0.041</b>	<b>YES</b>	0.824	-0.017	YES
7	Whitsett Av & Vanowen St	AM	0.728	C	0.847	D	0.859	D	0.012	NO	0.807	-0.040	N/A
		PM	0.731	C	0.866	D	0.931	E	<b>0.065</b>	<b>YES</b>	0.871	0.005	YES
8	Coldwater Canyon Av & Hamlin St	AM	0.814	D	0.909	E	0.971	E	<b>0.062</b>	<b>YES</b>	0.907	-0.002	YES
		PM	0.777	C	0.917	E	1.047	F	<b>0.130</b>	<b>YES</b>	0.957	<b>0.040</b>	<b>NO</b>
9	Woodman Av & Victory Blvd	AM	0.859	D	0.995	E	1.025	F	<b>0.030</b>	<b>YES</b>	0.921	-0.074	YES
		PM	0.897	D	1.086	F	1.158	F	<b>0.072</b>	<b>YES</b>	1.047	-0.039	YES
10	Fulton Ave & Victory Blvd	AM	0.639	B	0.763	C	0.846	D	<b>0.083</b>	<b>YES</b>	0.734	-0.029	YES
		PM	0.635	B	0.818	D	0.939	E	<b>0.121</b>	<b>YES</b>	0.820	0.002	YES
11	Ethel Av & Victory Blvd	AM	0.407	A	0.505	A	0.664	B	0.159	NO	0.450	-0.055	N/A
		PM	0.517	A	0.680	B	1.105	F	<b>0.425</b>	<b>YES</b>	0.782	0.102	YES
12	Morse Ave & Victory Blvd	AM	0.633	B	0.741	C	0.891	D	<b>0.150</b>	<b>YES</b>	0.497	-0.244	YES
		PM	0.620	B	0.789	C	1.257	F	<b>0.468</b>	<b>YES</b>	0.676	-0.113	YES
13	Coldwater Canyon Av & Victory Blvd	AM	0.778	C	0.910	E	1.031	F	<b>0.121</b>	<b>YES</b>	0.840	-0.070	YES
		PM	0.779	C	1.000	E	1.301	F	<b>0.301</b>	<b>YES</b>	1.003	0.003	YES
14	Whitsett Av & Victory Blvd	AM	0.720	C	0.856	D	0.928	E	<b>0.072</b>	<b>YES</b>	0.816	-0.040	YES
		PM	0.853	D	1.058	F	1.146	F	<b>0.088</b>	<b>YES</b>	1.033	-0.025	YES
15	170 FWY SB (North Side) & Victory Blvd	AM	0.563	A	0.666	B	0.699	B	0.033	NO	0.644	-0.022	N/A
		PM	0.674	B	0.856	D	0.882	D	<b>0.026</b>	<b>YES</b>	0.828	-0.028	YES
16	170 FWY SB (South Side) & Victory Blvd	AM	1.202	F	1.396	F	1.402	F	0.006	NO	0.767	-0.629	N/A
		PM	0.852	D	1.108	F	1.196	F	<b>0.088</b>	<b>YES</b>	0.891	-0.217	YES



Intersection No. 1		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Fulton Av</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Sherman Way</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0					
AM Peak: 7:30 AM																		
		Counts	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	151	1	151	16		167	1	167	(3%)	2	169	1	169	0	168	1	168
	Lt-Th		0	0			0	0	0			0	0		0	0	0	
	Thru	66	1	66	7	19	92	1	92	0%	0	92	1	92	0	92	1	92
	Th-Rt		0	0			0	0	0			0	0		0	0	0	
	Right	159	1	159	17		176	1	176	0%	0	176	1	176	0	176	1	176
Shared		0	0			0	0	0			0	0		0	0	0	0	
Southbound	Left	30	1	30	3		33	1	33	0%	0	33	1	33	0	33	1	33
	Lt-Th		0	0			0	0	0			0	0		0	0	0	
	Thru	42	1	69	4	24	70	1	101	0%	0	70	1	101	0	70	1	101
	Th-Rt		0	0			0	0	0			0	0		0	0	0	
	Right	28	0	0	3		30	0	0	0%	0	30	0	0	0	30	0	0
Shared		0	0			0	0	0			0	0		0	0	0	0	
Eastbound	Left	44	1	44	5		48	1	48	0%	0	48	1	48	0	48	1	48
	Lt-Th		0	0			0	0	0			0	0		0	0	0	
	Thru	1517	3	506	158	62	1737	3	579	0%	0	1737	3	579	0	1737	3	579
	Th-Rt		0	0			0	0	0			0	0		0	0	0	
	Right	137	1	137	14		151	1	151	3%	26	177	1	177	-4	173	1	173
Shared		0	0			0	0	0			0	0		0	0	0	0	
Westbound	Left	150	1	150	16		166	1	166	0%	0	166	1	166	0	166	1	166
	Lt-Th		0	0			0	0	0			0	0		0	0	0	
	Thru	1136	2	568	118	114	1369	2	684	0%	0	1369	2	684	0	1369	2	684
	Th-Rt		0	0			0	0	0			0	0		0	0	0	
	Right	79	1	79	8		87	1	87	0%	0	87	1	87	0	87	1	87
Shared		0	0			0	0	0			0	0		0	0	0	0	
Critical Volumes:		North-South: 220 East-West: 656 Total: 876			North-South: 267 East-West: 744 Total: 1012				North-South: 269 East-West: 744 Total: 1014				North-South: 269 East-West: 744 Total: 1013					
Volume/capacity (v/c) ratio:		0.584			0.674				0.676				0.676					
v/c less ATSAC adjustment:		0.484			0.574				0.576				0.526					
Level of Service (LOS):		<b>A</b>			<b>A</b>				<b>A</b>				<b>A</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.002	Δv/c after mitigation:	-0.048
Significantly impacted?	NO	Fully mitigated?	N/A



Intersection No. 1		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Fulton Av</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Sherman Way</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0					
PM Peak: 5:00 PM																		
		Counts	Lane	Lane	Ambient	+ Related	= Total	Lanes	Volume	+ Project	Total	Lanes	Volume	Adjusted	Total	Lanes	Volume	
		Volume	Volume															Volume
Northbound	Left	212	1	212	22		234	1	234	(3%)	43	277	1	277	-6	271	1	271
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0	0	0
	Thru	58	1	58	6	40	104	1	104	0%	0	104	1	104	0	104	1	104
	Th-Rt		0	0			0	0	0		0	0	0	0	0	0	0	0
Southbound	Right	169	1	169	18		187	1	187	0%	0	187	1	187	0	187	1	187
	Shared		0	0			0	0	0		0	0	0	0	0	0	0	0
	Left	61	1	61	6		68	1	68	0%	0	68	1	68	0	68	1	68
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0	0	0
Eastbound	Thru	58	1	100	6	53	117	1	163	0%	0	117	0	0	0	117	0	0
	Th-Rt		0	0			0	0	0		0	0	0	0	0	0	0	0
	Right	42	0	0	4		46	0	0	0%	0	46	0	0	0	46	0	0
	Shared		0	0			0	0	0		0	0	0	0	0	0	0	0
Westbound	Left	11	1	11	1		12	1	12	0%	0	12	1	12	0	12	1	12
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0	0	0
	Thru	1346	2	673	140	115	1602	2	801	0%	0	1602	2	801	0	1602	3	534
	Th-Rt		0	0			0	0	0		0	0	0	0	0	0	0	0
Westbound	Right	155	1	155	16		171	1	171	3%	20	191	1	191	-3	188	1	188
	Shared		0	0			0	0	0		0	0	0	0	0	0	0	0
	Left	116	1	116	12		128	1	128	0%	0	128	0	0	0	128	0	128
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0	0	0
Westbound	Thru	1513	2	520	157	86	1756	2	603	0%	0	1756	2	603	0	1756	2	878
	Th-Rt		1	520			1	603			1	603		0		0	0	0
	Right	47	0	0	5		52	0	0	0%	0	52	0	0	0	52	1	52
	Shared		0	0			0	0	0		0	0	0	0	0	0	0	0
Critical Volumes:		North-South: 312 East-West: 789 Total: 1102			North-South: 398 East-West: 929 Total: 1327				North-South: 441 East-West: 929 Total: 1370				North-South: 434 East-West: 890 Total: 1325					
Volume/capacity (v/c) ratio:		0.734			0.885				0.913				0.883					
v/c less ATSAC adjustment:		0.634			0.785				0.813				0.733					
Level of Service (LOS):		<b>B</b>			<b>C</b>				<b>D</b>				<b>C</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.028	Δv/c after mitigation:	-0.052
Significantly impacted?	YES	Fully mitigated?	YES





Intersection No. 2		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION			
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500			
East/West Street: <b>Sherman Way</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 15%			
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0			
AM Peak: 7:30 AM									PM							
		Counts		Lane Volume	Ambient Growth	+ Related Projects	= Total		+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
		Volume	Lanes				Volume	Lanes								
Northbound	Left	117	1	117	12		130	1	130	0%	0	130	1	130	0	130
	Lt-Th		0	0			0	0			0	0	0	0	0	0
	Thru	445	1	279	46	13	504	1	315	(6%)	5	509	1	319	-1	318
	Th-Rt		1	279			315	1	319			319	1	319		318
Southbound	Right	113	0	0	12	1	126	0	0	(3%)	2	128	0	0	0	0
	Shared		0	0			0	0			0	0	0	0	0	0
	Left	73	1	73	8	1	82	1	82	0%	0	82	1	82	0	82
	Lt-Th		0	0			0	0			0	0	0	0	0	0
Eastbound	Thru	525	1	322	55	40	620	1	376	6%	51	671	1	401	-8	398
	Th-Rt		1	322			376	1	401			401	1	401		398
	Right	119	0	0	12		132	0	0	0%	0	132	0	0	0	0
	Shared		0	0			0	0			0	0	0	0	0	0
Westbound	Left	99	1	99	10		109	1	109	0%	0	109	1	109	0	109
	Lt-Th		0	0			0	0			0	0	0	0	0	0
	Thru	1398	2	501	146	62	1606	2	574	0%	0	1606	2	574	0	574
	Th-Rt		1	501			574	1	574			574	1	574		574
Westbound	Right	105	0	0	11		116	0	0	0%	0	116	0	0	0	0
	Shared		0	0			0	0			0	0	0	0	0	0
	Left	102	1	102	11	1	114	1	114	3%	26	140	1	140	-4	136
	Lt-Th		0	0			0	0			0	0	0	0	0	0
Westbound	Thru	1261	2	457	131	114	1506	2	543	0%	0	1506	2	543	0	543
	Th-Rt		1	457			543	1	543			543	1	543		543
	Right	111	0	0	12	1	124	0	0	0%	0	124	0	0	0	0
	Shared		0	0			0	0			0	0	0	0	0	0
Critical Volumes:		North-South: 440 East-West: 603 Total: 1043			North-South: 505 East-West: 688 Total: 1193				North-South: 531 East-West: 714 Total: 1244				North-South: 527 East-West: 710 Total: 1237			
Volume/capacity (v/c) ratio:		0.695			0.795				0.830				0.825			
v/c less ATSAC adjustment:		0.595			0.695				0.730				0.675			
Level of Service (LOS):		<b>A</b>			<b>B</b>				<b>C</b>				<b>B</b>			

**PROJECT IMPACT**

Change in v/c due to project:	0.035	Δv/c after mitigation:	-0.020
Significantly impacted?	NO	Fully mitigated?	N/A



<b>Intersection No. 2</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>					
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Sherman Way</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Critical Phases: 2 Capacity: 1500					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM 853 83 936				Signal System: 3					
PM Peak: 5:00 PM		Counts			+ 2.0%				PM 680 1442 2122				v/c reduction: 15%					
		Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	112	1	112	12		124	1	124	0%	0	124	1	124	0	124	1	124
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0
	Thru	515	1	314	54	15	584	1	355	(6%)	87	671	1	420	-13	658	1	410
	Th-Rt		1	314			355	1	355			420	1	420		410	1	410
Right	Shared	113	0	0	12	1	126	0	0	(3%)	43	169	0	0	-6	163	0	0
			0	0			0	0			0	0	0		0	0	0	0
			0	0			0	0			0	0	0		0	0	0	0
			0	0			0	0			0	0	0		0	0	0	0
Southbound	Left	121	1	121	13	1	135	1	135	0%	0	135	1	135	0	135	1	135
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0
	Thru	369	1	259	38	63	471	1	318	6%	41	512	1	338	-6	506	1	335
	Th-Rt		1	259			318	1	318			338	1	338		335	1	335
Right	Shared	149	0	0	15		164	0	0	0%	0	164	0	0	0	164	0	0
			0	0			0	0			0	0	0		0	0	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	124	1	124	13		137	1	137	0%	0	137	1	137	0	137	1	137
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0
	Thru	1292	2	469	135	115	1542	2	556	0%	0	1542	2	556	0	1542	2	556
	Th-Rt		1	469			556	1	556			556	1	556		556	1	556
Right	Shared	114	0	0	12		126	0	0	0%	0	126	0	0	0	126	0	0
			0	0			0	0			0	0	0		0	0	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	101	1	101	11	1	112	1	112	3%	20	132	1	132	-3	129	1	129
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0
	Thru	1209	2	431	126	86	1421	2	505	0%	0	1421	2	505	0	1421	2	505
	Th-Rt		1	431			505	1	505			505	1	505		505	1	505
Right	Shared	85	0	0	9	1	94	0	0	0%	0	94	0	0	0	94	0	0
			0	0			0	0			0	0	0		0	0	0	0
			0	0			0	0			0	0	0		0	0	0	0
			0	0			0	0			0	0	0		0	0	0	0
Critical Volumes:		North-South: 436			North-South: 490				North-South: 555				North-South: 545					
		East-West: 570			East-West: 668				East-West: 688				East-West: 685					
		Total: 1005			Total: 1158				Total: 1243				Total: 1231					
Volume/capacity (v/c) ratio:		0.670			0.772				0.829				0.820					
v/c less ATSAC adjustment:		0.570			0.672				0.729				0.670					
Level of Service (LOS):		<b>A</b>			<b>B</b>				<b>C</b>				<b>B</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.057	Δv/c after mitigation:	-0.002
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 3		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Whitsett Ave</b>		Critical Phases: 3 Capacity: 1425			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 3 Capacity: 1425				Critical Phases: 3 Capacity: 1425					
East/West Street: <b>Sherman Way</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0					
AM Peak: 7:30 AM																		
		Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane		In	Out	Total	Adjusted	Total	Lane	Lane	
		Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume		Volume	Volume	Volume	Volume	Volume	Volume	Volume	
Northbound	Left	79	1	79	8		87	1	87	0%	0	87	1	87	0	87	1	87
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
	Thru	408	1	265	42	53	503	1	319	(7%)	6	509	1	322	-1	509	1	322
	Th-Rt		1	265			1	319				1	322		1	322	1	322
Southbound	Right	121	0	0	13		134	0	0	(1%)	1	135	0	0	0	135	0	0
	Shared		0	0			0	0	0			0	0	0	0	0	0	0
	Left	384	2	211	40	6	429	2	236	0%	0	429	2	236	0	429	2	236
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
Eastbound	Thru	454	1	260	47	45	546	1	311	7%	60	606	1	346	-9	597	1	341
	Th-Rt		1	260			1	311				1	346		1	341	1	341
	Right	66	0	0	7	3	76	0	0	1%	9	85	0	0	-1	84	0	0
	Shared		0	0			0	0	0			0	0	0	0	0	0	0
Westbound	Left	88	1	88	9	12	109	1	109	(1%)	1	110	1	110	0	110	1	110
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
	Thru	1471	2	517	153	58	1682	2	590	(2%)	2	1684	2	591	0	1684	2	591
	Th-Rt		1	517			1	590				1	591		1	591	1	591
Westbound	Right	81	0	0	8		89	0	0	0%	0	89	0	0	0	89	0	0
	Shared		0	0			0	0	0			0	0	0	0	0	0	0
	Left	134	1	134	14	1	149	1	149	1%	9	158	1	158	-1	156	1	156
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
Westbound	Thru	1684	2	670	175	118	1977	2	779	2%	17	1994	2	785	-3	1992	2	784
	Th-Rt		1	670			1	779				1	785		1	784	1	784
	Right	326	0	0	34		360	0	0	0%	0	360	0	0	0	360	0	0
	Shared		0	0			0	0	0			0	0	0	0	0	0	0
Critical Volumes:		North-South: 476 East-West: 758 Total: 1233			North-South: 555 East-West: 888 Total: 1443				North-South: 558 East-West: 895 Total: 1453				North-South: 558 East-West: 894 Total: 1452					
Volume/capacity (v/c) ratio:		0.866			1.013				1.020				1.019					
v/c less ATSAC adjustment:		0.766			0.913				0.920				0.869					
Level of Service (LOS):		C			E				E				D					

**PROJECT IMPACT**

Change in v/c due to project:	0.007	Δv/c after mitigation:	-0.044
Significantly impacted?	NO	Fully mitigated?	N/A



Intersection No. 3		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION				
North/South Street: <b>Whitsett Ave</b>		Critical Phases: 3 Capacity: 1425			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 3 Capacity: 1425				Critical Phases: 3 Capacity: 1425				
East/West Street: <b>Sherman Way</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 15%				
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0				
PM Peak: 5:00 PM		Counts	Lane		Ambient	+ Related	= Total			In	Out	Total	Adjusted	Total	Lane		
		Volume	Lanes	Volume	Growth	Projects	Volume	Lanes	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	
Northbound	Left	86	1	86	9		95	1	95	0%	0	95	1	95	0	95	
	Lt-Th		0	0			0	0	0			0	0	0	0	0	
	Thru	641	1	385	67	63	770	1	456	(7%)	101	871	1	514	-15	505	
	Th-Rt		1	385			456	1	456			514	1	514		505	
Right	Right	129	0	0	13		142	0	0	(1%)	14	156	0	0	-2	0	
	Shared		0	0			0	0	0			0	0	0	0	0	
	N/B RTOR: Existing: 0% Projected: 0% Mitigated: 0%																
	S/B RTOR: Existing: 0% Projected: 0% Mitigated: 0%																
Southbound	Left	368	2	203	38	7	414	2	227	0%	0	414	2	227	0	227	
	Lt-Th		0	0			0	0	0			0	0	0	0	0	
	Thru	385	1	232	40	59	484	1	288	7%	48	532	1	315	-7	311	
	Th-Rt		1	232			288	1	288			315	1	315		311	
Right	Right	80	0	0	8	4	92	0	0	1%	7	99	0	0	-1	0	
	Shared		0	0			0	0	0			0	0	0	0	0	
	E/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																
	W/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																
Eastbound	Left	96	1	96	10	12	118	1	118	(1%)	14	132	1	132	-2	130	
	Lt-Th		0	0			0	0	0			0	0	0	0	0	
	Thru	1664	2	581	173	112	1949	2	679	(2%)	29	1978	2	689	-4	687	
	Th-Rt		1	581			679	1	679			689	1	689		687	
Right	Right	80	0	0	8		88	0	0	0%	0	88	0	0	0	0	
	Shared		0	0			0	0	0			0	0	0	0	0	
	E/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																
	W/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																
Westbound	Left	70	1	70	7	1	79	1	79	1%	7	86	1	86	-1	85	
	Lt-Th		0	0			0	0	0			0	0	0	0	0	
	Thru	1338	2	548	139	91	1569	2	635	2%	14	1583	2	640	-2	639	
	Th-Rt		1	548			635	1	635			640	1	640		639	
Right	Right	306	0	0	32		338	0	0	0%	0	338	0	0	0	0	
	Shared		0	0			0	0	0			0	0	0	0	0	
	E/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																
	W/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																
Critical Volumes:		North-South: 587			North-South: 684				North-South: 741				North-South: 732				
		East-West: 651			East-West: 758				East-West: 774				East-West: 772				
		Total: 1239			Total: 1441				Total: 1515				Total: 1504				
Volume/capacity (v/c) ratio:		0.869			1.011				1.063				1.056				
v/c less ATSAC adjustment:		0.769			0.911				0.963				0.906				
Level of Service (LOS):		<b>C</b>			<b>E</b>				<b>E</b>				<b>E</b>				

### PROJECT IMPACT

Change in v/c due to project:	0.052	Δv/c after mitigation:	-0.005
Significantly impacted?	YES	Fully mitigated?	YES



<b>Intersection No. 4</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>					
North/South Street: <b>Woodman Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0					
AM Peak: 7:30 AM									PM									
		Counts	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	115	1	115	12		127	1	127	0%	0	127	1	127	0	127	1	127
	Lt-Th		0	0				0	0				0	0		0	0	0
	Thru	830	1	458	86	16	933	1	514	(3%)	2	935	1	515	0	934	1	515
	Th-Rt		1	458				1	514				1	515			1	515
Southbound	Right	86	0	0	9		95	0	0	0%	0	95	0	0	0	95	0	0
	Shared		0	0				0	0				0	0		0	0	0
	Left	107	1	107	11		118	1	118	0%	0	118	1	118	0	118	1	118
	Lt-Th		0	0				0	0				0	0		0	0	0
Eastbound	Thru	1216	2	608	127	27	1369	2	685	3%	26	1395	2	698	-4	1391	2	696
	Th-Rt		0	0				0	0				0	0		0	0	0
	Right	177	1	177	18		196	1	196	0%	0	196	1	196	0	196	1	196
	Shared		0	0				0	0				0	0		0	0	0
Westbound	Left	107	1	107	11		118	1	118	0%	0	118	1	118	0	118	1	118
	Lt-Th		0	0				0	0				0	0		0	0	0
	Thru	1028	1	608	107	56	1191	1	699	5%	43	1234	1	721	-6	1228	1	717
	Th-Rt		1	608				1	699				1	721			1	717
Westbound	Right	188	0	0	20		207	0	0	0%	0	207	0	0	0	207	0	0
	Shared		0	0				0	0				0	0		0	0	0
	Left	99	1	99	10		109	1	109	0%	0	109	1	109	0	109	1	109
	Lt-Th		0	0				0	0				0	0		0	0	0
Westbound	Thru	988	1	534	103	96	1187	1	638	(5%)	4	1191	1	640	-1	1191	1	639
	Th-Rt		1	534				1	638				1	640			1	639
	Right	80	0	0	8		88	0	0	0%	0	88	0	0	0	88	0	0
	Shared		0	0				0	0				0	0		0	0	0
Critical Volumes:		North-South: 723			North-South: 812				North-South: 825				North-South: 823					
		East-West: 707			East-West: 808				East-West: 830				East-West: 827					
		Total: 1430			Total: 1620				Total: 1655				Total: 1650					
Volume/capacity (v/c) ratio:		0.953			1.080				1.103				1.100					
v/c less ATSAC adjustment:		0.853			0.980				1.003				0.950					
Level of Service (LOS):		<b>D</b>			<b>E</b>				<b>F</b>				<b>E</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.023	Δv/c after mitigation:	-0.030
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 4		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION			
North/South Street: <b>Woodman Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Critical Phases: 2 Capacity: 1500			
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 15%			
Analysis Date: 07/30/2008		Opposed Phasing: 0			+ 2.0% Ambient Growth				<input type="checkbox"/> Adjacent				Opposed Phasing: 0			
PM Peak: 5:00 PM		Counts			= Total				+ Project				Adjusted			
		Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	Volume	Lanes	Volume	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume
Northbound	Left	133	1	133	14		146	1	146	0%	0	146	1	146	0	146
	Lt-Th		0	0			0	0	0			0	0	0	0	0
	Thru	899	1	495	94	39	1031	1	566	(3%)	43	1074	1	588	-6	585
	Th-Rt		1	495			566	1	566			588	1	588		585
Southbound	Right	92	0	0	10		101	0	0	0%	0	101	0	0	0	0
	Shared		0	0			0	0			0	0	0	0	0	0
	Left	120	1	120	13		133	1	133	0%	0	133	1	133	0	133
	Lt-Th		0	0			0	0	0			0	0	0	0	0
Eastbound	Thru	1029	2	515	107	31	1167	2	584	3%	20	1187	2	594	-3	592
	Th-Rt		0	0			0	0	0			0	0	0	0	0
	Right	181	1	181	19		199	1	199	0%	0	199	1	199	0	199
	Shared		0	0			0	0	0			0	0	0	0	0
Westbound	Left	115	1	115	12		127	1	127	0%	0	127	1	127	0	127
	Lt-Th		0	0			0	0	0			0	0	0	0	0
	Thru	1103	1	610	115	107	1324	1	728	5%	34	1358	1	745	-5	742
	Th-Rt		1	610			728	1	728			745	1	745		742
Westbound	Right	118	0	0	12		131	0	0	0%	0	131	0	0	0	0
	Shared		0	0			0	0			0	0	0	0	0	0
	Left	90	1	90	9		99	1	99	0%	0	99	1	99	0	99
	Lt-Th		0	0			0	0	0			0	0	0	0	0
Westbound	Thru	1015	1	576	106	87	1208	1	679	(5%)	72	1280	1	715	-11	710
	Th-Rt		1	576			679	1	679			715	1	715		710
	Right	137	0	0	14		151	0	0	0%	0	151	0	0	0	0
	Shared		0	0			0	0			0	0	0	0	0	0
Critical Volumes:		North-South: 647 East-West: 700 Total: 1347			North-South: 730 East-West: 827 Total: 1557				North-South: 740 East-West: 844 Total: 1584				North-South: 739 East-West: 841 Total: 1580			
Volume/capacity (v/c) ratio:		0.898			1.038				1.056				1.053			
v/c less ATSAC adjustment:		0.798			0.938				0.956				0.903			
Level of Service (LOS):		C			E				E				E			

**PROJECT IMPACT**

Change in v/c due to project:	0.018	Δv/c after mitigation:	-0.035
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 5		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Fulton Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0					
AM Peak: 7:30 AM									PM									
		Counts		Lane Volume	Ambient Growth	+ Related Projects	= Total		+ Project Volume	= Total		Adjusted Volume	Total		Lane Volume			
		Volume	Lanes				Volume	Lanes		Volume	Lanes		Volume	Lanes		Volume	Lanes	
Northbound	Left	85	1	85	9	4	97	1	97	(5%)	4	101	1	101	-1	101	1	101
	Lt-Th		0	0			0	0				0	0		0	0	0	
	Thru	272	1	205	28	19	320	1	236	(3%)	2	322	1	237	0	321	1	237
	Th-Rt		1	205			1	236				1	237		1	237		237
Southbound	Right	138	0	0	14	1	153	0	0	0%	0	153	0	0	0	153	0	0
	Shared		0	0			0	0			0	0	0		0	0	0	
	Left	45	1	45	5		50	1	50	0%	0	50	1	50	0	50	1	50
	Lt-Th		0	0			0	0				0	0		0	0	0	
Eastbound	Thru	310	1	310	32	24	366	1	366	3%	26	392	1	392	-4	388	1	388
	Th-Rt		0	0			0	0			0	0	0		0	0	0	
	Right	70	1	70	7		78	1	78	0%	0	78	1	78	0	78	1	78
	Shared		0	0			0	0			0	0	0		0	0	0	
Westbound	Left	72	1	72	8		80	1	80	0%	0	80	1	80	0	80	1	80
	Lt-Th		0	0			0	0			0	0	0		0	0	0	
	Thru	1118	1	600	116	52	1286	1	690	0%	0	1286	1	712	0	1286	1	708
	Th-Rt		1	600			1	690				1	712		1	708		708
Westbound	Right	82	0	0	8	4	94	0	0	5%	43	137	0	0	-6	131	0	0
	Shared		0	0			0	0			0	0	0		0	0	0	
	Left	112	1	112	12		124	1	124	0%	0	124	1	124	0	124	1	124
	Lt-Th		0	0			0	0			0	0	0		0	0	0	
Westbound	Thru	1028	1	547	107	93	1228	1	651	0%	0	1228	1	651	0	1228	1	651
	Th-Rt		1	547			1	651				1	651		1	651		651
	Right	66	0	0	7		73	0	0	0%	0	73	0	0	0	73	0	0
	Shared		0	0			0	0			0	0	0		0	0	0	
Critical Volumes:		North-South: 395			North-South: 464				North-South: 494				North-South: 489					
		East-West: 712			East-West: 814				East-West: 836				East-West: 832					
		Total: 1107			Total: 1278				Total: 1329				Total: 1322					
Volume/capacity (v/c) ratio:		0.738			0.852				0.886				0.881					
v/c less ATSAC adjustment:		0.638			0.752				0.786				0.731					
Level of Service (LOS):		<b>B</b>			<b>C</b>				<b>C</b>				<b>C</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.034	Δv/c after mitigation:	-0.021
Significantly impacted?	NO	Fully mitigated?	N/A



Intersection No. 5		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Fulton Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0					
PM Peak: 5:00 PM									PM									
		Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane		In	Out	Total	Adjusted	Total	Lane	Lane	
		Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume	+ Project	Volume	Volume	Volume	Volume	Volume	Volume	Volume	
Northbound	Left	115	1	115	12	11	138	1	138	(5%)	72	210	1	210	-11	199	1	199
	Lt-Th		0	0				0	0				0	0		0	0	0
	Thru	294	1	211	31	40	364	1	253	(3%)	43	407	1	274	-6	401	1	271
	Th-Rt		1	211				1	253				1	274		1	1	271
Southbound	Right	128	0	0	13		141	0	0	0%	0	141	0	0	0	141	0	0
	Shared		0	0				0	0				0	0		0	0	0
	Left	74	1	74	8		82	1	82	0%	0	82	1	82	0	82	1	82
	Lt-Th		0	0				0	0				0	0		0	0	0
Eastbound	Thru	219	1	219	23	53	295	1	295	3%	20	315	1	315	-3	312	1	312
	Th-Rt		0	0				0	0				0	0		0	0	0
	Right	73	1	73	8		81	1	81	0%	0	81	1	81	0	81	1	81
	Shared		0	0				0	0				0	0		0	0	0
Westbound	Left	81	1	81	8		89	1	89	0%	0	89	1	89	0	89	1	89
	Lt-Th		0	0				0	0				0	0		0	0	0
	Thru	1048	1	577	109	97	1254	1	691	0%	0	1254	1	708	0	1254	1	705
	Th-Rt		1	577				1	691				1	708		1	1	705
Westbound	Right	106	0	0	11	11	128	0	0	5%	34	162	0	0	-5	157	0	0
	Shared		0	0				0	0				0	0		0	0	0
	Left	88	1	88	9	1	98	1	98	0%	0	98	1	98	0	98	1	98
	Lt-Th		0	0				0	0				0	0		0	0	0
Westbound	Thru	1192	1	649	124	76	1392	1	754	0%	0	1392	1	754	0	1392	1	754
	Th-Rt		1	649				1	754				1	754		1	1	754
	Right	105	0	0	11		116	0	0	0%	0	116	0	0	0	116	0	0
	Shared		0	0				0	0				0	0		0	0	0
Critical Volumes:		North-South: 335			North-South: 433				North-South: 525				North-South: 512					
		East-West: 729			East-West: 843				East-West: 843				East-West: 843					
		Total: 1064			Total: 1277				Total: 1369				Total: 1355					
Volume/capacity (v/c) ratio:		0.709			0.851				0.912				0.903					
v/c less ATSAC adjustment:		0.609			0.751				0.812				0.753					
Level of Service (LOS):		<b>B</b>			<b>C</b>				<b>D</b>				<b>C</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.061	Δv/c after mitigation:	0.002
Significantly impacted?	YES	Fully mitigated?	YES





Intersection No. 6		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0					
AM Peak: 7:30 AM									PM									
		Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane	Lane	Adjusted	Total	Lane	Lane				
		Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume				
Northbound	Left	101	1	101	11		111	1	111	0%	0	111	1	111	0	111	1	111
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	377	2	189	39	13	430	2	215	(9%)	7	437	2	218	-1	436	2	218
	Th-Rt		0	0			0	0	0			0	0	0		0	0	0
Southbound	Right	53	1	53	6	3	62	1	62	(7%)	6	68	1	68	-1	67	1	67
	Shared		0	0			0	0	0			0	0	0		0	0	0
	Left	91	1	91	9		100	1	100	0%	0	100	1	100	0	100	1	100
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
Eastbound	Thru	507	1	302	53	40	600	1	353	9%	77	677	1	392	-12	665	1	386
	Th-Rt		1	302			1	353			1	392		392		1	386	
	Right	97	0	0	10		107	0	0	0%	0	107	0	0	0	107	0	0
	Shared		0	0			0	0	0			0	0	0		0	0	0
Westbound	Left	95	1	95	10		105	1	105	0%	0	105	1	105	0	105	1	105
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	1038	1	575	108	52	1198	1	661	0%	0	1198	1	661	0	1198	1	661
	Th-Rt		1	575			1	661			1	661		661		1	661	
Southbound	Right	111	0	0	12		123	0	0	0%	0	123	0	0	0	123	0	0
	Shared		0	0			0	0	0			0	0	0		0	0	0
	Left	98	1	98	10	4	112	1	112	7%	60	172	1	172	-9	163	1	163
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
Westbound	Thru	945	1	540	98	93	1136	1	642	0%	0	1136	1	642	0	1136	1	642
	Th-Rt		1	540			1	642			1	642		642		1	642	
	Right	135	0	0	14	0	149	0	0	0%	0	149	0	0	0	149	0	0
	Shared		0	0			0	0	0			0	0	0		0	0	0
Critical Volumes:		North-South: 403			North-South: 465				North-South: 503				North-South: 498					
		East-West: 673			East-West: 773				East-West: 833				East-West: 824					
		Total: 1076			Total: 1238				Total: 1336				Total: 1321					
Volume/capacity (v/c) ratio:		0.717			0.825				0.891				0.881					
v/c less ATSAC adjustment:		0.617			0.725				0.791				0.731					
Level of Service (LOS):		<b>B</b>			<b>C</b>				<b>C</b>				<b>C</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.066	Δv/c after mitigation:	0.006
Significantly impacted?	YES	Fully mitigated?	YES



<b>Intersection No. 6</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>					
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Critical Phases: 2 Capacity: 1500					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Signal System: 3					
PM Peak: 5:00 PM		Counts			+ 2.0%				PM				v/c reduction: 15%					
		Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	125	1	125	13		139	1	139	0%	0	139	1	139	0	139	1	139
	Lt-Th		0	0				0	0			0	0			0	0	0
	Thru	575	2	288	60	15	650	2	325	(9%)	130	780	2	390	-20	761	2	380
	Th-Rt		0	0				0	0			0	0			0	0	0
Southbound	Right	89	1	89	9	11	109	1	109	(7%)	101	210	1	210	-15	195	1	195
	Shared		0	0				0	0			0	0			0	0	0
	Left	107	1	107	11		118	1	118	0%	0	118	1	118	0	118	1	118
	Lt-Th		0	0				0	0			0	0			0	0	0
Eastbound	Thru	511	1	339	53	63	627	1	406	9%	61	688	1	436	-9	679	1	432
	Th-Rt		1	339			406	1	406			436	1	436		432	1	432
	Right	167	0	0	17		185	0	0	0%	0	185	0	0	0	185	0	0
	Shared		0	0				0	0			0	0			0	0	0
Westbound	Left	100	1	100	10		110	1	110	0%	0	110	1	110	0	110	1	110
	Lt-Th		0	0				0	0			0	0			0	0	0
	Thru	1152	1	613	120	97	1368	1	725	0%	0	1368	1	725	0	1368	1	725
	Th-Rt		1	613			725	1	725			725	1	725		725	1	725
Westbound	Right	73	0	0	8		81	0	0	0%	0	81	0	0	0	81	0	0
	Shared		0	0				0	0			0	0			0	0	0
	Left	104	1	104	11	10	125	1	125	7%	48	173	1	173	-7	166	1	166
	Lt-Th		0	0				0	0			0	0			0	0	0
Westbound	Thru	1201	1	651	125	76	1401	1	756	0%	0	1401	1	756	0	1401	1	756
	Th-Rt		1	651			756	1	756			756	1	756		756	1	756
	Right	101	0	0	11		111	0	0	0%	0	111	0	0	0	111	0	0
	Shared		0	0				0	0			0	0			0	0	0
Critical Volumes:		North-South: 465			North-South: 544				North-South: 575				North-South: 570					
		East-West: 751			East-West: 867				East-West: 898				East-West: 890					
		Total: 1215			Total: 1411				Total: 1473				Total: 1461					
Volume/capacity (v/c) ratio:		0.810			0.941				0.982				0.974					
v/c less ATSAC adjustment:		0.710			0.841				0.882				0.824					
Level of Service (LOS):		<b>C</b>			<b>D</b>				<b>D</b>				<b>D</b>					

**PROJECT IMPACT**

Filename: \\01cnas1\01cnas1\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 A - adj(-15%)+ i+s credits.xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.041	Δv/c after mitigation:	-0.017
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 7		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Whitsett Av</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0					
AM Peak: 7:30 AM									PM									
		Counts	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	125	1	125	13		139	1	139	0%	0	139	1	139	0	139	1	139
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0
	Thru	300	2	150	31	52	383	2	192	(4%)	3	386	2	193	0	386	2	193
	Th-Rt		0	0			0	0	0			0	0		0	0	0	0
Right	123	1	68	13		136	1	76	0%	0	136	1	76	0	136	1	76	
Shared		0	0			0	0	0			0	0		0	0	0	0	
Southbound	Left	145	1	145	15		160	1	160	0%	0	160	1	160	0	160	1	160
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0
	Thru	801	2	400	83	45	929	2	465	4%	34	963	2	482	-5	958	2	479
	Th-Rt		0	0			0	0	0			0	0		0	0	0	0
Right	111	1	76	12		123	1	85	4%	34	157	1	117	-5	152	1	112	
Shared		0	0			0	0	0			0	0		0	0	0	0	
Eastbound	Left	69	1	69	7		77	1	77	(4%)	3	80	1	80	0	79	1	79
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0
	Thru	1213	2	606	126	55	1394	2	697	(3%)	2	1396	2	698	0	1396	2	698
	Th-Rt		0	0			0	0	0			0	0		0	0	0	0
Right	240	1	177	25		265	1	196	0%	0	265	1	196	0	265	1	196	
Shared		0	0			0	0	0			0	0		0	0	0	0	
Westbound	Left	109	1	109	11		120	1	121	0%	0	120	1	121	0	120	1	121
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0
	Thru	661	1	377	69	97	827	1	465	3%	26	853	1	478	-4	849	1	476
	Th-Rt		1	377			465	1	465			478	1	478		476	1	476
Right	94	0	0	10		104	0	0	0%	0	104	0	0	0	104	0	0	
Shared		0	0			0	0	0			0	0		0	0	0	0	
Critical Volumes:		North-South: 526 East-West: 716 Total: 1241			North-South: 603 East-West: 818 Total: 1421				North-South: 620 East-West: 819 Total: 1439				North-South: 617 East-West: 818 Total: 1436					
Volume/capacity (v/c) ratio:		0.828			0.947				0.959				0.957					
v/c less ATSAC adjustment:		0.728			0.847				0.859				0.807					
Level of Service (LOS):		C			D				D				D					

**PROJECT IMPACT**

Change in v/c due to project:	0.012	Δv/c after mitigation:	-0.040
Significantly impacted?	NO	Fully mitigated?	N/A



Intersection No. 7		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Whitsett Av</b>		Critical Phases: 2 Capacity: 1500			Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0					
PM Peak: 5:00 PM		Counts			+ 2.0%				PM				Adjusted					
		Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	195	1	195	20		215	1	215	0%	0	215	1	215	0	215	1	215
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	647	2	323	67	61	775	2	387	(4%)	58	833	2	416	-9	824	2	412
	Th-Rt		0	0			0	0	0			0	0	0		0	0	0
Right	148	1	96	15		163	1	106	0%	0	163	1	106	0	163	1	106	
Shared		0	0			0	0	0			0	0	0	0	0	0	0	
Southbound	Left	152	1	152	16		168	1	168	0%	0	168	1	168	0	168	1	168
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	352	2	176	37	59	448	2	224	4%	27	475	2	237	-4	470	2	235
	Th-Rt		0	0			0	0	0			0	0	0		0	0	0
Right	70	1	13	7		78	1	15	4%	27	105	1	13	-4	101	1	13	
Shared		0	0			0	0	0			0	0	0		0	0	0	
Eastbound	Left	114	1	114	12		126	1	126	(4%)	58	184	1	184	-9	175	1	175
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	1183	2	592	123	108	1414	2	707	(3%)	43	1457	2	729	-6	1451	2	725
	Th-Rt		0	0			0	0	0			0	0	0		0	0	0
Right	199	1	102	21		220	1	112	0%	0	220	1	112	0	220	1	112	
Shared		0	0			0	0	0			0	0	0		0	0	0	
Westbound	Left	103	1	103	11		114	1	114	0%	0	114	1	114	0	114	1	114
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	1161	1	657	121	86	1368	1	768	3%	20	1388	1	778	-3	1385	1	777
	Th-Rt		1	657			1	768			1	778		778		1	777	
Right	153	0	0	16		169	0	0	0%	0	169	0	0	0	169	0	0	
Shared		0	0			0	0	0			0	0	0		0	0	0	
Critical Volumes:		North-South: 475			North-South: 555				North-South: 584				North-South: 580					
		East-West: 771			East-West: 894				East-West: 962				East-West: 952					
		Total: 1246			Total: 1450				Total: 1547				Total: 1532					
Volume/capacity (v/c) ratio:		0.831			0.966				1.031				1.021					
v/c less ATSAC adjustment:		0.731			0.866				0.931				0.871					
Level of Service (LOS):		<b>C</b>			<b>D</b>				<b>E</b>				<b>D</b>					

### PROJECT IMPACT

Change in v/c due to project:	0.065	Δv/c after mitigation:	0.005
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 8		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION				
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 0 Capacity: 1200				Critical Phases: 0 Capacity: 1200				
East/West Street: <b>Hamlin St</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				Project: THE PLAZA AT THE GLEN				Signal System: 1 v/c reduction: 5%				
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0				
AM Peak: 7:30 AM																	
	Counts	Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total		+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
							Volume	Lanes									Volume
Northbound	Left	16	0	0	2		18	0	0%	0	18	0	0	18	0	0	
	Lt-Th		1	401			433	1			1	440		1	439		
	Thru	787	1	417	82	17	886	1	(16%)	13	899	1	494	-2	897	1	493
	Th-Rt		1	0			16	0	0%	0	16	0	0		16	0	0
Right	14	0	0	1		16	0	0%	0	16	0	0	0	16	0	0	
Shared		0	0			0	0			0	0	0	0	0	0	0	
Southbound	Left	102	0	0	11		113	0	0%	0	113	0	0	113	0	0	
	Lt-Th		1	189			231	1			1	299		1	289		
	Thru	564	1	495	59	44	667	1	16%	136	803	1	637	-20	782	1	627
	Th-Rt		1	0			569	1			1	637		1	627		
Right	18	0	0	2		20	0	0%	0	20	0	0	0	20	0	0	
Shared		0	0			0	0			0	0	0	0	0	0	0	
Eastbound	Left	7	0	7	1		8	0	0%	0	8	0	8	8	1	8	
	Lt-Th		0	0			0	0			0	0	0	0	0	0	
	Thru	5	0	0	1	0	6	0	0%	0	6	0	0	6	1	15	
	Th-Rt		0	0			0	0			0	0	0		0	0	
Right	8	0	8	1		9	0	0%	0	9	0	9	9	0	9		
Shared		1	20			23	1			1	23		1	23			
Westbound	Left	3	0	3	0		3	0	0%	0	3	0	3	3	0	0	
	Lt-Th		0	0			0	0			0	0	0	0	0	0	
	Thru	4	0	0	0	0	5	0	0%	0	5	0	0	5	0	0	
	Th-Rt		0	0			0	0			0	0	0		0	0	
Right	60	0	60	6		66	0	0%	0	66	0	66	66	0	66		
Shared		1	67			74	1			1	74		1	74			
Critical Volumes:		North-South: 896			North-South: 1002				North-South: 1076				North-South: 1065				
		East-West: 81			East-West: 89				East-West: 89				East-West: 83				
		Total: 977			Total: 1091				Total: 1165				Total: 1148				
Volume/capacity (v/c) ratio:		0.814			0.909				0.971				0.957				
v/c less ATSAC adjustment:		0.814			0.909				0.971				0.907				
Level of Service (LOS):		<b>D</b>			<b>E</b>				<b>E</b>				<b>E</b>				

### PROJECT IMPACT

Change in v/c due to project:	0.062	Δv/c after mitigation:	-0.002
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 8		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 0 Capacity: 1200				Critical Phases: 0 Capacity: 1200					
East/West Street: <b>Hamlin St</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				Project: THE PLAZA AT THE GLEN				Signal System: 1 v/c reduction: 5%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			+ 2.0% Ambient Growth				<input type="checkbox"/> Adjacent				Opposed Phasing: 0					
PM Peak: 5:00 PM																		
		Counts	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	38	0	0	4		42	0	0	0%	0	42	0	0	0	0	0	
	Lt-Th		1	304			1	307				1	423		1	406		
	Thru	682	1	418	71	26	779	1	516	(16%)	231	1010	1	631	-35	976	1	614
	Th-Rt																	
Right	2	0	0	0			2	0	0	0%	0	2	0	0	2	0	0	
Shared																		
Southbound	Left	44	0	0	5		48	0	0	0%	0	48	0	0	0	0	0	
	Lt-Th		1	406			1	485				1	491		1	531		
	Thru	878	1	538	91	73	1043	1	630	16%	109	1152	1	733	-16	1135	1	676
	Th-Rt																	
Right	21	0	0	2		24	0	0	0%	0	24	0	0	0	24	0	0	
Shared																		
Eastbound	Left	14	0	14	1		16	0	16	0%	0	16	0	16	0	16	1	16
	Lt-Th																	
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Th-Rt					0											1	37
Right	34	0	34	4		37	0	37	0%	0	37	0	37	0	37	0	0	
Shared		1	48				1	53				1	53			0	0	
Westbound	Left	5	0	5	1		6	0	6	0%	0	6	0	6	0	6	1	6
	Lt-Th																	
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Th-Rt					0											1	47
Right	43	0	43	4		47	0	47	0%	0	47	0	47	0	47	0	0	
Shared		1	48				1	53				1	53			0	0	
Critical Volumes:		North-South: 842			North-South: 1001				North-South: 1156				North-South: 1145					
		East-West: 91			East-West: 100				East-West: 100				East-West: 63					
		Total: 933			Total: 1101				Total: 1256				Total: 1208					
Volume/capacity (v/c) ratio:		0.777				0.917				1.047				1.007				
v/c less ATSAC adjustment:		0.777				0.917				1.047				0.957				
Level of Service (LOS):		<b>C</b>				<b>E</b>				<b>F</b>				<b>E</b>				

### PROJECT IMPACT

Filename: \\olcnas1\olcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 A - adj(-15%)+ i+s credits.xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.130	Δv/c after mitigation:	0.040
Significantly impacted?	YES	Fully mitigated?	NO



Intersection No. 9		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Woodman Av</b>		Critical Phases: 3 Capacity: 1425			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 3 Capacity: 1425				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Critical Phases: 3 Capacity: 1425					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Signal System: 3					
AM Peak: 7:30 AM									PM				v/c reduction: 20%					
		Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane	+ Project	= Total	Lane	Lane	Adjusted	Total	Lane	Lane	
		Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	
Northbound	Left	97	1	97	10		107	1	107	0%	0	107	1	107	0	107	1	107
	Lt-Th		0	0				0	0				0	0		0	0	0
	Thru	528	1	304	55	9	592	1	340	0%	0	592	1	340	0	592	1	340
	Th-Rt		1	304				1	340				1	340			1	340
Southbound	Right	80	0	0	8		88	0	0	0%	0	88	0	0	0	88	0	0
	Shared		0	0				0	0				0	0		0	0	0
	Left	151	1	151	16	8	175	1	175	3%	26	201	1	201	-4	197	1	197
	Lt-Th		0	0				0	0				0	0		0	0	0
Eastbound	Thru	1090	1	647	113	18	1222	1	724	0%	0	1222	1	724	0	1222	1	724
	Th-Rt		1	647				1	724				1	724			1	724
	Right	204	0	0	21		225	0	0	0%	0	225	0	0	0	225	0	0
	Shared		0	0				0	0				0	0		0	0	0
Westbound	Left	82	1	82	8		90	1	90	0%	0	90	1	90	0	90	1	90
	Lt-Th		0	0				0	0				0	0		0	0	0
	Thru	1370	2	504	143	129	1641	2	599	15%	128	1769	2	642	-19	1750	2	636
	Th-Rt		1	504				1	599				1	642			1	636
Westbound	Right	142	0	0	15		157	0	0	0%	0	157	0	0	0	157	0	0
	Shared		0	0				0	0				0	0		0	0	0
	Left	118	1	118	12		131	1	131	0%	0	131	1	131	0	131	1	131
	Lt-Th		0	0				0	0				0	0		0	0	0
Westbound	Thru	1385	2	497	144	136	1665	2	596	(15%)	12	1677	2	601	-2	1676	2	600
	Th-Rt		1	497				1	596				1	601			1	600
	Right	106	0	0	11	7	124	0	0	(3%)	2	126	0	0	0	126	0	0
	Shared		0	0				0	0				0	0		0	0	0
Critical Volumes:		North-South: 744			North-South: 831				North-South: 831				North-South: 831					
		East-West: 622			East-West: 730				East-West: 773				East-West: 766					
		Total: 1366			Total: 1560				Total: 1603				Total: 1597					
Volume/capacity (v/c) ratio:		0.959			1.095				1.125				1.121					
v/c less ATSAC adjustment:		0.859			0.995				1.025				0.921					
Level of Service (LOS):		<b>D</b>			<b>E</b>				<b>F</b>				<b>E</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.030	Δv/c after mitigation:	-0.074
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 9		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Woodman Av</b>		Critical Phases: 3 Capacity: 1425			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 3 Capacity: 1425				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Critical Phases: 3 Capacity: 1425					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Signal System: 3					
PM Peak: 5:00 PM		Counts			+ 2.0%				PM				v/c reduction: 20%					
		Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	123	1	123	13		136	1	136	0%	0	136	1	136	0	136	1	136
	Lt-Th		0	0				0	0			0	0		0	0	0	0
	Thru	924	1	532	96	16	1036	1	595	0%	0	1036	1	595	0	1036	1	595
	Th-Rt		1	532				1	595				1	595			1	595
Southbound	Right	140	0	0	15		154	0	0	0%	0	154	0	0	0	154	0	0
	Shared		0	0				0	0			0	0		0	0	0	0
	Left	102	1	102	11	20	133	1	133	3%	20	153	1	153	-3	150	1	150
	Lt-Th		0	0				0	0			0	0		0	0	0	0
Eastbound	Thru	828	1	534	86	10	924	1	595	0%	0	924	1	595	0	924	1	595
	Th-Rt		1	534				1	595				1	595			1	595
	Right	240	0	0	25		265	0	0	0%	0	265	0	0	0	265	0	0
	Shared		0	0				0	0			0	0		0	0	0	0
Westbound	Left	197	1	197	20		217	1	217	0%	0	217	1	217	0	217	1	217
	Lt-Th		0	0				0	0			0	0		0	0	0	0
	Thru	1693	2	609	176	325	2194	2	781	15%	102	2296	2	815	-15	2281	2	810
	Th-Rt		1	609				1	781				1	815			1	810
Critical Volumes:	Right	135	0	0	14		149	0	0	0%	0	149	0	0	0	149	0	0
	Shared		0	0				0	0			0	0		0	0	0	0
	Left	133	1	133	14		146	1	146	0%	0	146	1	146	0	146	1	146
	Lt-Th		0	0				0	0			0	0		0	0	0	0
Critical Volumes:	Thru	1497	2	566	156	328	1981	2	742	(15%)	216	2197	2	828	-32	2165	2	815
	Th-Rt		1	566				1	742				1	828			1	815
	Right	201	0	0	21	22	244	0	0	(3%)	43	287	0	0	-6	280	0	0
	Shared		0	0				0	0			0	0		0	0	0	0
Critical Volumes:		North-South: 657			North-South: 731				North-South: 748				North-South: 745					
		East-West: 763			East-West: 959				East-West: 1045				East-West: 1032					
		Total: 1420			Total: 1690				Total: 1793				Total: 1777					
Volume/capacity (v/c) ratio:		0.997			1.186				1.258				1.247					
v/c less ATSAC adjustment:		0.897			1.086				1.158				1.047					
Level of Service (LOS):		<b>D</b>			<b>F</b>				<b>F</b>				<b>F</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.072	Δv/c after mitigation:	-0.039
Significantly impacted?	YES	Fully mitigated?	YES





Intersection No. 10		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Fulton Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 20%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0					
AM Peak: 7:30 AM									PM									
		Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane	Lane	In	Out	Total	Adjusted	Total	Lane	Lane	
		Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	
Northbound	Left	81	1	81	8		89	1	89	0%	0	89	1	89	0	89	1	89
	Lt-Th		0	0				0	0			0	0		0	0	0	0
	Thru	364	1	364	38	11	413	1	413	0%	0	413	1	413	0	413	1	413
	Th-Rt		0	0				0	0			0	0		0	0	0	0
Southbound	Right	99	1	99	10		109	1	109	6%	51	160	1	160	-8	153	1	153
	Shared		0	0				0	0			0	0		0	0	0	0
	Left	121	1	121	13	1	135	1	135	8%	68	203	1	203	-10	193	1	193
	Lt-Th		0	0				0	0			0	0		0	0	0	0
Eastbound	Thru	383	1	383	40	18	440	1	440	0%	0	440	1	440	0	440	1	440
	Th-Rt		0	0				0	0			0	0		0	0	0	0
	Right	57	1	57	6	9	72	1	72	0%	0	72	1	72	0	72	1	72
	Shared		0	0				0	0			0	0		0	0	0	0
Westbound	Left	49	1	49	5	0	54	1	54	0%	0	54	1	54	0	54	1	54
	Lt-Th		0	0				0	0			0	0		0	0	0	0
	Thru	1472	2	528	153	155	1780	2	635	18%	154	1934	2	686	-23	1911	2	679
	Th-Rt		1	528				1	635				1	686			1	679
Westbound	Right	113	0	0	12	0	125	0	0	0%	0	125	0	0	0	125	0	0
	Shared		0	0				0	0			0	0		0	0	0	0
	Left	95	1	95	10	7	112	1	112	(6%)	5	117	1	117	-1	116	1	116
	Lt-Th		0	0				0	0			0	0		0	0	0	0
Westbound	Thru	1549	2	540	161	150	1861	2	646	(18%)	15	1876	2	653	-2	1873	2	652
	Th-Rt		1	540				1	646				1	653			1	652
	Right	69	0	0	7	0	77	0	0	(8%)	7	84	0	0	-1	83	0	0
	Shared		0	0				0	0			0	0		0	0	0	0
Critical Volumes:		North-South: 486			North-South: 548				North-South: 616				North-South: 606					
		East-West: 623			East-West: 747				East-West: 803				East-West: 795					
		Total: 1109			Total: 1295				Total: 1419				Total: 1400					
Volume/capacity (v/c) ratio:		0.739			0.863				0.946				0.934					
v/c less ATSAC adjustment:		0.639			0.763				0.846				0.734					
Level of Service (LOS):		<b>B</b>			<b>C</b>				<b>D</b>				<b>C</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.083	Δv/c after mitigation:	-0.029
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 10		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION			
North/South Street: <b>Fulton Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500			
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 20%			
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0			
PM Peak: 5:00 PM									PM							
		Counts		Lane Volume	Ambient Growth	+ Related Projects	= Total		+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
		Volume	Lanes				Volume	Lanes								
Northbound	Left	88	1	88	9		97	1	97	0%	0	97	1	97	0	97
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0
	Thru	317	1	317	33	20	370	1	370	0%	0	370	1	370	0	370
	Th-Rt		0	0			0	0	0		0	0	0	0	0	0
	Right	100	1	100	10		110	1	110	6%	41	151	1	151	-6	145
	Shared		0	0			0	0			0	0	0	0	0	0
Southbound	Left	111	1	111	12		123	1	123	8%	54	177	1	177	-8	169
	Lt-Th		0	0			0	0			0	0	0	0	0	0
	Thru	302	1	302	31	33	366	1	366	0%	0	366	1	366	0	366
	Th-Rt		0	0			0	0	0		0	0	0	0	0	0
	Right	73	1	73	8	20	101	1	101	0%	0	101	1	101	0	101
	Shared		0	0			0	0			0	0	0	0	0	0
Eastbound	Left	79	1	79	8	1	88	1	88	0%	0	88	1	88	0	88
	Lt-Th		0	0			0	0			0	0	0	0	0	0
	Thru	1648	2	573	172	353	2173	2	750	18%	122	2295	2	790	-18	2277
	Th-Rt		1	573			77	0	77	0%	0	77	0	77	0	77
	Right	69	0	0	7		0	0	0		0	0	0	0	0	0
	Shared		0	0			0	0			0	0	0	0	0	0
Westbound	Left	101	1	101	11	22	133	1	133	(6%)	87	220	1	220	-13	207
	Lt-Th		0	0			0	0			0	0	0	0	0	0
	Thru	1471	2	549	153	365	1989	2	728	(18%)	260	2249	2	853	-39	2210
	Th-Rt		1	549			196	1	728	(8%)	115	311	1	853	-17	294
	Right	176	0	0	18	1	196	0	196			0	0	0	0	0
	Shared		0	0			0	0			0	0	0	0	0	0
Critical Volumes:		North-South: 428			North-South: 493				North-South: 547				North-South: 539			
		East-West: 674			East-West: 883				East-West: 1011				East-West: 992			
		Total: 1102			Total: 1376				Total: 1558				Total: 1531			
Volume/capacity (v/c) ratio:		0.735			0.918				1.039				1.020			
v/c less ATSAC adjustment:		0.635			0.818				0.939				0.820			
Level of Service (LOS):		<b>B</b>			<b>D</b>				<b>E</b>				<b>D</b>			

**PROJECT IMPACT**

Change in v/c due to project:	0.121	Δv/c after mitigation:	0.002
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 11		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Ethel Av</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 20%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0					
AM Peak: 7:30 AM									PM									
		Counts	Lane		Ambient	+ Related	= Total		+ Project	= Total		Adjusted	Total	Lane				
		Volume	Volumes		Growth	Projects	Volume	Lanes	Volume	Volume	Lanes	Volume	Volume	Lanes	Volume			
Northbound	Left	19	0	0	2		21	0	0	0%	0	21	0	0	0	0		
	Lt-Th		1	44			1	56				1	150		1	136		
	Thru	24	0	0	3	8	35	0	0	11%	94	129	0	0	0	0		
	Th-Rt		0	0			0	0	0			0	0	0	0	0		
Right	80	1	47	8		88	1	51	0%	0	88	1	51	0	88	1	51	
Shared		0	0			0	0	0			0	0	0	0	0	0		
Southbound	Left	102	1	102	11	24	137	1	137	(27%)	22	159	1	159	-53	105	1	58
	Lt-Th		0	0			0	0				0	0		0	1	87	
	Thru	22	0	0	2	7	32	0	0	(11%)	9	41	1	41	-1	39	0	0
	Th-Rt		1	99			1	116				0	0		0	0	0	
Right	77	0	0	8		84	0	0	(16%)	13	97	1	0	-2	96	1	0	
Shared		0	0			0	0	0			0	0	0	0	0	0		
Eastbound	Left	95	1	95	10		105	1	105	16%	136	241	1	241	-20	220	1	220
	Lt-Th		0	0			0	0				0	0		0	0	0	
	Thru	1570	2	536	163	134	1867	2	646	16%	136	2003	2	692	-20	1983	2	685
	Th-Rt		1	536			1	646				1	692		1	685		
Right	39	0	0	4	29	72	0	0	0%	0	72	0	0	0	72	0	0	
Shared		0	0			0	0	0			0	0	0	0	0	0		
Westbound	Left	66	1	66	7		73	1	73	0%	0	73	1	73	0	73	1	73
	Lt-Th		0	0			0	0				0	0		0	0	0	
	Thru	1544	2	517	161	133	1838	2	615	(16%)	13	1851	2	696	-2	1849	3	616
	Th-Rt		1	517			1	615				1	696		0	0		
Right	7	0	0	1		8	0	0	27%	230	238	0	0	-35	203	1	150	
Shared		0	0			0	0	0			0	0	0	0	0	0		
Critical Volumes:		North-South: 149			North-South: 187				North-South: 209				North-South: 138					
		East-West: 612			East-West: 720				East-West: 937				East-West: 837					
		Total: 761			Total: 907				Total: 1146				Total: 974					
Volume/capacity (v/c) ratio:		0.507			0.605				0.764				0.650					
v/c less ATSAC adjustment:		0.407			0.505				0.664				0.450					
Level of Service (LOS):		<b>A</b>			<b>A</b>				<b>B</b>				<b>A</b>					

**PROJECT IMPACT**

Filename: \\olcnas1\olcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 A - adj(-15%)+ i+s credits.xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.159	Δv/c after mitigation:	-0.055
Significantly impacted?	NO	Fully mitigated?	N/A



Intersection No. 11		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Ethel Av</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 20%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0					
PM Peak: 5:00 PM									PM									
		Counts		Lane Volume	Ambient Growth	+ Related Projects	= Total		+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume		
		Volume	Lanes				Volume	Lanes									Volume	Lanes
Northbound	Left	34	0	0	4		37	0	0%	0	37	0	0	37	0	0		
	Lt-Th	N/B RTOR:		65			92				1	167			1	156		
	Thru	Existing: 50%		0	20	0	0		11%	75	130	0	0	-11	119	0	0	
	Th-Rt	Projected: 50%		0		0	0				0	0	0	0	0	0	0	
Right	Mitigated: 50%		38		6		68	1	0%	0	68	1	42	68	1	42		
Shared		61	0	0			0				0	0	0	0	0	0		
Southbound	Left	182	1	182	19	76	276	1	276	(27%)	389	665	1	665	-158	507	1	279
	Lt-Th	S/B RTOR:		0		0	0	0			0	0	0	0	0	1	424	
	Thru	Existing: 50%		0	22	0	0	0	(11%)	159	219	1	219	-24	195	0	0	
	Th-Rt	Projected: 50%		35		1	222	0			0	0	0	0	0	0	0	
Right	Mitigated: 50%		147		15		162	0	(16%)	231	393	1	265	-35	359	1	239	
Shared		0	0	0			0			0	0	0	0	0	0	0		
Eastbound	Left	134	1	134	14		148	1	148	16%	109	257	1	257	-16	240	1	240
	Lt-Th	E/B RTOR:		0		0	0	0			0	0	0	0	0	0	0	
	Thru	Existing: 50%		1753	303	2239	2	783	16%	109	2348	2	819	-16	2332	2	814	
	Th-Rt	Projected: 50%		1		1	783	0			1	819	0	0	1	814		
Right	Mitigated: 50%		37		4		111	0	0%	0	111	0	0	111	0	0		
Shared		0	0	0			0			0	0	0	0	0	0	0		
Westbound	Left	47	1	47	5		52	1	52	0%	0	52	0	52	0	52	1	52
	Lt-Th	W/B RTOR:		0		0	0	0			0	0	0	0	0	0	0	
	Thru	Existing: 50%		1626	310	2105	2	705	(16%)	231	2336	2	843	-35	2301	3	767	
	Th-Rt	Projected: 50%		1		1	705	0			1	843	0	0	0	0	0	
Right	Mitigated: 50%		9		1		10	0	27%	184	194	0	0	-28	167	1	0	
Shared		0	0	0			0			0	0	0	0	0	0	0		
Critical Volumes:		North-South: 247			North-South: 318				North-South: 707				North-South: 465					
		East-West: 679			East-West: 853				East-West: 1100				East-West: 1007					
		Total: 925			Total: 1171				Total: 1807				Total: 1473					
Volume/capacity (v/c) ratio:		0.617			0.780				1.205				0.982					
v/c less ATSAC adjustment:		0.517			0.680				1.105				0.782					
Level of Service (LOS):		<b>A</b>			<b>B</b>				<b>F</b>				<b>C</b>					

**PROJECT IMPACT**

Filename: \\olcnas1\olcnas1\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 A - adj(-15%)+ i+s credits.xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.425	Δv/c after mitigation:	0.102
Significantly impacted?	YES	Fully mitigated?	NO



<b>Intersection No. 12</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>			
North/South Street: <b>Morse Ave</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN			
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent				Critical Phases: 2 Capacity: 1500			
Analysis Date: 07/30/2008		Opposed Phasing: 1			Opposed Phasing: 1				AM				Signal System: 3 v/c reduction: 20%			
AM Peak: 7:30 AM									PM				Opposed Phasing: 1			
		Counts		Lane	Ambient	+ Related	= Total		+ Project	= Total	Lanes	Lane	Adjusted	Total	Lanes	Lane
		Volume	Lanes				Volume	Lanes								
Northbound	Left	19	0	19	2		21	0	21	0	21	0	21	0	21	0
	Lt-Th															
	Thru	0	0	0	0		0	0	0	0	0	0	0	0	0	0
	Th-Rt				0		0	0	0	0	0	0	0	0	0	0
Southbound	Right	46	0	46	5		51	0	51	0	51	0	51	0	51	0
	Shared		1	65				1	72		1	72	0	51	1	72
	Left	0	0	0	0		0	0	0	(30%) 25	25	0	25	46	71	1
	Lt-Th														1	32
Eastbound	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0
	Th-Rt	0	0	0	0		0	0	0		0	0	0	0	0	0
	Right	0	0	0	0		0	0	0	(16%) 13	13	0	13	-2	11	1
	Shared		1	0				1	0			1	38	0	0	0
Westbound	Left	0	0	0	0		0	0	0	16%	136	0	0	-20	116	0
	Lt-Th														0	0
	Thru	1959	2	662	204	150	2313	2	781	(27%) 22	2335	2	788	-3	2332	2
	Th-Rt		1	662				1	781			1	788		1	787
Westbound	Right	26	0	0	3		29	0	0	0%	0	0	0	0	29	0
	Shared		0	0				0	0			0	0	0	0	0
	Left	33	1	33	3		36	1	36	0%	0	1	36	0	36	1
	Lt-Th		0	0				0	0			0	0		0	0
Westbound	Thru	2030	2	677	211	150	2391	2	797	27%	230	2	959	-35	2587	2
	Th-Rt		1	677				1	797			1	959		1	935
	Right	0	0	0	0		0	0	0	30%	256	0	0	-38	218	0
	Shared		0	0				0	0			0	0		0	0
Critical Volumes:		North-South: 65			North-South: 72				North-South: 110				North-South: 111			
		East-West: 695			East-West: 817				East-West: 959				East-West: 935			
		Total: 760			Total: 889				Total: 1069				Total: 1046			
Volume/capacity (v/c) ratio:		0.633			0.741				0.891				0.697			
v/c less ATSAC adjustment:		0.633			0.741				0.891				0.497			
Level of Service (LOS):		<b>B</b>			<b>C</b>				<b>D</b>				<b>A</b>			

**PROJECT IMPACT**

Filename: \\olcnas1\olcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 A - adj(-15%)+ i+s credits.xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.150	Δv/c after mitigation:	-0.244
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 12		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Morse Ave</b>		Critical Phases: 0 Capacity: 1200			Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 20%					
Analysis Date: 07/30/2008		Opposed Phasing: 1			Opposed Phasing: 1				AM				Opposed Phasing: 1					
PM Peak: 5:00 PM									PM									
		Counts	Lane		Ambient	+ Related	= Total		+ Project	Total	Lane		Adjusted	Total	Lane			
		Volume	Volumes		Growth	Projects	Volume	Lanes	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume		
Northbound	Left	12	0	12	1		13	0	13	0%	0	13	0	0	13	0	0	
	Lt-Th		0	0			0	0	0	0%	0	0	0	0	0	0	0	
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Th-Rt		0	0			0	0	0	0%	0	0	0	0	0	0	0	
Northbound	Right	39	0	39	4		43	0	43	0%	0	43	0	0	43	0	0	
	Shared		1	51			1	56			1	56	0	43	1	56		
	N/B RTOR:																	
	Existing: 0%																	
Projected: 0%																		
Mitigated: 0%																		
Southbound	Left	0	0	0	0		0	0	0	(30%)	433	433	1	433	35	468	1	
	Lt-Th		0	0			0	0	0	0%	0	0	0	0	0	0	0	
	Thru	0	0	0	0		0	0	0	0%	0	0	1	231	0	0	0	
	Th-Rt		0	0			0	0	0	(16%)	231	231	0	231	-35	196	1	
Southbound	Right	0	0	0	0		0	0	0			0	231		196	1	196	
	Shared		1	0			1	0	0			0	0		0	0	0	
	S/B RTOR:																	
	Existing: 0%																	
Projected: 0%																		
Mitigated: 0%																		
Eastbound	Left	0	0	0	0		0	0	0	16%	109	109	0	0	-16	93	0	
	Lt-Th		0	0			0	0	0	(27%)	389	2752	2	932	-58	2694	2	
	Thru	1807	2	615	188	368	2363	2	802			1	932		912	1	912	
	Th-Rt		1	615				1	802	0%	0	43	0	0	0	43	0	
Eastbound	Right	39	0	0	4		43	0	0			0	0	0	0	0	0	
	Shared		0	0			0	0	0			0	0		0	0	0	
	E/B RTOR:																	
	Existing: 0%																	
Projected: 0%																		
Mitigated: 0%																		
Westbound	Left	17	1	17	2		19	1	19	0%	0	19	1	19	0	19	1	
	Lt-Th		0	0			0	0	0			0	0		0	0	0	
	Thru	2079	2	693	216	375	2670	2	890	27%	184	2854	2	1019	-28	2827	2	
	Th-Rt		1	693				1	890			1	1019		1000	1	1000	
Westbound	Right	0	0	0	0		0	0	0	30%	204	204	0	0	-31	173	0	
	Shared		0	0			0	0	0			0	0		0	0	0	
	W/B RTOR:																	
	Existing: 0%																	
Projected: 0%																		
Mitigated: 0%																		
Critical Volumes:		North-South: 51			North-South: 56				North-South: 489				North-South: 314					
		East-West: 693			East-West: 890				East-West: 1019				East-West: 1000					
		Total: 744			Total: 946				Total: 1509				Total: 1314					
Volume/capacity (v/c) ratio:		0.620			0.789				1.257				0.876					
v/c less ATSAC adjustment:		0.620			0.789				1.257				0.676					
Level of Service (LOS):		<b>B</b>			<b>C</b>				<b>F</b>				<b>B</b>					

**PROJECT IMPACT**

Filename: \\olcnas1\olcnas1\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 A - adj(-15%)+ i+s credits.xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.468	Δv/c after mitigation:	-0.113
Significantly impacted?	YES	Fully mitigated?	YES



<b>Intersection No. 13</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>				
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 3 Capacity: 1425			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 3 Capacity: 1425				Project: THE PLAZA AT THE GLEN				
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent In Out Total AM 853 83 936 PM 680 1442 2122				Critical Phases: 3 Capacity: 1425				
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0								Signal System: 3 v/c reduction: 20%				
AM Peak: 7:30 AM													Opposed Phasing: 0				
	Counts	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	1	101	11	4	115	1	115	11%	94	209	1	209	-14	195	1	195
	Lt-Th	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Thru	1	311	48	10	519	1	348	0%	0	519	1	348	0	519	1	348
	Th-Rt	1	311	17	0	177	0	0	0%	0	177	0	0	0	177	0	0
Right	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0
Shared	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0
Southbound	Left	1	137	14	0	151	1	151	0%	0	151	1	151	0	151	1	151
	Lt-Th	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Thru	1	329	60	36	677	1	385	0%	0	677	1	453	0	677	2	338
	Th-Rt	1	329	8	8	94	0	0	16%	136	230	0	0	-20	209	1	152
Right	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0
Shared	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0
Eastbound	Left	1	88	9	7	104	1	104	(16%)	13	117	1	117	-2	115	1	115
	Lt-Th	0	0	0	0	0	0	0	(30%)	25	2018	2	716	-4	2014	2	715
	Thru	2	593	174	148	1993	2	705	(11%)	9	131	0	0	-1	130	0	0
	Th-Rt	1	593	11	3	122	0	0	0%	0	0	0	0	0	0	0	0
Right	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0
Shared	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0
Westbound	Left	1	211	22	150	233	1	233	0%	0	233	1	233	0	233	1	233
	Lt-Th	0	0	0	0	0	0	0	30%	256	2105	2	729	-38	2067	3	689
	Thru	2	538	160	0	1849	2	644	0%	0	82	0	0	0	82	1	82
	Th-Rt	1	538	8	0	82	0	0	0%	0	0	0	0	0	0	0	0
Right	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0
Shared	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0
Critical Volumes:		North-South: 447			North-South: 501				North-South: 663				North-South: 534				
		East-West: 804			East-West: 938				East-West: 949				East-West: 948				
		Total: 1251			Total: 1439				Total: 1612				Total: 1482				
Volume/capacity (v/c) ratio:		0.878			1.010				1.131				1.040				
v/c less ATSAC adjustment:		0.778			0.910				1.031				0.840				
Level of Service (LOS):		<b>C</b>			<b>E</b>				<b>F</b>				<b>D</b>				

**PROJECT IMPACT**

Change in v/c due to project:	0.121	Δv/c after mitigation:	-0.070
Significantly impacted?	YES	Fully mitigated?	YES



<b>Intersection No. 13</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>					
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 3 Capacity: 1425			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 3 Capacity: 1425				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Critical Phases: 3 Capacity: 1425					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Signal System: 3					
PM Peak: 5:00 PM		Counts			+ 2.0%				PM				Opposed Phasing: 0					
		Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	137	1	137	14	10	161	1	161	11%	75	236	1	236	-11	225	1	225
	Lt-Th		0	0				0	0			0	0		0	0	0	0
	Thru	415	1	252	43	4	462	1	280	0%	0	462	1	280	0	462	1	280
	Th-Rt		1	252				1	280				1	280			1	280
Southbound	Right	89	0	0	9		98	0	0	0%	0	98	0	0	0	98	0	0
	Shared		0	0				0	0			0	0		0	0	0	0
	Left	125	1	125	13		139	1	139	0%	0	139	1	139	0	139	1	139
	Lt-Th		0	0				0	0			0	0		0	0	0	0
Eastbound	Thru	430	1	315	45	53	528	1	384	0%	0	528	1	438	0	528	2	264
	Th-Rt		1	315				1	384				1	438			0	0
	Right	199	0	0	21	20	240	0	0	16%	109	349	0	0	-16	332	1	70
	Shared		0	0				0	0			0	0		0	0	0	0
Westbound	Left	277	1	277	29	22	328	1	328	(16%)	231	559	1	559	-35	525	1	525
	Lt-Th		0	0				0	0			0	0		0	0	0	0
	Thru	1738	2	603	181	347	2266	2	785	(30%)	433	2699	2	983	-65	2634	2	953
	Th-Rt		1	603				1	785				1	983			1	953
Critical Volumes:	Right	71	0	0	7	11	90	0	0	(11%)	159	249	0	0	-24	225	0	0
	Shared		0	0				0	0			0	0		0	0	0	0
	Left	143	1	143	15		158	1	158	0%	0	158	1	158	0	158	1	158
	Lt-Th		0	0				0	0			0	0		0	0	0	0
Critical Volumes:	Thru	1430	2	524	149	350	1929	2	695	30%	204	2133	2	763	-31	2102	3	701
	Th-Rt		1	524				1	695				1	763			0	0
	Right	141	0	0	15		155	0	0	0%	0	155	0	0	0	155	1	155
	Shared		0	0				0	0			0	0		0	0	0	0
Critical Volumes:		North-South: 451			North-South: 545				North-South: 674				North-South: 489					
		East-West: 801			East-West: 1023				East-West: 1322				East-West: 1225					
		Total: 1252			Total: 1568				Total: 1996				Total: 1714					
Volume/capacity (v/c) ratio:		0.879			1.100				1.401				1.203					
v/c less ATSAC adjustment:		0.779			1.000				1.301				1.003					
Level of Service (LOS):		<b>C</b>			<b>E</b>				<b>F</b>				<b>F</b>					

**PROJECT IMPACT**

Filename: \\olcnas1\olcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 A - adj(-15%)+ i+s credits.xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.301	Δv/c after mitigation:	0.003
Significantly impacted?	YES	Fully mitigated?	YES





Intersection No. 14		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Whitsett Av</b>		Critical Phases: 3 Capacity: 1425			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 3 Capacity: 1425				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Critical Phases: 3 Capacity: 1425					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Signal System: 3					
AM Peak: 7:30 AM									PM				v/c reduction: 20%					
		Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane	Lane	Adjusted	Total	Lane	Lane				
		Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume				
Northbound	Left	79	1	79	8		87	1	87	4%	34	121	1	121	-5	116	1	116
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	333	1	245	35	51	418	1	296	0%	0	418	1	296	0	418	1	296
	Th-Rt		1	245				1	296				1	296			1	296
Southbound	Right	158	0	0	16		175	0	0	0%	0	175	0	0	0	175	0	0
	Shared		0	0			0	0	0			0	0	0		0	0	0
	Left	176	1	176	18	4	199	1	199	0%	0	199	1	199	0	199	1	199
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
Eastbound	Thru	757	1	409	79	43	879	1	474	0%	0	879	1	491	0	879	1	488
	Th-Rt		1	409				1	474				1	491			1	488
	Right	60	0	0	6	2	68	0	0	4%	34	102	0	0	-5	97	0	0
	Shared		0	0			0	0	0			0	0	0		0	0	0
Westbound	Left	50	1	50	5	1	56	1	56	(4%)	3	59	1	59	0	59	1	59
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	1724	2	607	179	144	2047	2	718	(22%)	18	2065	2	725	-3	2063	2	724
	Th-Rt		1	607				1	718				1	725			1	724
Southbound	Right	96	0	0	10	1	107	0	0	(4%)	3	110	0	0	0	109	0	0
	Shared		0	0			0	0	0			0	0	0		0	0	0
	Left	75	1	75	8		83	1	83	0%	0	83	1	83	0	83	1	83
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
Northbound	Thru	1790	2	618	186	150	2126	2	732	22%	188	2314	2	795	-28	2286	2	785
	Th-Rt		1	618				1	732				1	795			1	785
	Right	63	0	0	7		70	0	0	0%	0	70	0	0	0	70	0	0
	Shared		0	0			0	0	0			0	0	0		0	0	0
Critical Volumes:		North-South: 487			North-South: 560				North-South: 611				North-South: 604					
		East-West: 682			East-West: 801				East-West: 854				East-West: 844					
		Total: 1169			Total: 1362				Total: 1465				Total: 1448					
Volume/capacity (v/c) ratio:		0.820			0.956				1.028				1.016					
v/c less ATSAC adjustment:		0.720			0.856				0.928				0.816					
Level of Service (LOS):		<b>C</b>			<b>D</b>				<b>E</b>				<b>D</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.072	Δv/c after mitigation:	-0.040
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 14		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Whitsett Av</b>		Critical Phases: 3 Capacity: 1425			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 3 Capacity: 1425				Critical Phases: 3 Capacity: 1425					
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 20%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0					
PM Peak: 5:00 PM		Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane		In	Out	Total	Adjusted	Total	Lane	Lane	
		Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume		Volume	Volume	Volume	Volume	Volume	Volume	Volume	
Northbound	Left	112	1	112	12		124	1	124	4%	27	151	1	151	-4	147	1	147
	Lt-Th		0	0				0	0			0	0	0	0	0	0	0
	Thru	684	1	443	71	57	813	1	518	0%	0	813	1	518	0	813	1	518
	Th-Rt		1	443				1	518				1	518			1	518
Southbound	Right	202	0	0	21		223	0	0	0%	0	223	0	0	0	223	0	0
	Shared		0	0				0	0				0	0		0	0	0
	Left	147	1	147	15	10	172	1	172	0%	0	172	1	172	0	172	1	172
	Lt-Th		0	0				0	0				0	0		0	0	0
Eastbound	Thru	391	1	226	41	55	486	1	279	0%	0	486	1	292	0	486	1	290
	Th-Rt		1	226				1	279				1	292			1	290
	Right	61	0	0	6	4	72	0	0	4%	27	99	0	0	-4	95	0	0
	Shared		0	0				0	0				0	0		0	0	0
Westbound	Left	104	1	104	11	4	119	1	119	(4%)	58	177	1	177	-9	168	1	168
	Lt-Th		0	0				0	0			0	0			0	0	0
	Thru	1881	2	654	196	336	2413	2	836	(22%)	317	2730	2	961	-48	2682	2	942
	Th-Rt		1	654				1	836				1	961			1	942
Critical Volumes:	Right	82	0	0	8	4	94	0	0	(4%)	58	152	0	0	-9	143	0	0
	Shared		0	0				0	0				0	0		0	0	0
	Left	113	1	113	12		125	1	125	0%	0	125	1	125	0	125	1	125
	Lt-Th		0	0				0	0				0	0		0	0	0
Critical Volumes:	Thru	1494	2	540	156	350	2000	2	713	22%	150	2150	2	763	-23	2127	2	756
	Th-Rt		1	540				1	713				1	763			1	756
	Right	126	0	0	13		140	0	0	0%	0	140	0	0	0	140	0	0
	Shared		0	0				0	0				0	0		0	0	0
Volume/capacity (v/c) ratio:		0.953			1.158				1.246				1.233					
v/c less ATSAC adjustment:		0.853			1.058				1.146				1.033					
Level of Service (LOS):		<b>D</b>			<b>F</b>				<b>F</b>				<b>F</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.088	Δv/c after mitigation:	-0.025
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 15		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>170 FWY SB (North Side)</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 0 Capacity: 1200				Critical Phases: 0 Capacity: 1200					
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				Project: THE PLAZA AT THE GLEN				Signal System: 1 v/c reduction: 5%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0					
AM Peak: 7:30 AM																		
		Counts	Lane		Ambient	+ Related	= Total	Lane		+ Project	= Total	Lane		Adjusted	Total	Lane		
		Volume	Volumes		Growth	Projects	Volume	Volumes		Volume	Volume	Volumes		Volume	Volume	Volumes		
Northbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th																	
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Shared	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
Southbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th																	
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Right	496	1	496	52	6	553	1	553	8%	68	621	1	621	-10	611	1	611
	Shared	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
Eastbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th																	
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Shared	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
Westbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th																	
	Thru	1883	2	675	196	130	2209	2	799	14%	119	2328	2	839	-18	2310	2	833
	Th-Rt	0	1	675	0	0	0	1	799	0%	0	0	1	839	0	0	1	833
	Right	142	0	0	15	32	189	0	0	0%	0	189	0	0	0	189	0	0
	Shared	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
Critical Volumes:		North-South: 0			North-South: 0				North-South: 0				North-South: 0					
		East-West: 675			East-West: 799				East-West: 839				East-West: 833					
		Total: 675			Total: 799				Total: 839				Total: 833					
Volume/capacity (v/c) ratio:		0.563			0.666				0.699				0.694					
v/c less ATSAC adjustment:		0.563			0.666				0.699				0.644					
Level of Service (LOS):		<b>A</b>			<b>B</b>				<b>B</b>				<b>B</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.033	Δv/c after mitigation:	-0.022
Significantly impacted?	NO	Fully mitigated?	N/A



Intersection No. 15		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>170 FWY SB (North Side)</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 0 Capacity: 1200				Critical Phases: 0 Capacity: 1200					
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				Project: THE PLAZA AT THE GLEN				Signal System: 1 v/c reduction: 5%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0					
PM Peak: 5:00 PM																		
		Counts	Lane		Ambient	+ Related	= Total	Lane		+ Project	Total	Lane		Adjusted	Total	Lane		
		Volume	Volumes		Growth	Projects	Volume	Volumes		Volume	Volume	Volumes		Volume	Volume	Volumes		
Northbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Shared	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
Southbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Right	264	1	264	28	21	313	1	313	8%	54	367	1	367	-8	359	1	359
	Shared	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
Eastbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Shared	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
Westbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Thru	2210	2	808	230	319	2759	2	1027	14%	95	2854	2	1059	-14	2839	2	1054
	Th-Rt	0	1	808	0	0	0	1	1027	0%	0	0	1	1059	0	0	1	1054
	Right	215	0	0	22	85	323	0	0	0%	0	323	0	0	0	323	0	0
	Shared	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
Critical Volumes:		North-South: 0			North-South: 0				North-South: 0				North-South: 0					
		East-West: 808			East-West: 1027				East-West: 1059				East-West: 1054					
		Total: 808			Total: 1027				Total: 1059				Total: 1054					
Volume/capacity (v/c) ratio:		0.674			0.856				0.882				0.878					
v/c less ATSAC adjustment:		0.674			0.856				0.882				0.828					
Level of Service (LOS):		<b>B</b>			<b>D</b>				<b>D</b>				<b>D</b>					

Filename: \\olcnas1\olcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 A - adj(-15%)+ i+s credits.xls  
 Developed 2005-2007 by Ken Aitchison

	PROJECT	IMPACT
Change in v/c due to project:	0.026	Δv/c after mitigation:
Significantly impacted?	YES	Fully mitigated?
		-0.028
		YES



Intersection No. 16		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>170 FWY SB (South Side)</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent				Signal System: 1 v/c reduction: 5%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0					
AM Peak: 7:30 AM									PM									
		Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane	+ Project	= Total	Lane	Lane	Adjusted	Total	Lane	Lane	
		Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	
Northbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	N/B RTOR:		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Thru	Existing: 0%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Th-Rt	Projected: 0%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Right	Mitigated: 0%		718	1	718	75	28	821	1	821	0%	0	821	1	821	0	0
Shared																		
Southbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	S/B RTOR:		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Thru	Existing: 0%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Th-Rt	Projected: 0%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Right	Mitigated: 0%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
Shared																		
Eastbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	E/B RTOR:		1628	2	724	169	153	1951	2	855	(14%)	12	1963	2	861	-2	1961
	Thru	Existing: 0%		543	1	724	56	14	613	1	855	(8%)	7	620	1	861	-1	619
	Th-Rt	Projected: 0%		0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
	Right	Mitigated: 0%		0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
Shared																		
Westbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	W/B RTOR:		0	0	0	0	0	0	0	0%	0	0	0	0	0	0	
	Thru	Existing: 0%		0	0	0	0	0	0	0	0%	0	0	0	0	0	0	
	Th-Rt	Projected: 0%		0	0	0	0	0	0	0	0%	0	0	0	0	0	0	
	Right	Mitigated: 0%		0	0	0	0	0	0	0	0%	0	0	0	0	0	0	
Shared																		
Critical Volumes:		North-South: 718			North-South: 821				North-South: 821				North-South: 0					
		East-West: 724			East-West: 855				East-West: 861				East-West: 980					
		Total: 1442			Total: 1676				Total: 1682				Total: 980					
Volume/capacity (v/c) ratio:		1.202			1.396				1.402				0.817					
v/c less ATSAC adjustment:		1.202			1.396				1.402				0.767					
Level of Service (LOS):		<b>F</b>			<b>F</b>				<b>F</b>				<b>C</b>					

**PROJECT IMPACT**

Filename: \\01cnas101cnas1\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 A - adj(-15%)+ i+s credits.xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.006	Δv/c after mitigation:	-0.629
Significantly impacted?	NO	Fully mitigated?	N/A



Intersection No. 16		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION				
North/South Street: <b>170 FWY SB (South Side)</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN				
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent				Signal System: 1 v/c reduction: 5%				
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0				
PM Peak: 5:00 PM									PM								
		Counts	Lane		Ambient	+ Related	= Total		+ Project	Total	Lane		Adjusted	Total	Lane		
		Volume	Volumes		Growth	Projects	Volume	Lanes	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	
Northbound	Left	0	0	0	0		0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	0	0	0	0		0	0	0%	0	0	0	0	0	0	0	
	Thru	0	0	0	0		0	0	0%	0	0	0	0	0	0	0	
	Th-Rt	0	0	0	0		0	0	0%	0	0	0	0	0	0	0	
	Right	280	1	280	29	87	396	1	396	0%	0	396	1	396	0	396	1
Shared																	
Southbound	Left	0	0	0	0		0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	0	0	0	0		0	0	0%	0	0	0	0	0	0	0	
	Thru	0	0	0	0		0	0	0%	0	0	0	0	0	0	0	
	Th-Rt	0	0	0	0		0	0	0%	0	0	0	0	0	0	0	
	Right	0	0	0	0		0	0	0%	0	0	0	0	0	0	0	
Shared																	
Eastbound	Left	0	0	0	0		0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	0	0	0	0		0	0	0%	0	0	0	0	0	0	0	
	Thru	1600	2	743	166	321	2087	2	933	(14%)	202	2289	2	1039	-30	2259	2
	Th-Rt	630	1	743	66	17	713	1	933	(8%)	115	828	1	1039	-17	811	1
	Right	0	0	0	0		0	0	0%	0	0	0	0	0	0	0	
Shared																	
Westbound	Left	0	0	0	0		0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	0	0	0	0		0	0	0%	0	0	0	0	0	0	0	
	Thru	0	0	0	0		0	0	0%	0	0	0	0	0	0	0	
	Th-Rt	0	0	0	0		0	0	0%	0	0	0	0	0	0	0	
	Right	0	0	0	0		0	0	0%	0	0	0	0	0	0	0	
Shared																	
Critical Volumes:		North-South: 280			North-South: 396				North-South: 396				North-South: 0				
		East-West: 743			East-West: 933				East-West: 1039				East-West: 1129				
		Total: 1023			Total: 1329				Total: 1435				Total: 1129				
Volume/capacity (v/c) ratio:		0.852			1.108				1.196				0.941				
v/c less ATSAC adjustment:		0.852			1.108				1.196				0.891				
Level of Service (LOS):		<b>D</b>			<b>F</b>				<b>F</b>				<b>D</b>				

**PROJECT IMPACT**

Filename: \\olcnas1\olcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 A - adj(-15%)+ i+s credits.xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.088	Δv/c after mitigation:	-0.217
Significantly impacted?	YES	Fully mitigated?	YES

# Project: THE PLAZA AT THE GLEN

DOT Case Number:

Year of counts: 2008

Project buildout: 2013

Ambient growth: 2.0% per year

Project Trip Generation	Adjacent to Project			Not Adjacent		
	In	Out	Total	In	Out	Total
AM Peak Hour	808	18	826	853	83	936
PM Peak Hour	652	1440	2092	680	1442	2122

Filename: \\Otcnas\Otcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 B- adj(-15%)+ I-S CREDITS.xls

## Level of Service and Volume to Capacity Ratio Summary

No.	Intersection	Peak Hour	Existing (2008)		Cumulative Base		Future with project		Project Impact		After mitigation		
			v/c	LOS	v/c	LOS	v/c	LOS	Δ v/c	significant?	v/c	Δ v/c	mitigated?
1	170 FWY NB ( North Side ) & Victory Blvd	AM	0.603	B	0.718	C	0.739	C	0.021	NO	0.612	-0.106	N/A
		PM	0.735	C	0.940	E	0.957	E	<b>0.017</b>	<b>YES</b>	0.811	-0.129	YES
2	170 FWY NB ( South Side ) & Victory Blvd	AM	0.835	D	0.988	E	0.991	E	0.003	NO	0.940	-0.048	N/A
		PM	0.753	C	0.993	E	1.049	F	<b>0.056</b>	<b>YES</b>	0.991	-0.002	YES
3	Laurel Canyon Blvd & Victory Blvd	AM	0.715	C	0.917	E	0.927	E	<b>0.010</b>	<b>YES</b>	0.876	-0.041	YES
		PM	0.768	C	1.062	F	1.084	F	<b>0.022</b>	<b>YES</b>	1.030	-0.032	YES
4	Fulton Way & Erwin St	AM	0.603	B	0.717	C	0.721	C	0.004	NO	--	--	N/A
		PM	0.286	A	0.381	A	0.494	A	0.113	NO	--	--	N/A
5	Fulton Way & Oxnard St	AM	0.679	B	0.796	C	0.803	D	0.007	NO	0.750	-0.046	N/A
		PM	0.563	A	0.680	B	0.756	C	<b>0.076</b>	<b>YES</b>	0.695	0.015	YES
6	Coldwater Canyon Ave & Oxnard St	AM	0.643	B	0.754	C	0.798	C	<b>0.044</b>	<b>YES</b>	0.741	-0.013	YES
		PM	0.564	A	0.665	B	0.757	C	<b>0.092</b>	<b>YES</b>	0.693	0.028	YES
7	Whitsett Ave & Oxnard St	AM	0.763	C	0.886	D	0.889	D	0.003	NO	0.839	-0.047	N/A
		PM	0.782	C	0.884	D	0.927	E	<b>0.043</b>	<b>YES</b>	0.870	-0.014	YES
8	Coldwater Canyon Ave & Burbank Blvd	AM	0.736	C	0.855	D	0.857	D	0.002	NO	--	--	N/A
		PM	0.535	A	0.674	B	0.692	B	0.018	NO	--	--	N/A
9	NS Ave & EW St	AM	0.000	A	0.000	A	0.000	A	0.000	NO	--	--	N/A
		PM	0.000	A	0.000	A	0.000	A	0.000	NO	--	--	N/A
10	NS Ave & EW St	AM	0.000	A	0.000	A	0.000	A	0.000	NO	--	--	N/A
		PM	0.000	A	0.000	A	0.000	A	0.000	NO	--	--	N/A
11	NS Ave &	AM	0.000	A	0.000	A	0.000	A	0.000	NO	--	--	N/A



Intersection No. 1		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>170 FWY NB ( North Side )</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent				Critical Phases: 0 Capacity: 1200					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM In Out Total 680 680 1442 2122				Signal System: 1 v/c reduction: 5%					
AM Peak: 7:30 AM		Counts Volume Lanes Lane Volume			+ 2.0% Ambient Growth + Related Projects = Total Volume Lanes Lane Volume				+ Project Volume = Total Volume Lanes Lane Volume				Adjusted Volume Total Volume Lanes Lane Volume					
Northbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th																	
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
Southbound	Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Shared																	
	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th																	
Eastbound	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Shared																	
Westbound	Left	80	1	80	8		88	1	88	0%	0	88	1	88	0	88	0	0
	Lt-Th																	
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
Westbound	Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Shared																	
	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th																	
Westbound	Thru	1289	2	644	134	124	1547	2	773	6%	51	1598	2	799	-8	1590	2	795
	Th-Rt																	
	Right	258	1		27	32	317	1		0%	0	317	1		0	317	1	
	Shared																	
Critical Volumes:		North-South: 0 East-West: 724 Total: 724			North-South: 0 East-West: 861 Total: 861				North-South: 0 East-West: 887 Total: 887				North-South: 0 East-West: 795 Total: 795					
Volume/capacity (v/c) ratio:		0.603			0.718				0.739				0.662					
v/c less ATSAC adjustment:		0.603			0.718				0.739				0.612					
Level of Service (LOS):		<b>B</b>			<b>C</b>				<b>C</b>				<b>B</b>					

**PROJECT IMPACT**

Filename: \\Olcnas\Olcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 B- adj(-15%)+ I-S CREDITS.xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project: 0.021  
Significantly impacted? NO

Δv/c after mitigation: -0.106  
Fully mitigated? N/A





Bureau of Planning and Land Use Development

# CMACalc - Critical Movement Analysis Calculator

Using Circular 212 method



Intersection No. 1		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>170 FWY NB ( North Side )</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013 + 2.0%				Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent				Critical Phases: 0 Capacity: 1200					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Signal System: 1					
PM Peak: 5:00 PM		Counts			= Total				PM				Opposed Phasing: 0					
		Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	Volume	Lanes	Volume	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
Northbound	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0
	Lt-Th	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0
	Thru	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0
	Th-Rt	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0
Southbound	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0
	Shared	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0
	Lt-Th	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0
Eastbound	Thru	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0
	Th-Rt	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0
	Shared	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0
Westbound	Left	102	1	102	11		113	1	113	0	0	113	1	113	0	113	0	0
	Lt-Th	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0
	Thru	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0
	Th-Rt	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0
Westbound	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0
	Shared	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0
	Lt-Th	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0
Westbound	Thru	1561	2	780	162	307	2030	2	1015	6%	41	2071	2	1036	-6	2065	2	1033
	Th-Rt	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0
	Right	267	1	267	28	85	380	1	380	0%	0	380	1	380	0	380	1	380
	Shared	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0
Critical Volumes:		North-South: 0			North-South: 0				North-South: 0				North-South: 0					
		East-West: 882			East-West: 1128				East-West: 1148				East-West: 1033					
		Total: 882			Total: 1128				Total: 1148				Total: 1033					
Volume/capacity (v/c) ratio:		0.735			0.940				0.957				0.861					
v/c less ATSAC adjustment:		0.735			0.940				0.957				0.811					
Level of Service (LOS):		<b>C</b>			<b>E</b>				<b>E</b>				<b>D</b>					

**PROJECT IMPACT**

Filename: \\01cnas1\01cnas1\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 B- adj(-.15%)+ I-S CREDITS.xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project: 0.017  
 Significantly impacted? YES

Δv/c after mitigation: -0.129  
 Fully mitigated? YES



Intersection No. 2		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION			
North/South Street: <b>170 FWY NB ( South Side )</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 0 Capacity: 1200				Critical Phases: 0 Capacity: 1200			
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				Project: THE PLAZA AT THE GLEN				Signal System: 1 v/c reduction: 5%			
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0			
AM Peak: 7:30 AM		Counts	Lane		Ambient	+ Related	= Total		+ Project	= Total			Adjusted	Total	Lane	
		Volume	Lanes	Volume	Growth	Projects	Volume	Lanes	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Northbound	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0
	Lt-Th	N/B RTOR:		0	0	0	0	0	0	0	0	0	0	0	0	0
	Thru	Existing: 0%		0	0	0	0	0	0	0	0	0	0	0	0	0
	Th-Rt	Projected: 0%		0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	Mitigated: 0%		248	1	248	26	28	302	1	302	0%	0	302	1	302
Shared			0		0		0		0		0		0		0	
Southbound	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0
	Lt-Th	S/B RTOR:		0	0	0	0	0	0	0	0	0	0	0	0	0
	Thru	Existing: 0%		0	0	0	0	0	0	0	0	0	0	0	0	0
	Th-Rt	Projected: 0%		0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	Mitigated: 0%		0	0	0	0	0	0	0	0	0	0	0	0	0
Shared			0		0		0		0		0		0		0	
Eastbound	Left	80	1	80	8		88	1	88	0%	0	88	1	88	0	88
	Lt-Th	E/B RTOR:		2,060	2	754	214	138	2412	2	883	(6%)	5	2417	2	887
	Thru	Existing: 0%		203	1	754	21	14	238	0	0	(8%)	7	245	0	0
	Th-Rt	Projected: 0%		0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	Mitigated: 0%		0	0	0	0	0	0	0	0	0	0	0	0	0
Shared			0		0		0		0		0		0		0	
Westbound	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	0
	Lt-Th	W/B RTOR:		0	0	0	0	0	0	0	0	0	0	0	0	0
	Thru	Existing: 0%		0	0	0	0	0	0	0	0	0	0	0	0	0
	Th-Rt	Projected: 0%		0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	Mitigated: 0%		0	0	0	0	0	0	0	0	0	0	0	0	0
Shared			0		0		0		0		0		0		0	
Critical Volumes:		North-South: 248			North-South: 302				North-South: 302				North-South: 302			
		East-West: 754			East-West: 883				East-West: 887				East-West: 887			
		Total: 1002			Total: 1185				Total: 1189				Total: 1189			
Volume/capacity (v/c) ratio:		0.835			0.988				0.991				0.990			
v/c less ATSAC adjustment:		0.835			0.988				0.991				0.940			
Level of Service (LOS):		<b>D</b>			<b>E</b>				<b>E</b>				<b>E</b>			

**PROJECT IMPACT**

Filename: \\olcnas1\olcnas1\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 B- adj(-15%)+ I-S CREDITS.xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.003	Δv/c after mitigation:	-0.048
Significantly impacted?	NO	Fully mitigated?	N/A



<b>Intersection No. 2</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>				
North/South Street: <b>170 FWY NB ( South Side )</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013 + 2.0%				Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN Critical Phases: 0 Capacity: 1200				
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent In Out Total AM 853 83 936 PM 680 1442 2122				Signal System: 1 v/c reduction: 5%				
Analysis Date: 07/30/2008 PM Peak: 5:00 PM		Opposed Phasing: 0			Opposed Phasing: 0								Opposed Phasing: 0				
		Counts	Lane		Ambient	+ Related	= Total		+ Project	Total	Lane		Adjusted	Total	Lane		
		Volume	Volumes		Growth	Projects	Volume	Lanes	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	
Northbound	Left	0	0	0	0		0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	N/B RTOR:		0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Thru	Existing: 0%		0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Th-Rt	Projected: 0%		0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Right	Mitigated: 0%		313	1	313	33	87	433	1	433	1	433	0	433	1	433
Shared		0	0	0			0	0		0	0	0		0	0	0	
Southbound	Left	0	0	0	0		0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	S/B RTOR:		0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Thru	Existing: 0%		0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Th-Rt	Projected: 0%		0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Right	Mitigated: 0%		0	0	0	0	0	0%	0	0	0	0	0	0	0	
Shared		0	0	0			0	0		0	0	0		0	0	0	
Eastbound	Left	102	1	102	11		113	1	0%	0	113	1	113	0	113	1	113
	Lt-Th	E/B RTOR:		0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Thru	Existing: 0%		1602	2	590	167	304	2072	2	759	2	826	-13	2146	2	816
	Th-Rt	Projected: 0%		1	1	590	18	17	204	1	759	1	826	-17	302	1	816
	Right	Mitigated: 0%		169	0	0	0	0	0	0%	0	0	0	0	0	0	0
Shared		0	0	0			0	0		0	0	0		0	0	0	
Westbound	Left	0	0	0	0		0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	W/B RTOR:		0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Thru	Existing: 0%		0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Th-Rt	Projected: 0%		0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Right	Mitigated: 0%		0	0	0	0	0	0%	0	0	0	0	0	0	0	
Shared		0	0	0			0	0		0	0	0		0	0	0	
Critical Volumes:		North-South: 313			North-South: 433				North-South: 433				North-South: 433				
		East-West: 590			East-West: 759				East-West: 826				East-West: 816				
		Total: 904			Total: 1192				Total: 1259				Total: 1249				
Volume/capacity (v/c) ratio:		0.753			0.993				1.049				1.041				
v/c less ATSAC adjustment:		0.753			0.993				1.049				0.991				
Level of Service (LOS):		<b>C</b>			<b>E</b>				<b>F</b>				<b>E</b>				

**PROJECT IMPACT**

Change in v/c due to project:	0.056	Δv/c after mitigation:	-0.002
Significantly impacted?	YES	Fully mitigated?	YES



<b>Intersection No. 3</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>					
North/South Street: <b>Laurel Canyon Blvd</b>		Critical Phases: 4 Capacity: 1375			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 4 Capacity: 1375				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Critical Phases: 4 Capacity: 1375					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM 853 83 936				Signal System: 3					
AM Peak: 7:30 AM		Counts			+ 2.0% Ambient Growth				PM 680 1442 2122				v/c reduction: 15%					
		Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	121	1	121	13	65	199	1	199	1%	9	208	1	208	-1	207	1	207
	Lt-Th		0	0				0	0				0	0		0	0	0
	Thru	428	1	259	45	49	522	1	311	0%	0	522	1	311	0	522	1	311
	Th-Rt		1	259				1	311				1	311			1	311
Southbound	Right	90	0	0	9		99	0	0	0%	0	99	0	0	0	99	0	0
	Shared		0	0				0	0				0	0		0	0	0
	Left	156	1	156	16		172	1	172	0%	0	172	1	172	0	172	1	172
	Lt-Th		0	0				0	0				0	0		0	0	0
Eastbound	Thru	779	1	460	81	42	902	1	528	0%	0	902	1	533	0	902	1	532
	Th-Rt		1	460				1	528				1	533			1	532
	Right	140	0	0	15		154	0	0	1%	9	163	0	0	-1	162	0	0
	Shared		0	0				0	0				0	0		0	0	0
Westbound	Left	97	1	97	10	0	107	1	107	(1%)	1	108	1	108	0	108	1	108
	Lt-Th		0	0				0	0				0	0		0	0	0
	Thru	1,168	2	436	122	54	1343	2	556	(4%)	3	1346	2	557	0	1346	2	557
	Th-Rt		1	436				1	556				1	557			1	557
Westbound	Right	141	0	0	15	168	323	0	0	(1%)	1	324	0	0	0	324	0	0
	Shared		0	0				0	0				0	0		0	0	0
	Left	104	1	104	11		115	1	115	0%	0	115	1	115	0	115	1	115
	Lt-Th		0	0				0	0				0	0		0	0	0
Westbound	Thru	1,041	2	362	108	29	1179	2	409	4%	34	1213	2	421	-5	1208	2	419
	Th-Rt		1	362				1	409				1	421			1	419
	Right	45	0	0	5		50	0	0	0%	0	50	0	0	0	50	0	0
	Shared		0	0				0	0				0	0		0	0	0
Critical Volumes:		North-South: 581			North-South: 727				North-South: 741				North-South: 739					
		East-West: 540			East-West: 670				East-West: 672				East-West: 672					
		Total: 1121			Total: 1398				Total: 1413				Total: 1410					
Volume/capacity (v/c) ratio:		0.815			1.017				1.027				1.026					
v/c less ATSAC adjustment:		0.715			0.917				0.927				0.876					
Level of Service (LOS):		<b>C</b>			<b>E</b>				<b>E</b>				<b>D</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.010	Δv/c after mitigation:	-0.041
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 3		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Laurel Canyon Blvd</b>		Critical Phases: 4 Capacity: 1375			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 4 Capacity: 1375				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Critical Phases: 4 Capacity: 1375					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Signal System: 3					
PM Peak: 5:00 PM		Counts			+ 2.0%				PM				v/c reduction: 15%					
		Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	209	1	209	22	169	400	1	400	1%	7	407	1	407	-1	406	1	406
	Lt-Th		0	0				0	0			0	0			0	0	
	Thru	713	1	418	74	56	843	1	490	0%	0	843	1	490	0	843	1	490
	Th-Rt		1	418				1	490				1	490			1	490
Southbound	Right	123	0	0	13		136	0	0	0%	0	136	0	0	0	136	0	0
	Shared		0	0				0	0			0	0			0	0	
	Left	120	1	120	13		133	1	133	0%	0	133	1	133	0	133	1	133
	Lt-Th		0	0				0	0			0	0			0	0	
Eastbound	Thru	565	1	363	59	54	678	1	427	0%	0	678	1	431	0	678	1	430
	Th-Rt		1	363				1	427				1	431			1	430
	Right	160	0	0	17		177	0	0	1%	7	184	0	0	-1	183	0	0
	Shared		0	0				0	0			0	0			0	0	
Westbound	Left	179	1	179	19		197	1	197	(1%)	14	211	1	211	-2	209	1	209
	Lt-Th		0	0				0	0			0	0			0	0	
	Thru	1112	2	408	116	44	1272	2	636	(4%)	58	1330	2	662	-9	1321	2	659
	Th-Rt		1	408				1	644				1	662			1	659
Critical Volumes:	Right	111	0	0	12	521	644	0	0	(1%)	14	658	0	0	-2	656	0	0
	Shared		0	0				0	0			0	0			0	0	
	Left	115	1	115	12		127	1	127	0%	0	127	1	127	0	127	1	127
	Lt-Th		0	0				0	0			0	0			0	0	
Level of Service (LOS):	Thru	1230	2	443	128	64	1422	2	510	4%	27	1449	2	519	-4	1445	2	518
	Th-Rt		1	443				1	510				1	519			1	518
	Right	98	0	0	10		108	0	0	0%	0	108	0	0	0	108	0	0
	Shared		0	0				0	0			0	0			0	0	
Critical Volumes:		North-South: 572			North-South: 827				North-South: 838				North-South: 836					
		East-West: 621			East-West: 771				East-West: 790				East-West: 786					
		Total: 1193			Total: 1598				Total: 1627				Total: 1622					
Volume/capacity (v/c) ratio:		0.868			1.162				1.184				1.180					
v/c less ATISAC adjustment:		0.768			1.062				1.084				1.030					
Level of Service (LOS):		<b>C</b>			<b>F</b>				<b>F</b>				<b>F</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.022	Δv/c after mitigation:	-0.032
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 4		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>Fulton Way</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN						
East/West Street: <b>Erwin St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 15%						
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0						
AM Peak: 7:30 AM									PM										
		Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane	Lane	Adjusted	Total	Lane	Lane					
		Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume					
Northbound	Left	47	1	47	5		52	1	52	0%	0	52	1	52	0	52	1	52	
	Lt-Th		0	0				0	0				0	0		0	0	0	
	Thru	450	1	233	47	26	523	1	270	6%	51	574	1	325	-8	566	1	317	
	Th-Rt		1	233				1	270				1	325			1	317	
Southbound	Right	15	0	0	2		17	0	0	7%	60	77	0	0	-9	68	0	0	
	Shared		0	0				0	0				0	0		0	0	0	
	Left	60	1	60	6		66	1	66	0%	0	66	1	66	0	66	1	66	
	Lt-Th		0	0				0	0				0	0		0	0	0	
Eastbound	Thru	637	1	710	66	42	745	1	826	(6%)	5	750	1	831	-1	750	1	830	
	Th-Rt		1	710				1	826				1	831			1	830	
	Right	73	0	0	8		81	0	0	0%	0	81	0	0	0	81	0	0	
	Shared		0	0				0	0				0	0		0	0	0	
Westbound	Left	104	0	104	11		115	0	115	0%	0	115	0	115	0	115	0	115	
	Lt-Th		0	0				0	0				0	0		0	0	0	
	Thru	60	0	0	6	19	85	0	0	0%	0	85	0	0	0	85	0	0	
	Th-Rt		0	0				0	0				0	0		0	0	0	
Westbound	Right	93	0	93	10		103	0	103	0%	0	103	0	103	0	103	0	103	
	Shared		1	257				1	303				1	303			1	303	
	Left	31	0	31	3		34	0	34	(7%)	6	40	0	40	-1	39	0	39	
	Lt-Th		0	0				0	0				0	0		0	0	0	
Westbound	Thru	65	0	0	7	17	89	0	0	0%	0	89	0	0	0	89	0	0	
	Th-Rt		0	0				0	0				0	0		0	0	0	
	Right	41	0	41	4		45	0	45	0%	0	45	0	45	0	45	0	45	
	Shared		1	137				1	168				1	174			1	173	
Critical Volumes:		North-South: 757			North-South: 878			North-South: 883			North-South: 882			North-South: 882			North-South: 882		
		East-West: 298			East-West: 348			East-West: 348			East-West: 348			East-West: 348			East-West: 348		
		Total: 1055			Total: 1226			Total: 1231			Total: 1230			Total: 1230			Total: 1230		
Volume/capacity (v/c) ratio:		0.703			0.817			0.821			0.820								
v/c less ATSAC adjustment:		0.603			0.717			0.721			0.670								
Level of Service (LOS):		<b>B</b>			<b>C</b>			<b>C</b>			<b>B</b>								

**PROJECT IMPACT**

Filename: \\olcnas1\olcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 B- adj(-15%)+ I-S CREDITS.xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.004	Δv/c after mitigation:	-0.047
Significantly impacted?	NO	Fully mitigated?	N/A



Intersection No. 4		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Fulton Way</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Erwin St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			+ 2.0% Ambient Growth				<input type="checkbox"/> Adjacent				Opposed Phasing: 0					
PM Peak: 5:00 PM		Counts			= Total				Total				Adjusted					
		Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	
Northbound	Left	25	1	25	3		28	1	28	0%	0	28	1	28	0	28	1	28
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0	0	0
	Thru	582	1	309	61	54	697	1	368	6%	41	738	1	413	-6	731	1	406
	Th-Rt		1	309			368	1	368			413	1	413		406	1	406
Southbound	Right	36	0	0	4		40	0	0	7%	48	88	0	0	-7	81	0	0
	Shared		0	0			0	0	0		0	0	0	0	0	0	0	0
	Left	31	1	31	3		34	1	34	0%	0	34	1	34	0	34	1	34
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0	0	0
Eastbound	Thru	413	1	440	43	62	518	1	548	(6%)	87	605	1	635	-13	592	1	622
	Th-Rt		1	440			548	1	548			635	1	635		622	1	622
	Right	27	0	0	3		30	0	0	0%	0	30	0	0	0	30	0	0
	Shared		0	0			0	0	0		0	0	0	0	0	0	0	0
Westbound	Left	27	0	27	3		30	0	30	0%	0	30	0	30	0	30	0	30
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0	0	0
	Thru	23	0	0	2	20	45	0	0	0%	0	45	0	0	0	45	0	0
	Th-Rt		0	0			0	0	0		0	0	0	0	0	0	0	0
Southbound	Right	33	0	33	3		36	0	36	0%	0	36	0	36	0	36	0	36
	Shared		1	83			112	1	112			112	1	112	0	112	1	112
	Left	15	0	15	2		17	0	17	(7%)	101	118	0	118	-15	102	0	102
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0	0	0
Westbound	Thru	11	0	0	1	25	37	0	0	0%	0	37	0	0	0	37	0	0
	Th-Rt		0	0			0	0	0		0	0	0	0	0	0	0	0
	Right	31	0	31	3		34	0	34	0%	0	34	0	34	0	34	0	34
	Shared		1	57			88	1	88			189	1	189	0	174	1	174
Critical Volumes:		North-South: 465			North-South: 575				North-South: 662				North-South: 649					
		East-West: 114			East-West: 146				East-West: 229				East-West: 214					
		Total: 579			Total: 721				Total: 892				Total: 863					
Volume/capacity (v/c) ratio:		0.386			0.481				0.594				0.576					
v/c less ATSAC adjustment:		0.286			0.381				0.494				0.426					
Level of Service (LOS):		<b>A</b>			<b>A</b>				<b>A</b>				<b>A</b>					

**PROJECT IMPACT**

Filename: \\olcnas1\olcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 B- adj(-15%)+ I-S CREDITS.xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project: 0.113  
 Significantly impacted? NO  
 Δv/c after mitigation: 0.045  
 Fully mitigated? N/A



<b>Intersection No. 5</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>			<b>2013, WITH PROJECT</b>			<b>2013, WITH TRAFFIC MITIGATION</b>				
North/South Street: <b>Fulton Way</b>		Critical Phases: 2 Capacity: 1500			Critical Phases: 2 Capacity: 1500			Project: THE PLAZA AT THE GLEN			Critical Phases: 2 Capacity: 1500				
East/West Street: <b>Oxnard St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%			<input type="checkbox"/> Adjacent			Signal System: 3 v/c reduction: 15%				
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0			AM			Opposed Phasing: 0				
AM Peak: 7:30 AM								PM							
		Counts	Lane		Ambient	+ Related	= Total		In	Out	Total	Adjusted	Total	Lane	
		Volume	Volumes		Growth	Projects	Volume	Lanes	Volume	Lanes	Volume	Volume	Volume	Volumes	
Northbound	Left	47	1	47	5		52	1	52	0%	0	52	1	52	0
	Lt-Th		0	0			0	0	0		0	0	0	0	0
	Thru	335	2	167	35	20	389	2	195	8%	68	457	2	229	-10
	Th-Rt		0	0			0	0	0		0	0	0	0	0
Southbound	Right	121	1	12	13		134	1	14	0%	0	134	1	14	0
	Shared		0	0			0	0	0		0	0	0	0	0
	Left	111	1	111	12		123	1	123	0%	0	123	1	123	0
	Lt-Th		0	0			0	0	0		0	0	0	0	0
Eastbound	Thru	482	1	482	50	36	569	1	569	(8%)	7	576	1	576	-1
	Th-Rt		0	0			0	0	0		0	0	0	0	0
	Right	52	1	36	5	3	60	1	40	(5%)	4	64	1	22	-1
	Shared		0	0			0	0	0		0	0	0	0	0
Westbound	Left	33	1	33	3	4	40	1	40	5%	43	83	1	83	-6
	Lt-Th		0	0			0	0	0		0	0	0	0	0
	Thru	732	1	422	76	37	846	1	484	0%	0	846	1	484	0
	Th-Rt		1	422			484	1	484	0%	0	484	1	484	0
Westbound	Right	111	0	0	12		123	0	0	0%	0	123	0	0	0
	Shared		0	0			0	0	0		0	0	0	0	0
	Left	217	1	217	23		240	1	240	0%	0	240	1	240	0
	Lt-Th		0	0			0	0	0		0	0	0	0	0
Westbound	Thru	1063	1	569	111	31	1204	1	644	0%	0	1204	1	644	0
	Th-Rt		1	569			644	1	644	0%	0	644	1	644	0
	Right	75	0	0	8		83	0	0	0%	0	83	0	0	0
	Shared		0	0			0	0	0		0	0	0	0	0
Critical Volumes:		North-South: 529 East-West: 639 Total: 1168			North-South: 620 East-West: 724 Total: 1345			North-South: 627 East-West: 727 Total: 1354			North-South: 626 East-West: 724 Total: 1350				
Volume/capacity (v/c) ratio:		0.779			0.896			0.903			0.900				
v/c less ATSAC adjustment:		0.679			0.796			0.803			0.750				
Level of Service (LOS):		<b>B</b>			<b>C</b>			<b>D</b>			<b>C</b>				

**PROJECT IMPACT**

Change in v/c due to project:	0.007	Δv/c after mitigation:	-0.046
Significantly impacted?	NO	Fully mitigated?	N/A





Intersection No. 5		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Fulton Way</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Oxnard St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			+ 2.0% Ambient Growth				<input type="checkbox"/> Adjacent				Opposed Phasing: 0					
PM Peak: 5:00 PM		Counts			= Total				+ Project				Adjusted					
		Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	Volume	Lanes	Volume	Volume	Lanes	Volume	Volume	Lanes	Volume	Lanes	Volume	
Northbound	Left	50	1	50	5		55	1	55	0%	0	55	1	55	0	55	1	55
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	439	2	219	46	42	526	2	263	8%	54	580	2	290	-8	572	2	286
	Th-Rt		0	0			0	0	0			0	0	0		0	0	0
Southbound	Right	65	1	8	7		72	1	9	0%	0	72	1	9	0	72	1	9
	Shared		0	0			0	0	0			0	0	0		0	0	0
	Left	78	1	78	8		86	1	86	0%	0	86	1	86	0	86	1	86
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
Eastbound	Thru	273	1	273	28	49	351	1	351	(8%)	115	466	1	466	-17	449	1	449
	Th-Rt		0	0			0	0	0			0	0	0		0	0	0
	Right	48	1	35	5	11	64	1	44	(5%)	72	136	1	99	-11	125	1	91
	Shared		0	0			0	0	0			0	0	0		0	0	0
Westbound	Left	27	1	27	3	10	39	1	39	5%	34	73	1	73	-5	68	1	68
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	1106	1	556	115	46	1267	1	637	0%	0	1267	1	637	0	1267	1	637
	Th-Rt		1	556			1	637				1	637				1	637
Westbound	Right	7	0	0	1		8	0	0	0%	0	8	0	0	0	8	0	0
	Shared		0	0			0	0	0			0	0	0		0	0	0
	Left	114	1	114	12		126	1	126	0%	0	126	1	126	0	126	1	126
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
Westbound	Thru	1047	1	566	109	53	1208	1	652	0%	0	1208	1	652	0	1208	1	652
	Th-Rt		1	566			1	652				1	652				1	652
	Right	86	0	0	9		95	0	0	0%	0	95	0	0	0	95	0	0
	Shared		0	0			0	0	0			0	0	0		0	0	0
Critical Volumes:		North-South: 323 East-West: 671 Total: 994			North-South: 406 East-West: 763 Total: 1169				North-South: 521 East-West: 763 Total: 1284				North-South: 504 East-West: 763 Total: 1267					
Volume/capacity (v/c) ratio:		0.663			0.780				0.856				0.845					
v/c less ATSAC adjustment:		0.563			0.680				0.756				0.695					
Level of Service (LOS):		<b>A</b>			<b>B</b>				<b>C</b>				<b>B</b>					

**PROJECT IMPACT**

Filename: \\Olcnas\Olcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 B- adj(-15%)+ I-S CREDITS.xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.076	Δv/c after mitigation:	0.015
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 6		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Coldwater Canyon Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Oxnard St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0					
AM Peak: 7:30 AM									PM									
		Counts		Lane Volume	Ambient Growth	+ Related Projects	= Total		+ Project Volume	= Total		Adjusted Volume	Total		Lane Volume			
		Volume	Lanes				Volume	Lanes		Volume	Lanes		Volume	Lanes		Volume	Lanes	
Northbound	Left	59	1	59	6	4	69	1	69	4%	34	103	1	103	-5	98	1	98
	Lt-Th		0	0			0	0				0	0		0	0	0	
	Thru	492	1	278	51	18	561	1	316	4%	34	595	1	333	-5	590	1	330
	Th-Rt		1	278			1	316				1	333		1	330		
Southbound	Right	64	0	0	7		71	0	0	0%	0	71	0	0	0	71	0	0
	Shared		0	0			0	0				0	0		0	0	0	
	Left	57	1	57	6		63	1	63	(7%)	6	69	1	69	-1	68	1	68
	Lt-Th		0	0			0	0				0	0		0	0	0	
Eastbound	Thru	616	1	389	64	60	740	1	460	(4%)	3	743	1	461	0	743	1	461
	Th-Rt		1	389			1	460				1	461		1	461		
	Right	162	0	0	17		179	0	0	0%	0	179	0	0	0	179	0	0
	Shared		0	0			0	0				0	0		0	0	0	
Westbound	Left	90	1	90	9		99	1	99	0%	0	99	1	99	0	99	1	99
	Lt-Th		0	0			0	0				0	0		0	0	0	
	Thru	765	1	463	80	40	885	1	532	0%	0	885	1	534	0	885	1	533
	Th-Rt		1	463			1	532				1	534		1	533		
Westbound	Right	160	0	0	17	3	180	0	0	(4%)	3	183	0	0	0	182	0	0
	Shared		0	0			0	0				0	0		0	0	0	
	Left	96	1	96	10		106	1	106	0%	0	106	1	106	0	106	1	106
	Lt-Th		0	0			0	0				0	0		0	0	0	
Westbound	Thru	1093	1	576	114	35	1242	1	653	0%	0	1242	1	683	0	1242	1	679
	Th-Rt		1	576			1	653				1	683		1	679		
	Right	58	0	0	6		64	0	0	7%	60	124	0	0	-9	115	0	0
	Shared		0	0			0	0				0	0		0	0	0	
Critical Volumes:		North-South: 448			North-South: 529				North-South: 564				North-South: 559					
		East-West: 666			East-West: 752				East-West: 782				East-West: 778					
		Total: 1114			Total: 1281				Total: 1347				Total: 1337					
Volume/capacity (v/c) ratio:		0.743			0.854				0.898				0.891					
v/c less ATSAC adjustment:		0.643			0.754				0.798				0.741					
Level of Service (LOS):		<b>B</b>			<b>C</b>				<b>C</b>				<b>C</b>					

### PROJECT IMPACT

Change in v/c due to project:	0.044	Δv/c after mitigation:	-0.013
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 6		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Coldwater Canyon Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Oxnard St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0					
PM Peak: 5:00 PM		Counts			+ 2.0%				PM				Adjusted					
		Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	64	1	64	7	10	81	1	81	4%	27	108	1	108	-4	104	1	104
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	
	Thru	516	1	308	54	31	601	1	355	4%	27	628	1	369	-4	624	1	367
	Th-Rt		1	308			355	1	355			369	1	369		367	1	367
Southbound	Right	99	0	0	10		109	0	0	0%	0	109	0	0	0	109	0	0
	Shared		0	0			0	0	0		0	0	0	0	0	0	0	
	Left	69	1	69	7		77	1	77	(7%)	101	178	1	178	-15	162	1	162
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	
Eastbound	Thru	431	1	273	45	70	546	1	337	(4%)	58	604	1	366	-9	596	1	361
	Th-Rt		1	273			337	1	337			366	1	366		361	1	361
	Right	115	0	0	12		127	0	0	0%	0	127	0	0	0	127	0	0
	Shared		0	0			0	0	0		0	0	0	0	0	0	0	
Westbound	Left	87	1	87	9		96	1	96	0%	0	96	1	96	0	96	1	96
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	
	Thru	991	1	519	103	57	1152	1	607	0%	0	1152	1	636	0	1152	1	632
	Th-Rt		1	519			607	1	607			636	1	636		632	1	632
Westbound	Right	47	0	0	5	11	63	0	0	(4%)	58	121	0	0	-9	112	0	0
	Shared		0	0			0	0	0		0	0	0	0	0	0	0	
	Left	59	1	59	6		65	1	65	0%	0	65	1	65	0	65	1	65
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	
Westbound	Thru	983	1	533	102	63	1149	1	620	0%	0	1149	1	644	0	1149	1	640
	Th-Rt		1	533			620	1	620			644	1	644		640	1	640
	Right	83	0	0	9		91	0	0	7%	48	139	0	0	-7	132	0	0
	Shared		0	0			0	0	0		0	0	0	0	0	0	0	
Critical Volumes:		North-South: 377			North-South: 432				North-South: 546				North-South: 529					
		East-West: 620			East-West: 716				East-West: 740				East-West: 736					
		Total: 997			Total: 1147				Total: 1286				Total: 1265					
Volume/capacity (v/c) ratio:		0.664			0.765				0.857				0.843					
v/c less ATSAC adjustment:		0.564			0.665				0.757				0.693					
Level of Service (LOS):		<b>A</b>			<b>B</b>				<b>C</b>				<b>B</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.092	Δv/c after mitigation:	0.028
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 7		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Whitsett Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Oxnard St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0					
AM Peak: 7:30 AM																		
		Counts	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	63	1	63	7		70	1	70	0%	0	70	1	70	0	70	1	70
	Lt-Th		0	0			0	0	0			0	0		0	0	0	
	Thru	466	1	309	49	62	577	1	372	4%	34	611	1	389	-5	606	1	387
	Th-Rt		1	309			372	1	372			1	389		1	387	1	387
Southbound	Right	152	0	0	16		168	0	0	0%	0	168	0	0	0	168	0	0
	Shared		0	0			0	0			0	0	0		0	0	0	
	Left	109	1	109	11		120	1	121	0%	0	120	1	121	0	120	1	121
	Lt-Th		0	0			0	0	0			0	0		0	0	0	
Eastbound	Thru	985	1	546	103	64	1152	1	635	(4%)	3	1155	1	636	0	1154	1	636
	Th-Rt		1	546			635	1	635			1	636		1	636	1	636
	Right	106	0	0	11		117	0	0	0%	0	117	0	0	0	117	0	0
	Shared		0	0			0	0			0	0	0		0	0	0	
Westbound	Left	83	1	83	9		91	1	91	0%	0	91	1	91	0	91	1	91
	Lt-Th		0	0			0	0	0			0	0		0	0	0	
	Thru	979	1	549	102	37	1118	1	624	(7%)	6	1124	1	627	-1	1123	1	627
	Th-Rt		1	549			624	1	624			1	627		1	627	1	627
Westbound	Right	118	0	0	12		131	0	0	0%	0	131	0	0	0	131	0	0
	Shared		0	0			0	0			0	0	0		0	0	0	
	Left	137	1	137	14		151	1	151	0%	0	151	1	151	0	151	1	151
	Lt-Th		0	0			0	0	0			0	0		0	0	0	
Westbound	Thru	1035	1	550	108	31	1174	1	623	7%	60	1234	1	653	-9	1225	1	648
	Th-Rt		1	550			623	1	623			1	653		1	648	1	648
	Right	64	0	0	7		71	0	0	0%	0	71	0	0	0	71	0	0
	Shared		0	0			0	0			0	0	0		0	0	0	
Critical Volumes:		North-South: 609 East-West: 685 Total: 1294			North-South: 704 East-West: 775 Total: 1480				North-South: 706 East-West: 778 Total: 1484				North-South: 706 East-West: 778 Total: 1483					
Volume/capacity (v/c) ratio:		0.863			0.986				0.989				0.989					
v/c less ATSAC adjustment:		0.763			0.886				0.889				0.839					
Level of Service (LOS):		<b>C</b>			<b>D</b>				<b>D</b>				<b>D</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.003	Δv/c after mitigation:	-0.047
Significantly impacted?	NO	Fully mitigated?	N/A



<b>Intersection No. 7</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>					
North/South Street: <b>Whitsett Ave</b>		Critical Phases: 2 Capacity: 1500			Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Oxnard St</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0					
PM Peak: 5:00 PM									PM									
		Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane		In	Out	Total	Adjusted	Total	Lane	Lane	
		Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume		Volume	Volume	Volume	Volume	Volume	Volume	Volume	
Northbound	Left	119	1	119	12		132	1	132	0%	0	132	1	132	0	132	1	132
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
	Thru	760	1	443	79	26	865	1	502	4%	27	892	1	515	-4	888	1	513
	Th-Rt		1	443			502	1	502			515	1	515		513	1	513
Southbound	Right	125	0	0	13		139	0	0	0%	0	139	0	0	0	139	0	0
	Shared		0	0			0	0	0			0	0	0	0	0	0	0
	Left	96	1	96	10		106	1	106	0%	0	106	1	106	0	106	1	106
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
Eastbound	Thru	457	1	253	48	30	535	1	294	(4%)	58	593	1	323	-9	584	1	319
	Th-Rt		1	253			294	1	294			323	1	323		319	1	319
	Right	49	0	0	5		54	0	0	0%	0	54	0	0	0	54	0	0
	Shared		0	0			0	0	0			0	0	0	0	0	0	0
Westbound	Left	95	1	95	10		105	1	105	0%	0	105	1	105	0	105	1	105
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
	Thru	1196	1	629	125	6	1327	1	697	(7%)	101	1428	1	748	-15	1413	1	740
	Th-Rt		1	629			697	1	697			748	1	748		740	1	740
Westbound	Right	61	0	0	6		68	0	0	0%	0	68	0	0	0	68	0	0
	Shared		0	0			0	0	0			0	0	0	0	0	0	0
	Left	155	1	155	16		171	1	171	0%	0	171	1	171	0	171	1	171
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
Westbound	Thru	1155	1	633	120	12	1287	1	705	7%	48	1335	1	729	-7	1328	1	726
	Th-Rt		1	633			705	1	705			729	1	729		726	1	726
	Right	112	0	0	12		124	0	0	0%	0	124	0	0	0	124	0	0
	Shared		0	0			0	0	0			0	0	0	0	0	0	0
Critical Volumes:		North-South: 539			North-South: 608				North-South: 621				North-South: 619					
		East-West: 784			East-West: 868				East-West: 919				East-West: 911					
		Total: 1322			Total: 1476				Total: 1540				Total: 1530					
Volume/capacity (v/c) ratio:		0.882			0.984				1.027				1.020					
v/c less ATSAC adjustment:		0.782			0.884				0.927				0.870					
Level of Service (LOS):		<b>C</b>			<b>D</b>				<b>E</b>				<b>D</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.043	Δv/c after mitigation:	-0.014
Significantly impacted?	YES	Fully mitigated?	YES



<b>Intersection No. 8</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>					
North/South Street: <b>Coldwater Canyon Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Burbank Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 15%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0					
AM Peak: 7:30 AM									PM									
		Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane		In	Out	Total	Adjusted	Total	Lane	Lane	
		Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume		Volume	Volume	Volume	Volume	Volume	Volume	Volume	
Northbound	Left	90	1	90	9		99	1	99	0%	0	99	1	99	0	99	1	99
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	329	1	203	34	18	382	1	236	8%	68	450	1	270	-10	440	1	265
	Th-Rt		1	203			1	236				1	270				1	265
Southbound	Right	78	0	0	8	4	90	0	0	0%	0	90	0	0	0	90	0	0
	Shared		0	0			0	0	0			0	0	0		0	0	0
	Left	52	1	52	5		57	1	57	0%	0	57	1	57	0	57	1	57
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
Eastbound	Thru	659	1	452	69	25	753	1	512	(8%)	7	760	1	515	-1	758	1	515
	Th-Rt		1	452			1	512				1	515				1	515
	Right	246	0	0	26		271	0	0	0%	0	271	0	0	0	271	0	0
	Shared		0	0			0	0	0			0	0	0		0	0	0
Westbound	Left	53	1	53	6		59	1	59	0%	0	59	1	59	0	59	1	59
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	850	2	425	88	81	1019	2	510	0%	0	1019	2	510	0	1019	2	510
	Th-Rt		0	0			0	0	0			0	0	0		0	0	0
Westbound	Right	37	1	0	4		41	1	0	0%	0	41	1	0	0	41	1	0
	Shared		0	0			0	0	0			0	0	0		0	0	0
	Left	153	1	153	16	17	186	1	186	0%	0	186	1	186	0	186	1	186
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
Westbound	Thru	1317	2	658	137	72	1526	2	763	0%	0	1526	2	763	0	1526	2	763
	Th-Rt		0	0			0	0	0			0	0	0		0	0	0
	Right	32	1	6	3		35	1	6	0%	0	35	1	6	0	35	1	6
	Shared		0	0			0	0	0			0	0	0		0	0	0
Critical Volumes:		North-South: 542			North-South: 611				North-South: 615				North-South: 614					
		East-West: 711			East-West: 822				East-West: 822				East-West: 822					
		Total: 1254			Total: 1433				Total: 1436				Total: 1436					
Volume/capacity (v/c) ratio:		0.836			0.955				0.957				0.957					
v/c less ATSAC adjustment:		0.736			0.855				0.857				0.807					
Level of Service (LOS):		<b>C</b>			<b>D</b>				<b>D</b>				<b>D</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.002	Δv/c after mitigation:	-0.048
Significantly impacted?	NO	Fully mitigated?	N/A

<b>Intersection No. 8</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>						
North/South Street: <b>Coldwater Canyon Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN						
East/West Street: <b>Burbank Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 15%						
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0						
PM Peak: 5:00 PM		Counts			+ 2.0%				PM				Adjusted						
		Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Volume	Total Volume	Lanes	Lane Volume		
Northbound	Left	109	1	109	11		120	1	121	0%	0	120	1	121	0	120	1	121	
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0	
	Thru	597	1	355	62	31	690	1	415	8%	54	744	1	442	-8	736	1	438	
	Th-Rt		1	355			415	1	415			1	442			1	438		
Southbound	Right	114	0	0	12	15	141	0	0	0%	0	141	0	0	0	141	0	0	
	Shared		0	0			0	0	0			0	0	0		0	0	0	
	Left	34	1	34	4		37	1	37	0%	0	37	1	37	0	37	1	37	
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0	
Eastbound	Thru	378	1	245	39	26	444	1	283	(8%)	115	559	1	341	-17	542	1	332	
	Th-Rt		1	245			283	1	283			1	341			1	332		
	Right	111	0	0	12		123	0	0	0%	0	123	0	0	0	123	0	0	
	Shared		0	0			0	0	0			0	0	0		0	0	0	
Westbound	Left	109	1	109	11		120	1	121	0%	0	120	1	121	0	120	1	121	
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0	
	Thru	949	2	474	99	157	1204	2	602	0%	0	1204	2	602	0	1204	2	602	
	Th-Rt		0	0			0	0	0			0	0	0		0	0	0	
Southbound	Right	66	1	11	7		73	1	13	0%	0	73	1	13	0	73	1	13	
	Shared		0	0			0	0	0			0	0	0		0	0	0	
	Left	90	1	90	9	7	106	1	106	0%	0	106	1	106	0	106	1	106	
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0	
Westbound	Thru	910	2	455	95	108	1113	2	556	0%	0	1113	2	556	0	1113	2	556	
	Th-Rt		0	0			0	0	0			0	0	0		0	0	0	
	Right	20	1	3	2		23	1	4	0%	0	23	1	4	0	23	1	4	
	Shared		0	0			0	0	0			0	0	0		0	0	0	
Critical Volumes:		North-South: 389			North-South: 453			North-South: 480			North-South: 476								
		East-West: 564			East-West: 708			East-West: 708			East-West: 708								
		Total: 953			Total: 1161			Total: 1188			Total: 1184								
Volume/capacity (v/c) ratio:		0.635			0.774			0.792			0.789								
v/c less ATSAC adjustment:		0.535			0.674			0.692			0.639								
Level of Service (LOS):		<b>A</b>			<b>B</b>			<b>B</b>			<b>B</b>								

**PROJECT IMPACT**

Change in v/c due to project:	0.018	Δv/c after mitigation:	-0.035
Significantly impacted?	NO	Fully mitigated?	N/A

**THE PLAZA @ THE GLEN**

**MITIGATION OPTION**

**PACKAGE 3**



**THE PLAZA @ THE GLEN**

**WITH PROJECT ONLY**

## Project: THE PLAZA AT THE GLEN

DOT Case Number:  
 Year of counts: 2008  
 Project buildout: 2013  
 Ambient growth: 2.0% per year

Project Trip Generation	Adjacent to Project			Not Adjacent		
	In	Out	Total	In	Out	Total
AM Peak Hour	892	245	1137	887	257	1144
PM Peak Hour	540	1139	1679	566	1146	1712

Filename: \\Otcnas\Otcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMA Calc 3.9 A - adj(-15%).xls

### Level of Service and Volume to Capacity Ratio Summary

No.	Intersection	Peak Hour	Existing (2008)		Cumulative Base		Future with project		Project Impact		After mitigation		
			v/c	LOS	v/c	LOS	v/c	LOS	Δ v/c	significant?	v/c	Δ v/c	mitigated?
1	Fulton Av & Sherman Way	AM	0.484	A	0.574	A	0.580	A	0.006	NO	0.579	0.005	N/A
		PM	0.634	B	0.785	C	0.807	D	<b>0.022</b>	<b>YES</b>	0.778	-0.007	YES
2	Coldwater Canyon Av & Sherman Way	AM	0.595	A	0.695	B	0.731	C	0.036	NO	0.726	0.031	N/A
		PM	0.570	A	0.672	B	0.718	C	<b>0.046</b>	<b>YES</b>	0.659	-0.013	YES
3	Whitsett Ave & Sherman Way	AM	0.766	C	0.913	E	0.926	E	<b>0.013</b>	<b>YES</b>	0.876	-0.037	YES
		PM	0.769	C	0.911	E	0.953	E	<b>0.042</b>	<b>YES</b>	0.894	-0.017	YES
4	Woodman Ave & Vanowen St	AM	0.853	D	0.980	E	1.004	F	<b>0.024</b>	<b>YES</b>	0.957	-0.023	YES
		PM	0.798	C	0.938	E	0.953	E	<b>0.015</b>	<b>YES</b>	0.945	0.007	YES
5	Fulton Ave & Vanowen St	AM	0.638	B	0.752	C	0.793	C	<b>0.041</b>	<b>YES</b>	0.787	0.035	YES
		PM	0.609	B	0.751	C	0.800	C	<b>0.049</b>	<b>YES</b>	0.793	<b>0.042</b>	<b>NO</b>
6	Coldwater Canyon Av & Vanowen St	AM	0.617	B	0.725	C	0.793	C	<b>0.068</b>	<b>YES</b>	0.742	0.017	YES
		PM	0.710	C	0.841	D	0.873	D	<b>0.032</b>	<b>YES</b>	0.855	0.014	YES
7	Whitsett Av & Vanowen St	AM	0.728	C	0.847	D	0.861	D	0.014	NO	0.859	0.012	N/A
		PM	0.731	C	0.866	D	0.918	E	<b>0.052</b>	<b>YES</b>	0.854	-0.012	YES
8	Coldwater Canyon Av & Hamlin St	AM	0.814	D	0.909	E	0.985	E	<b>0.076</b>	<b>YES</b>	0.969	<b>0.060</b>	<b>NO</b>
		PM	0.777	C	0.917	E	1.031	F	<b>0.114</b>	<b>YES</b>	0.983	<b>0.066</b>	<b>NO</b>
9	Woodman Av & Victory Blvd	AM	0.859	D	0.995	E	1.026	F	<b>0.031</b>	<b>YES</b>	0.942	-0.053	YES
		PM	0.897	D	1.086	F	1.144	F	<b>0.058</b>	<b>YES</b>	1.081	-0.005	YES
10	Fulton Ave & Victory Blvd	AM	0.639	B	0.763	C	0.856	D	<b>0.093</b>	<b>YES</b>	0.814	<b>0.051</b>	<b>NO</b>
		PM	0.635	B	0.818	D	0.916	E	<b>0.098</b>	<b>YES</b>	0.884	<b>0.066</b>	<b>NO</b>
11	Ethel Av & Victory Blvd	AM	0.407	A	0.505	A	0.708	C	<b>0.203</b>	<b>YES</b>	0.581	<b>0.076</b>	<b>NO</b>
		PM	0.517	A	0.680	B	1.022	F	<b>0.342</b>	<b>YES</b>	0.823	0.143	YES
12	Morse Ave & Victory Blvd	AM	0.633	B	0.741	C	0.963	E	<b>0.222</b>	<b>YES</b>	0.617	-0.124	YES
		PM	0.620	B	0.789	C	1.165	F	<b>0.376</b>	<b>YES</b>	0.736	-0.053	YES
13	Coldwater Canyon Av & Victory Blvd	AM	0.778	C	0.910	E	1.053	F	<b>0.143</b>	<b>YES</b>	0.922	<b>0.012</b>	<b>NO</b>
		PM	0.779	C	1.000	E	1.244	F	<b>0.244</b>	<b>YES</b>	1.060	<b>0.060</b>	<b>NO</b>
14	Whitsett Av & Victory Blvd	AM	0.720	C	0.856	D	0.936	E	<b>0.080</b>	<b>YES</b>	0.922	<b>0.066</b>	<b>NO</b>
		PM	0.853	D	1.058	F	1.128	F	<b>0.070</b>	<b>YES</b>	1.063	0.005	YES
15	170 FWY SB (North Side) & Victory Blvd	AM	0.563	A	0.666	B	0.701	C	0.035	NO	0.695	0.029	N/A
		PM	0.674	B	0.856	D	0.878	D	<b>0.022</b>	<b>YES</b>	0.875	0.019	YES
16	170 FWY SB (South Side) & Victory Blvd	AM	1.202	F	1.396	F	1.412	F	<b>0.016</b>	<b>YES</b>	0.826	-0.570	YES
		PM	0.852	D	1.108	F	1.178	F	<b>0.070</b>	<b>YES</b>	0.926	-0.182	YES



Intersection No. 1		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>Fulton Av</b>		Critical Phases: 2 Capacity: 1500		Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500						
East/West Street: <b>Sherman Way</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 10%						
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				AM				Opposed Phasing: 0						
AM Peak: 7:30 AM								PM										
		Counts	Lane	Ambient	+ Related	= Total	Lane	+ Project	= Total	Lane	Adjusted	Total	Lane					
		Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume					
Northbound	Left	151	1	151	16		167	1	167	(3%)	8	175	1	175	-1	173	1	173
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	66	1	66	7	19	92	1	92	0%	0	92	1	92	0	92	1	92
	Th-Rt		0	0			0	0	0			0	0	0		0	0	0
	Right	159	1	159	17		176	1	176	0%	0	176	1	176	0	176	1	176
Shared		0	0			0	0	0			0	0	0		0	0	0	
Southbound	Left	30	1	30	3		33	1	33	0%	0	33	1	33	0	33	1	33
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	42	1	69	4	24	70	1	101	0%	0	70	1	101	0	70	1	101
	Th-Rt		0	0			0	0	0			0	0	0		0	0	0
	Right	28	0	0	3		30	0	0	0%	0	30	0	0	0	30	0	0
Shared		0	0			0	0	0			0	0	0		0	0	0	
Eastbound	Left	44	1	44	5		48	1	48	0%	0	48	1	48	0	48	1	48
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	1517	3	506	158	62	1737	3	579	0%	0	1737	3	579	0	1737	3	579
	Th-Rt		0	0			0	0	0			0	0	0		0	0	0
	Right	137	1	137	14		151	1	151	3%	27	178	1	178	-4	174	1	174
Shared		0	0			0	0	0			0	0	0		0	0	0	
Westbound	Left	150	1	150	16		166	1	166	0%	0	166	1	166	0	166	1	166
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	1136	2	568	118	114	1369	2	684	0%	0	1369	2	684	0	1369	2	684
	Th-Rt		0	0			0	0	0			0	0	0		0	0	0
	Right	79	1	79	8		87	1	87	0%	0	87	1	87	0	87	1	87
Shared		0	0			0	0	0			0	0	0		0	0	0	
Critical Volumes:		North-South: 220					North-South: 267				North-South: 275			North-South: 274				
		East-West: 656					East-West: 744				East-West: 744			East-West: 744				
		Total: 876					Total: 1012				Total: 1020			Total: 1018				
Volume/capacity (v/c) ratio:		0.584						0.674						0.680		0.679		
v/c less ATSAC adjustment:		0.484						0.574						0.580		0.579		
Level of Service (LOS):		<b>A</b>						<b>A</b>						<b>A</b>		<b>A</b>		

**PROJECT IMPACT**

Change in v/c due to project:	0.006	Δv/c after mitigation:	0.005
Significantly impacted?	NO	Fully mitigated?	N/A



Intersection No. 1		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>Fulton Av</b>		Critical Phases: 2 Capacity: 1500		Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500						
East/West Street: <b>Sherman Way</b>		Signal System: 3 v/c reduction: 10%		from year: 2008 to year: 2013 + 2.0% Ambient Growth				<input type="checkbox"/> Adjacent AM 887 257 1144 PM 566 1146 1712				Signal System: 3 v/c reduction: 10%						
Analysis Date: 07/30/2008 PM Peak: 5:00 PM		Opposed Phasing: 0		Opposed Phasing: 0								Opposed Phasing: 0						
	Counts	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	
																		+ Project Volume
Northbound	Left	212	1	212	22	234	1	234	(3%)	34	268	1	268	-5	263	1	263	
	Lt-Th		0	0		0	0	0		0	0	0	0		0	0	0	
	Thru	58	1	58	6	40	104	1	104	0%	0	104	1	104	0	104	1	104
	Th-Rt		0	0		0	0	0		0	0	0	0		0	0	0	
	Right	169	1	169	18	187	1	187	0%	0	187	1	187	0	187	1	187	
Shared		0	0		0	0	0		0	0	0	0		0	0	0		
Southbound	Left	61	1	61	6	68	1	68	0%	0	68	1	68	0	68	1	68	
	Lt-Th		0	0		0	0	0		0	0	0	0		0	0	0	
	Thru	58	1	100	6	53	117	1	163	0%	0	117	1	163	0	117	1	163
	Th-Rt		0	0		0	0	0		0	0	0	0		0	0	0	
	Right	42	0	0	4	46	0	0	0%	0	46	0	0	0	46	0	0	
Shared		0	0		0	0	0		0	0	0	0		0	0	0		
Eastbound	Left	11	1	11	1	12	1	12	0%	0	12	1	12	0	12	1	12	
	Lt-Th		0	0		0	0	0		0	0	0	0		0	0	0	
	Thru	1346	2	673	140	115	1602	2	801	0%	0	1602	2	801	0	1602	3	534
	Th-Rt		0	0		0	0	0		0	0	0	0		0	0	0	
	Right	155	1	155	16	171	1	171	3%	17	188	1	188	-3	186	1	186	
Shared		0	0		0	0	0		0	0	0	0		0	0	0		
Westbound	Left	116	1	116	12	128	1	128	0%	0	128	1	128	0	128	1	128	
	Lt-Th		0	0		0	0	0		0	0	0	0		0	0	0	
	Thru	1513	2	520	157	86	1756	2	603	0%	0	1756	2	603	0	1756	2	878
	Th-Rt		1	520		1	603	1	603	0%	0	603	1	603	0	603	1	603
	Right	47	0	0	5	52	0	0	0%	0	52	0	0	0	52	1	52	
Shared		0	0		0	0	0		0	0	0	0		0	0	0		
Critical Volumes:		North-South: 312		North-South: 398		North-South: 432		North-South: 427		East-West: 789		East-West: 929		East-West: 890		Total: 1102	Total: 1317	
Volume/capacity (v/c) ratio:		0.734		0.885		0.907		0.878		v/c less ATSAC adjustment:	0.634	0.785		0.778		Level of Service (LOS):	<b>B</b>	
																	<b>C</b>	

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.022	Δv/c after mitigation:	-0.007
Significantly impacted?	YES	Fully mitigated?	YES

Intersection No. 2		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION								
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 2 Capacity: 1500		Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500								
East/West Street: <b>Sherman Way</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 10%								
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				AM In Out Total				Opposed Phasing: 0								
AM Peak: 7:30 AM		Counts		+ 2.0% Ambient Growth		+ Related Projects		= Total		+ Project		= Total		Adjusted Volume		Total Volume				
		Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes			
Northbound	Left	117	1	117		12		130	1	130	0%	0	130	1	130	0	130	1	130	
	Lt-Th		0	0				0	0	0		0	0	0	0	0	0	0	0	
	Thru	445	1	279		46	13	504	1	315	(6%)	15	519	1	327		-2	517	2	258
	Th-Rt		1	279				1	315				1	327				0	0	0
	Right	113	0	0		12	1	126	0	0	(3%)	8	134	0	0		-1	133	1	133
Shared		0	0				0	0				0	0				0	0	0	
Southbound	Left	73	1	73		8	1	82	1	82	0%	0	82	1	82		0	82	1	82
	Lt-Th		0	0				0	0			0	0	0	0		0	0	0	0
	Thru	525	1	322		55	40	620	1	376	6%	53	673	1	402		-8	665	1	398
	Th-Rt		1	322				1	376				1	402				1	398	1
	Right	119	0	0		12		132	0	0	0%	0	132	0	0		0	132	0	0
Shared		0	0				0	0				0	0				0	0	0	
Eastbound	Left	99	1	99		10		109	1	109	0%	0	109	1	109		0	109	1	109
	Lt-Th		0	0				0	0			0	0	0	0		0	0	0	0
	Thru	1398	2	501		146	62	1606	2	574	0%	0	1606	2	574		0	1606	2	574
	Th-Rt		1	501				1	574				1	574				1	574	1
	Right	105	0	0		11		116	0	0	0%	0	116	0	0		0	116	0	0
Shared		0	0				0	0				0	0				0	0	0	
Westbound	Left	102	1	102		11	1	114	1	114	3%	27	141	1	141		-4	137	1	137
	Lt-Th		0	0				0	0			0	0	0	0		0	0	0	0
	Thru	1261	2	457		131	114	1506	2	543	0%	0	1506	2	543		0	1506	2	543
	Th-Rt		1	457				1	543				1	543				1	543	1
	Right	111	0	0		12	1	124	0	0	0%	0	124	0	0		0	124	0	0
Shared		0	0				0	0				0	0				0	0	0	
Critical Volumes:		North-South: 440		North-South: 505				North-South: 532				North-South: 528								
		East-West: 603		East-West: 688				East-West: 715				East-West: 711								
		Total: 1043		Total: 1193				Total: 1246				Total: 1238								
Volume/capacity (v/c) ratio:		0.695		0.795				0.831				0.826								
v/c less ATSAC adjustment:		0.595		0.695				0.731				0.726								
Level of Service (LOS):		<b>A</b>		<b>B</b>				<b>C</b>				<b>C</b>								

### PROJECT IMPACT

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.036	Δv/c after mitigation:	0.031
Significantly impacted?	NO	Fully mitigated?	N/A

Intersection No. 2		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION				
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 2 Capacity: 1500		Apply ambient growth: from year: 2008 to year: 2013 + 2.0% Ambient Growth				Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				
East/West Street: <b>Sherman Way</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Critical Phases: 2 Capacity: 1500				
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				AM 887 257 1144				Signal System: 3				
PM Peak: 5:00 PM								PM 566 1146 1712				v/c reduction: 10%				
		Counts	Lane	Ambient	+ Related	= Total	Lane	+ Project	Total	Total	Total	Adjusted	Total	Lane	Lane	
		Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	
Northbound	Left	112	1	112	12		124	1	124	0%	0	124	1	124	0	124
	Lt-Th		0	0			0	0	0			0	0	0	0	0
	Thru	515	1	314	54	15	584	1	355	(6%)	69	653	1	406	-10	321
	Th-Rt		1	314			1	355				1	406		0	0
	Right	113	0	0	12	1	126	0	0	(3%)	34	160	0	0	-5	155
Shared		0	0			0	0	0			0	0	0	0	0	0
Southbound	Left	121	1	121	13	1	135	1	135	0%	0	135	1	135	0	135
	Lt-Th		0	0			0	0	0			0	0	0	0	0
	Thru	369	1	259	38	63	471	1	318	6%	34	505	1	335	-5	332
	Th-Rt		1	259			1	318				1	335		1	332
	Right	149	0	0	15		164	0	0	0%	0	164	0	0	0	0
Shared		0	0			0	0	0			0	0	0	0	0	0
Eastbound	Left	124	1	124	13		137	1	137	0%	0	137	1	137	0	137
	Lt-Th		0	0			0	0	0			0	0	0	0	0
	Thru	1292	2	469	135	115	1542	2	556	0%	0	1542	2	556	0	556
	Th-Rt		1	469			1	556				1	556		1	556
	Right	114	0	0	12		126	0	0	0%	0	126	0	0	0	0
Shared		0	0			0	0	0			0	0	0	0	0	0
Westbound	Left	101	1	101	11	1	112	1	112	3%	17	129	1	129	-3	127
	Lt-Th		0	0			0	0	0			0	0	0	0	0
	Thru	1209	2	431	126	86	1421	2	505	0%	0	1421	2	505	0	505
	Th-Rt		1	431			1	505				1	505		1	505
	Right	85	0	0	9	1	94	0	0	0%	0	94	0	0	0	0
Shared		0	0			0	0	0			0	0	0	0	0	0
Critical Volumes:		North-South: 436					North-South: 490			North-South: 541			North-South: 456			
		East-West: 570					East-West: 668			East-West: 685			East-West: 683			
		Total: 1005					Total: 1158			Total: 1227			Total: 1139			
Volume/capacity (v/c) ratio:		0.670						0.772				0.818				
v/c less ATSAC adjustment:		0.570						0.672				0.718				
Level of Service (LOS):		<b>A</b>						<b>B</b>				<b>C</b>				

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.046	Δv/c after mitigation:	-0.013
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 3		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION									
North/South Street: <b>Whitsett Ave</b>		Critical Phases: 3 Capacity: 1425		Apply ambient growth: from year: 2008 to year: 2013 + 2.0% Ambient Growth				Critical Phases: 3 Capacity: 1425				Project: THE PLAZA AT THE GLEN									
East/West Street: <b>Sherman Way</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Critical Phases: 3 Capacity: 1425									
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				AM In Out Total 887 257 1144				Signal System: 3									
AM Peak: 7:30 AM		Counts		= Total				PM In Out Total 566 1146 1712				v/c reduction: 10%									
		Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes				
Northbound	Left	79	1	79		87	1	87	0%	0	87	1	87	0	87	1	87				
	Lt-Th		0	0		0	0	0			0	0	0		0	0	0				
	Thru	408	1	265	42	53	503	1	319	(7%)	18	521	1	329	-3	519	2	259			
	Th-Rt		1	265			319	1	319			1	329		0	0	0	0			
	Right	121	0	0	13		134	0	0	(1%)	3	137	0	0	0	137	1	137			
Shared		0	0			0	0	0			0	0	0	0	0	0	0				
Southbound	Left	384	2	211	40	6	429	2	236	0%	0	429	2	236	0	429	2	236			
	Lt-Th		0	0			0	0			0	0	0		0	0	0	0			
	Thru	454	1	260	47	45	546	1	311	7%	62	608	1	347	-9	599	1	341			
	Th-Rt		1	260			311	1	311			1	347		0	0	0	0			
	Right	66	0	0	7	3	76	0	0	1%	9	85	0	0	-1	84	0	0			
Shared		0	0			0	0	0			0	0	0	0	0	0	0				
Eastbound	Left	88	1	88	9	12	109	1	109	(1%)	3	112	1	112	0	111	1	111			
	Lt-Th		0	0			0	0			0	0	0		0	0	0	0			
	Thru	1471	2	517	153	58	1682	2	590	(2%)	5	1687	2	592	-1	1686	2	592			
	Th-Rt		1	517			590	1	590			1	592		0	0	0	0			
	Right	81	0	0	8		89	0	0	0%	0	89	0	0	0	89	0	0			
Shared		0	0			0	0	0			0	0	0	0	0	0	0				
Westbound	Left	134	1	134	14	1	149	1	149	1%	9	158	1	158	-1	156	1	156			
	Lt-Th		0	0			0	0			0	0	0		0	0	0	0			
	Thru	1684	2	670	175	118	1977	2	779	2%	18	1995	2	785	-3	1993	2	784			
	Th-Rt		1	670			779	1	779			1	785		0	0	0	0			
	Right	326	0	0	34		360	0	0	0%	0	360	0	0	0	360	0	0			
Shared		0	0			0	0	0			0	0	0	0	0	0	0				
Critical Volumes:		North-South: 476	East-West: 758		Total: 1233		North-South: 555	East-West: 888		Total: 1443		North-South: 565	East-West: 897		Total: 1463		North-South: 496	East-West: 896		Total: 1391	
Volume/capacity (v/c) ratio:		0.866		1.013		1.026		0.976													
v/c less ATSAC adjustment:		0.766		0.913		0.926		0.876													
Level of Service (LOS):		<b>C</b>		<b>E</b>		<b>E</b>		<b>D</b>													

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.013	Δv/c after mitigation:	-0.037
Significantly impacted?	YES	Fully mitigated?	YES

Intersection No. 3		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>Whitsett Ave</b>		Critical Phases: 3 Capacity: 1425		Apply ambient growth: from year: 2008 to year: 2013 + 2.0% Ambient Growth				Critical Phases: 3 Capacity: 1425				Project: THE PLAZA AT THE GLEN						
East/West Street: <b>Sherman Way</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Critical Phases: 3 Capacity: 1425						
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				AM In Out Total				Signal System: 3						
PM Peak: 5:00 PM		Counts		= Total				PM Total				v/c reduction: 10%						
		Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	
Northbound	Left	86	1	86		95	1	95	0%	0	95	1	95	0	95	1	95	
	Lt-Th		0	0		0	0	0			0	0	0		0	0	0	
	Thru	641	1	385	67	63	770	1	456	(7%)	80	850	1	502	-12	838	2	419
	Th-Rt		1	385			456	1	456			502	1	502		0	0	0
	Right	129	0	0	13		142	0	0	(1%)	11	153	0	0	-2	151	1	151
Shared		0	0			0	0	0			0	0	0		0	0	0	
Southbound	Left	368	2	203	38	7	414	2	227	0%	0	414	2	227	0	414	2	227
	Lt-Th		0	0			0	0			0	0	0		0	0	0	
	Thru	385	1	232	40	59	484	1	288	7%	40	524	1	311	-6	518	1	307
	Th-Rt		1	232			288	1	288			311	1	311		0	0	0
	Right	80	0	0	8	4	92	0	0	1%	6	98	0	0	-1	97	0	0
Shared		0	0			0	0	0			0	0	0		0	0	0	
Eastbound	Left	96	1	96	10	12	118	1	118	(1%)	11	129	1	129	-2	127	1	127
	Lt-Th		0	0			0	0			0	0	0		0	0	0	
	Thru	1664	2	581	173	112	1949	2	679	(2%)	23	1972	2	687	-3	1968	2	685
	Th-Rt		1	581			679	1	679			687	1	687		0	0	0
	Right	80	0	0	8		88	0	0	0%	0	88	0	0	0	88	0	0
Shared		0	0			0	0	0			0	0	0		0	0	0	
Westbound	Left	70	1	70	7	1	79	1	79	1%	6	85	1	85	-1	84	1	84
	Lt-Th		0	0			0	0			0	0	0		0	0	0	
	Thru	1338	2	548	139	91	1569	2	635	2%	11	1580	2	639	-2	1578	2	639
	Th-Rt		1	548			635	1	635			639	1	639		0	0	0
	Right	306	0	0	32		338	0	0	0%	0	338	0	0	0	338	0	0
Shared		0	0			0	0	0			0	0	0		0	0	0	
Critical Volumes:		North-South: 587	North-South: 684		North-South: 729		North-South: 647				North-South: 647							
		East-West: 651	East-West: 758		East-West: 771		East-West: 769				East-West: 771							
		Total: 1239	Total: 1441		Total: 1500		Total: 1416				Total: 1500							
Volume/capacity (v/c) ratio:		0.869	1.011		1.053		0.994				1.053							
v/c less ATSAC adjustment:		0.769	0.911		0.953		0.894				0.953							
Level of Service (LOS):		<b>C</b>	<b>E</b>		<b>E</b>		<b>D</b>				<b>E</b>							

### PROJECT IMPACT

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.042	Δv/c after mitigation:	-0.017
Significantly impacted?	YES	Fully mitigated?	YES





Intersection No. 4		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Woodman Ave</b>		Critical Phases: 2 Capacity: 1500		Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 10%					
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				AM In Out Total				Opposed Phasing: 0					
AM Peak: 7:30 AM		Counts		+ 2.0% Ambient Growth		+ Related Projects		= Total		+ Project		= Total		Adjusted Volume		Total Volume	
		Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes
Northbound	Left	115	1	115	1	127	1	127	1	127	1	127	1	127	1	127	1
	Lt-Th		0	0	0		0	0	0	0	0	0	0	0	0	0	0
	Thru	830	1	458	1	933	1	514	1	518	1	518	1	939	1	517	1
	Th-Rt		1	458	1		1	514	1		1	518	1		1	517	1
	Right	86	0	0	0	9	0	95	0	0	0	95	0	0	0	95	0
Shared		0	0	0	0		0	0	0		0	0	0	0	0	0	0
Southbound	Left	107	1	107	1	118	1	118	1	118	1	118	1	118	1	118	1
	Lt-Th		0	0	0		0	0	0		0	0	0	0	0	0	0
	Thru	1216	2	608	2	1369	2	685	2	698	2	698	2	1392	2	696	2
	Th-Rt		0	0	0		0	0	0		0	0	0		0	0	0
	Right	177	1	177	1	196	1	196	1	196	1	196	1	196	1	196	1
Shared		0	0	0	0		0	0	0		0	0	0	0	0	0	0
Eastbound	Left	107	1	107	1	118	1	118	1	118	1	118	1	118	1	118	1
	Lt-Th		0	0	0		0	0	0		0	0	0		0	0	0
	Thru	1028	1	608	1	1191	1	699	1	721	1	721	1	1229	2	614	2
	Th-Rt		1	608	1		1	699	1		1	721	1		1	614	2
	Right	188	0	0	0	20	0	207	0	0	0	207	0	0	1	207	0
Shared		0	0	0	0		0	0	0		0	0	0	0	0	0	0
Westbound	Left	99	1	99	1	109	1	109	1	109	1	109	1	109	1	109	1
	Lt-Th		0	0	0		0	0	0		0	0	0		0	0	0
	Thru	988	1	534	1	1187	1	638	1	644	1	644	1	1198	1	643	1
	Th-Rt		1	534	1		1	638	1		1	644	1		1	643	1
	Right	80	0	0	0	8	0	88	0	0	0	88	0	0	0	88	0
Shared		0	0	0	0		0	0	0		0	0	0	0	0	0	0
Critical Volumes:		North-South: 723		North-South: 812		North-South: 825		North-South: 823		North-South: 825		North-South: 823		North-South: 823		North-South: 823	
		East-West: 707		East-West: 808		East-West: 830		East-West: 830		East-West: 830		East-West: 761		East-West: 761		East-West: 761	
		Total: 1430		Total: 1620		Total: 1656		Total: 1656		Total: 1656		Total: 1585		Total: 1585		Total: 1585	
Volume/capacity (v/c) ratio:		0.953		1.080		1.104		1.104		1.104		1.057		1.057		1.057	
v/c less ATSAC adjustment:		0.853		0.980		1.004		1.004		1.004		0.957		0.957		0.957	
Level of Service (LOS):		<b>D</b>		<b>E</b>		<b>F</b>		<b>F</b>		<b>F</b>		<b>E</b>		<b>E</b>		<b>E</b>	

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
 Developed 2005-2007 by Ken Aitchison

PROJECT IMPACT			
Change in v/c due to project:	0.024	Δv/c after mitigation:	-0.023
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 4		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION			
North/South Street: <b>Woodman Ave</b>		Critical Phases: 2 Capacity: 1500		Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500			
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%		from year: 2008 to year: 2013 + 2.0% Ambient Growth				<input type="checkbox"/> Adjacent AM 887 257 1144 PM 566 1146 1712				Signal System: 3 v/c reduction: 10%			
Analysis Date: 07/30/2008 PM Peak: 5:00 PM		Opposed Phasing: 0		Opposed Phasing: 0								Opposed Phasing: 0			
		Counts	Lane	Ambient	+ Related	= Total	Lane	+ Project	Total	Lanes	Lane	Adjusted	Total	Lanes	Lane
		Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume
Northbound	Left	133	1	14		146	1	0%	0	146	1	0	146	1	146
	Lt-Th		0			0	0			0	0		0	0	0
	Thru	899	1	94	39	1031	1	(3%)	34	1065	1	-5	1060	1	581
	Th-Rt		1			566	1			583	1		583	1	581
	Right	92	0	10		101	0	0%	0	101	0	0	101	0	0
Shared		0				0	0			0			0	0	
Southbound	Left	120	1	13		133	1	0%	0	133	1	0	133	1	133
	Lt-Th		0			0	0			0	0		0	0	0
	Thru	1029	2	107	31	1167	2	3%	17	1184	2	-3	1182	2	591
	Th-Rt		0			0	0			0	0		0	0	0
	Right	181	1	19		199	1	0%	0	199	1	0	199	1	199
Shared		0				0	0			0			0	0	
Eastbound	Left	115	1	12		127	1	0%	0	127	1	0	127	1	127
	Lt-Th		0			0	0			0	0		0	0	0
	Thru	1103	1	115	107	1324	1	5%	28	1352	1	-4	1348	2	674
	Th-Rt		1			728	1			742	1		742	1	742
	Right	118	0	12		131	0	0%	0	131	0	0	131	1	131
Shared		0			0	0			0	0			0	0	
Westbound	Left	90	1	9		99	1	0%	0	99	1	0	99	1	99
	Lt-Th		0			0	0			0	0		0	0	0
	Thru	1015	1	106	87	1208	1	(5%)	57	1265	1	-9	1256	1	703
	Th-Rt		1			679	1			708	1		708	1	703
	Right	137	0	14		151	0	0%	0	151	0	0	151	0	0
Shared		0			0	0			0	0			0	0	
Critical Volumes:		North-South: 647		North-South: 730		North-South: 739		North-South: 737							
		East-West: 700		East-West: 827		East-West: 841		East-West: 831							
		Total: 1347		Total: 1557		Total: 1579		Total: 1568							
Volume/capacity (v/c) ratio:		0.898		1.038		1.053		1.045							
v/c less ATSAC adjustment:		0.798		0.938		0.953		0.945							
Level of Service (LOS):		<b>C</b>		<b>E</b>		<b>E</b>		<b>E</b>							

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.015	Δv/c after mitigation:	0.007
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 5		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Fulton Ave</b>		Critical Phases: 2 Capacity: 1500		Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%		from year: 2008 to year: 2013 Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent AM 887 257 1144 PM 566 1146 1712				Signal System: 3 v/c reduction: 10%					
Analysis Date: 07/30/2008		Opposed Phasing: 0		+ 2.0% Ambient Growth				+ Project Volume				Adjusted Volume					
AM Peak: 7:30 AM		Counts		+ Related Projects		= Total		= Total		= Total		Total		Lanes			
		Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes		
Northbound	Left	85	1	85	9	4	97	1	97	(5%) 13	110	1	110	-2	109	1	109
	Lt-Th		0	0			0	0	0			0	0		0	0	0
	Thru	272	1	205	28	19	320	1	236	(3%) 8	328	1	240	-1	326	1	240
	Th-Rt		1	205			236	1	236			1	240			1	240
Southbound	Right	138	0	0	14	1	153	0	0	0%	0	0	0	0	153	0	0
	Shared		0	0			0	0			0	0	0		0	0	0
	Left	45	1	45	5		50	1	50	0%	0	1	50	0	50	1	50
	Lt-Th		0	0			0	0	0			0	0		0	0	0
Eastbound	Thru	310	1	310	32	24	366	1	366	3%	27	1	393	-4	389	1	389
	Th-Rt		0	0			0	0	0			0	0		0	0	0
	Right	70	1	70	7		78	1	78	0%	0	1	78	0	78	1	78
	Shared		0	0			0	0	0			0	0		0	0	0
Westbound	Left	72	1	72	8		80	1	80	0%	0	1	80	0	80	1	80
	Lt-Th		0	0			0	0	0			0	0		0	0	0
	Thru	1118	1	600	116	52	1286	1	690	0%	0	1	712	0	1286	1	709
	Th-Rt		1	600			690	1	690			1	712			1	709
Westbound	Right	82	0	0	8	4	94	0	0	5%	44	0	0	-7	131	0	0
	Shared		0	0			0	0			0	0			0	0	0
	Left	112	1	112	12		124	1	124	0%	0	1	124	0	124	1	124
	Lt-Th		0	0			0	0	0			0	0		0	0	0
Westbound	Thru	1028	1	547	107	93	1228	1	651	0%	0	1	651	0	1228	1	651
	Th-Rt		1	547			651	1	651			1	651			1	651
	Right	66	0	0	7		73	0	0	0%	0	0	0	0	73	0	0
	Shared		0	0			0	0			0	0			0	0	0
Critical Volumes:		North-South: 395			North-South: 464			North-South: 504			North-South: 498						
		East-West: 712			East-West: 814			East-West: 836			East-West: 833						
		Total: 1107			Total: 1278			Total: 1340			Total: 1331						
Volume/capacity (v/c) ratio:		0.738		0.852		0.893		0.887									
v/c less ATSAC adjustment:		0.638		0.752		0.793		0.787									
Level of Service (LOS):		<b>B</b>		<b>C</b>		<b>C</b>		<b>C</b>									

**PROJECT IMPACT**

Change in v/c due to project:	0.041	Δv/c after mitigation:	0.035
Significantly impacted?	YES	Fully mitigated?	YES

Intersection No. 5		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>Fulton Ave</b>		Critical Phases: 2 Capacity: 1500		Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500						
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%		from year: 2008 to year: 2013 + 2.0% Ambient Growth				<input type="checkbox"/> Adjacent AM 887 257 1144 PM 566 1146 1712				Signal System: 3 v/c reduction: 10%						
Analysis Date: 07/30/2008 PM Peak: 5:00 PM		Opposed Phasing: 0		Opposed Phasing: 0								Opposed Phasing: 0						
	Counts	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	
																		+ Project Volume
Northbound	Left	115	1	115	12	11	138	1	138	(5%)	57	195	1	195	-9	187	1	187
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0
	Thru	294	1	211	31	40	364	1	253	(3%)	34	398	1	270	-5	393	1	267
	Th-Rt		1	211			253	1	253			270	1	270		267	1	267
	Right	128	0	0	13		141	0	0	0%	0	141	0	0	0	141	0	0
Shared		0	0			0	0	0			0	0	0		0	0	0	
Southbound	Left	74	1	74	8		82	1	82	0%	0	82	1	82	0	82	1	82
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0
	Thru	219	1	219	23	53	295	1	295	3%	17	312	1	312	-3	310	1	310
	Th-Rt		0	0			0	0	0			0	0		0	0	0	0
	Right	73	1	73	8		81	1	81	0%	0	81	1	81	0	81	1	81
Shared		0	0			0	0	0			0	0		0	0	0	0	
Eastbound	Left	81	1	81	8		89	1	89	0%	0	89	1	89	0	89	1	89
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0
	Thru	1048	1	577	109	97	1254	1	691	0%	0	1254	1	705	0	1254	1	703
	Th-Rt		1	577			691	1	691	0%	0	705	1	705		703	1	703
	Right	106	0	0	11	11	128	0	0	5%	28	156	0	0	-4	152	0	0
Shared		0	0			0	0	0			0	0		0	0	0	0	
Westbound	Left	88	1	88	9	1	98	1	98	0%	0	98	1	98	0	98	1	98
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0
	Thru	1192	1	649	124	76	1392	1	754	0%	0	1392	1	754	0	1392	1	754
	Th-Rt		1	649			754	1	754	0%	0	754	1	754		754	1	754
	Right	105	0	0	11		116	0	0	0%	0	116	0	0	0	116	0	0
Shared		0	0			0	0	0			0	0		0	0	0	0	
Critical Volumes:		North-South: 335					North-South: 433				North-South: 507			North-South: 496				
		East-West: 729					East-West: 843				East-West: 843			East-West: 843				
		Total: 1064					Total: 1277				Total: 1351			Total: 1339				
Volume/capacity (v/c) ratio:		0.709						0.851						0.900		0.893		
v/c less ATSAC adjustment:		0.609						0.751						0.800		0.793		
Level of Service (LOS):		<b>B</b>						<b>C</b>						<b>C</b>		<b>C</b>		

**PROJECT IMPACT**

Change in v/c due to project:	0.049	Δv/c after mitigation:	0.042
Significantly impacted?	YES	Fully mitigated?	NO



<b>Intersection No. 6</b>		<b>2008, EXISTING</b>		<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>						
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 2 Capacity: 1500		Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500						
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%		from year: 2008 to year: 2013 + 2.0% Ambient Growth				<input type="checkbox"/> Adjacent AM 887 257 1144 PM 566 1146 1712				Signal System: 3 v/c reduction: 10%						
Analysis Date: 07/30/2008 AM Peak: 7:30 AM		Opposed Phasing: 0		Opposed Phasing: 0								Opposed Phasing: 0						
		Counts	Lane	Ambient	+ Related	= Total	Lane	+ Project	= Total	Adjusted	Total	Lane	Lane					
		Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume					
Northbound	Left	101	1	101	11	111	1	111	0%	0	111	1	111	0	111	1	111	
	Lt-Th		0	0		0	0				0	0			0	0	0	
	Thru	377	2	189	39	13	430	2	215	(9%)	23	453	2	226	-3	449	2	225
	Th-Rt		0	0		0	0				0	0			0	0	0	
	Right	53	1	53	6	3	62	1	62	(7%)	18	80	1	80	-3	77	1	77
Shared		0	0		0	0	0				0	0			0	0	0	
Southbound	Left	91	1	91	9	100	1	100	0%	0	100	1	100	0	100	1	100	
	Lt-Th		0	0		0	0				0	0			0	0	0	
	Thru	507	1	302	53	40	600	1	353	9%	80	680	1	393	-12	668	1	387
	Th-Rt		1	302			1	353				1	393			1	387	
	Right	97	0	0	10		107	0	0	0%	0	107	0	0	0	107	0	0
Shared		0	0		0	0	0				0	0			0	0	0	
Eastbound	Left	95	1	95	10	105	1	105	0%	0	105	1	105	0	105	1	105	
	Lt-Th		0	0		0	0				0	0			0	0	0	
	Thru	1038	1	575	108	52	1198	1	661	0%	0	1198	1	661	0	1198	2	599
	Th-Rt		1	575			1	661				1	661			1	661	
	Right	111	0	0	12		123	0	0	0%	0	123	0	0	0	123	1	123
Shared		0	0		0	0	0				0	0			0	0	0	
Westbound	Left	98	1	98	10	4	112	1	112	7%	62	174	1	174	-9	165	1	165
	Lt-Th		0	0		0	0				0	0			0	0	0	
	Thru	945	1	540	98	93	1136	1	642	0%	0	1136	1	642	0	1136	1	642
	Th-Rt		1	540			1	642				1	642			1	642	
	Right	135	0	0	14	0	149	0	0	0%	0	149	0	0	0	149	0	0
Shared		0	0		0	0	0				0	0			0	0	0	
Critical Volumes:		North-South: 403		North-South: 465		North-South: 505		North-South: 499										
		East-West: 673		East-West: 773		East-West: 835		East-West: 764										
		Total: 1076		Total: 1238		Total: 1340		Total: 1263										
Volume/capacity (v/c) ratio:		0.717		0.825				0.893				0.842						
v/c less ATSAC adjustment:		0.617		0.725				0.793				0.742						
Level of Service (LOS):		<b>B</b>		<b>C</b>				<b>C</b>				<b>C</b>						

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project: 0.068  
Significantly impacted? YES  
Δv/c after mitigation: 0.017  
Fully mitigated? YES



Intersection No. 6		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 2 Capacity: 1500		Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500						
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%		from year: 2008 to year: 2013 + 2.0% Ambient Growth				<input type="checkbox"/> Adjacent AM 887 257 1144 PM 566 1146 1712				Signal System: 3 v/c reduction: 10%						
Analysis Date: 07/30/2008 PM Peak: 5:00 PM		Opposed Phasing: 0		Opposed Phasing: 0								Opposed Phasing: 0						
		Counts	Lane	Ambient	+ Related	= Total	Lane	+ Project	In	Out	Total	Adjusted	Total	Lane	Lane			
		Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume			
Northbound	Left	125	1	125	13	139	1	139	0%	0	139	1	139	0	139	1	139	
	Lt-Th		0	0		0	0	0			0	0	0	0	0	0	0	
	Thru	575	2	288	60	15	650	2	325	(9%)	103	753	2	377	-15	738	2	369
	Th-Rt		0	0		0	0	0			0	0	0	0	0	0	0	
	Right	89	1	89	9	11	109	1	109	(7%)	80	189	1	189	-12	177	1	177
Shared		0	0		0	0	0			0	0	0	0	0	0	0	0	
Southbound	Left	107	1	107	11	118	1	118	0%	0	118	1	118	0	118	1	118	
	Lt-Th		0	0		0	0	0			0	0	0	0	0	0	0	
	Thru	511	1	339	53	63	627	1	406	9%	51	678	1	431	-8	671	1	428
	Th-Rt		0	0		0	0	0			0	0	0	0	0	0	0	
	Right	167	0	0	17	0	185	0	0	0%	0	185	0	0	0	185	0	0
Shared		0	0		0	0	0			0	0	0	0	0	0	0	0	
Eastbound	Left	100	1	100	10	110	1	110	0%	0	110	1	110	0	110	1	110	
	Lt-Th		0	0		0	0	0			0	0	0	0	0	0	0	
	Thru	1152	1	613	120	97	1368	1	725	0%	0	1368	1	725	0	1368	2	684
	Th-Rt		0	0		0	0	0			0	0	0	0	0	0	0	
	Right	73	0	0	8	0	81	0	0	0%	0	81	0	0	0	81	1	81
Shared		0	0		0	0	0			0	0	0	0	0	0	0	0	
Westbound	Left	104	1	104	11	10	125	1	125	7%	40	165	1	165	-6	159	1	159
	Lt-Th		0	0		0	0	0			0	0	0	0	0	0	0	
	Thru	1201	1	651	125	76	1401	1	756	0%	0	1401	1	756	0	1401	1	756
	Th-Rt		0	0		0	0	0			0	0	0	0	0	0	0	
	Right	101	0	0	11	0	111	0	0	0%	0	111	0	0	0	111	0	0
Shared		0	0		0	0	0			0	0	0	0	0	0	0	0	
Critical Volumes:		North-South: 465				North-South: 544			North-South: 570			North-South: 566						
		East-West: 751				East-West: 867			East-West: 890			East-West: 867						
		Total: 1215				Total: 1411			Total: 1460			Total: 1433						
Volume/capacity (v/c) ratio:		0.810		0.941				0.973				0.955						
v/c less ATSAC adjustment:		0.710		0.841				0.873				0.855						
Level of Service (LOS):		<b>C</b>		<b>D</b>				<b>D</b>				<b>D</b>						

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.032	Δv/c after mitigation:	0.014
Significantly impacted?	YES	Fully mitigated?	YES

Intersection No. 7		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>Whitsett Av</b>		Critical Phases: 2 Capacity: 1500		Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500						
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 10%						
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				AM In Out Total				Opposed Phasing: 0						
AM Peak: 7:30 AM		Counts		+ 2.0% Ambient Growth		+ Related Projects		= Total		+ Project		= Total		Adjusted Volume		Total Volume		
		Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	
Northbound	Left	125	1	125	13	139	1	139	0%	0	139	1	139	0	139	1	139	
	Lt-Th		0	0		0	0	0			0	0	0		0	0	0	
	Thru	300	2	150	31	52	383	2	192	(4%)	10	393	2	197	-2	392	2	196
	Th-Rt		0	0		0	0	0			0	0	0		0	0	0	
	Right	123	1	68	13		136	1	76	0%	0	136	1	76	0	136	1	76
Shared		0	0		0	0	0			0	0	0		0	0	0	0	
Southbound	Left	145	1	145	15	160	1	160	0%	0	160	1	160	0	160	1	160	
	Lt-Th		0	0		0	0	0			0	0	0		0	0	0	
	Thru	801	2	400	83	45	929	2	465	4%	35	964	2	482	-5	959	2	479
	Th-Rt		0	0		0	0	0			0	0	0		0	0	0	
	Right	111	1	76	12		123	1	85	4%	35	158	1	115	-5	153	1	110
Shared		0	0		0	0	0			0	0	0		0	0	0	0	
Eastbound	Left	69	1	69	7	77	1	77	(4%)	10	87	1	87	-2	85	1	85	
	Lt-Th		0	0		0	0	0			0	0	0		0	0	0	
	Thru	1213	2	606	126	55	1394	2	697	(3%)	8	1402	2	701	-1	1401	2	700
	Th-Rt		0	0		0	0	0			0	0	0		0	0	0	
	Right	240	1	177	25		265	1	196	0%	0	265	1	196	0	265	1	196
Shared		0	0		0	0	0			0	0	0		0	0	0	0	
Westbound	Left	109	1	109	11	120	1	121	0%	0	120	1	121	0	120	1	121	
	Lt-Th		0	0		0	0	0			0	0	0		0	0	0	
	Thru	661	1	377	69	97	827	1	465	3%	27	854	1	479	-4	850	2	425
	Th-Rt		1	377			465	1	465			465	1	479		465	1	479
	Right	94	0	0	10		104	0	0	0%	0	104	0	0	0	104	1	24
Shared		0	0		0	0	0			0	0	0		0	0	0	0	
Critical Volumes:		North-South: 526			North-South: 603			North-South: 621			North-South: 618			North-South: 618				
		East-West: 716			East-West: 818			East-West: 822			East-West: 821			East-West: 821				
		Total: 1241			Total: 1421			Total: 1442			Total: 1439			Total: 1439				
Volume/capacity (v/c) ratio:		0.828		0.947		0.961		0.959										
v/c less ATSAC adjustment:		0.728		0.847		0.861		0.859										
Level of Service (LOS):		<b>C</b>		<b>D</b>		<b>D</b>		<b>D</b>										

### PROJECT IMPACT

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project: 0.014  
 Significantly impacted? NO  
 Δv/c after mitigation: 0.012  
 Fully mitigated? N/A



Intersection No. 7		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>Whitsett Av</b>		Critical Phases: 2 Capacity: 1500		Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500						
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%		from year: 2008 to year: 2013 + 2.0% Ambient Growth				<input type="checkbox"/> Adjacent AM 887 257 1144 PM 566 1146 1712				Signal System: 3 v/c reduction: 10%						
Analysis Date: 07/30/2008 PM Peak: 5:00 PM		Opposed Phasing: 0		Opposed Phasing: 0								Opposed Phasing: 0						
	Counts	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	
																		+ Project Volume
Northbound	Left	195	1	195	20	215	1	215	0%	0	215	1	215	0	215	1	215	
	Lt-Th		0	0		0	0	0		0	0	0	0		0	0	0	
	Thru	647	2	323	67	61	775	2	387	(4%)	46	821	2	410	-7	814	2	407
	Th-Rt		0	0		0	0	0	0		0	0	0	0		0	0	0
	Right	148	1	96	15		163	1	106	0%	0	163	1	106	0	163	1	106
Shared		0	0		0	0	0	0		0	0	0	0		0	0	0	
Southbound	Left	152	1	152	16	168	1	168	0%	0	168	1	168	0	168	1	168	
	Lt-Th		0	0		0	0	0		0	0	0	0		0	0	0	
	Thru	352	2	176	37	59	448	2	224	4%	23	471	2	235	-3	467	2	234
	Th-Rt		0	0		0	0	0	0		0	0	0	0		0	0	0
	Right	70	1	13	7		78	1	15	4%	23	101	1	15	-3	97	1	14
Shared		0	0		0	0	0	0		0	0	0	0		0	0	0	
Eastbound	Left	114	1	114	12	126	1	126	(4%)	46	172	1	172	-7	165	1	165	
	Lt-Th		0	0		0	0	0		0	0	0	0		0	0	0	
	Thru	1183	2	592	123	108	1414	2	707	(3%)	34	1448	2	724	-5	1443	2	722
	Th-Rt		0	0		0	0	0	0		0	0	0	0		0	0	0
	Right	199	1	102	21		220	1	112	0%	0	220	1	112	0	220	1	112
Shared		0	0		0	0	0	0		0	0	0	0		0	0	0	
Westbound	Left	103	1	103	11	114	1	114	0%	0	114	1	114	0	114	1	114	
	Lt-Th		0	0		0	0	0		0	0	0	0		0	0	0	
	Thru	1161	1	657	121	86	1368	1	768	3%	17	1385	1	777	-3	1382	2	691
	Th-Rt		1	657			768	1	768			768	1	777		777	1	777
	Right	153	0	0	16		169	0	0	0%	0	169	0	0	0	169	1	85
Shared		0	0		0	0	0	0		0	0	0	0		0	0	0	
Critical Volumes:		North-South: 475 East-West: 771 Total: 1246		North-South: 555 East-West: 894 Total: 1450				North-South: 578 East-West: 949 Total: 1527				North-South: 575 East-West: 856 Total: 1431						
Volume/capacity (v/c) ratio:		0.831		0.966				1.018				0.954						
v/c less ATSAC adjustment:		0.731		0.866				0.918				0.854						
Level of Service (LOS):		<b>C</b>		<b>D</b>				<b>E</b>				<b>D</b>						

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
Developed 2005-2007 by Ken Aitchison

PROJECT IMPACT			
Change in v/c due to project:	0.052	Δv/c after mitigation:	-0.012
Significantly impacted?	YES	Fully mitigated?	YES





Intersection No. 8		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE			2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 0 Capacity: 1200			Critical Phases: 0 Capacity: 1200			Project: THE PLAZA AT THE GLEN				Critical Phases: 0 Capacity: 1200						
East/West Street: <b>Hamlin St</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%			<input type="checkbox"/> Adjacent				Signal System: 1 v/c reduction: 0%						
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0			AM				Opposed Phasing: 0						
AM Peak: 7:30 AM								PM										
		Counts	Lanes	Lane Volume	+ 2.0% Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	16	0	0	2		18	0	0	0%	0	18	0	0	18	0	0	
	Lt-Th		1	401				1	433				1	454		1	450	
	Thru	787	1	417	82	17	886	1	487	(16%)	41	927	1	508	-6	921	1	505
	Th-Rt		0	0				0	0			0	0	0	0	0	0	0
	Right	14	0	0	1		16	0	0	0%	0	16	0	0	0	16	0	0
Shared		0	0				0	0			0	0	0	0	0	0	0	
Southbound	Left	102	0	0	11		113	0	0	0%	0	113	0	0	113	0	0	
	Lt-Th		1	189				1	231				1	302		1	291	
	Thru	564	1	495	59	44	667	1	569	16%	142	809	1	640	-21	787	1	629
	Th-Rt		0	0				0	0			0	0	0	0	0	0	0
	Right	18	0	0	2		20	0	0	0%	0	20	0	0	0	20	0	0
Shared		0	0				0	0			0	0	0	0	0	0	0	
Eastbound	Left	7	0	7	1		8	0	8	0%	0	8	0	8	0	8	1	8
	Lt-Th		0	0				0	0			0	0	0	0	0	0	0
	Thru	5	0	0	1	0	6	0	0	0%	0	6	0	0	0	6	1	15
	Th-Rt		0	0				0	0			0	0	0	0	0	0	0
	Right	8	0	8	1		9	0	9	0%	0	9	0	9	0	9	0	9
Shared		1	20				1	23				1	23		1	0	0	
Westbound	Left	3	0	3	0		3	0	3	0%	0	3	0	3	0	3	0	0
	Lt-Th		0	0				0	0			0	0	0	0	0	0	0
	Thru	4	0	0	0	0	5	0	0	0%	0	5	0	0	0	5	0	0
	Th-Rt		0	0				0	0			0	0	0	0	0	0	0
	Right	60	0	60	6		66	0	66	0%	0	66	0	66	0	66	0	0
Shared		1	67				1	74				1	74		1	74		
Critical Volumes:		North-South: 896			North-South: 1002			North-South: 1093				North-South: 1080						
		East-West: 81			East-West: 89			East-West: 89				East-West: 83						
		Total: 977			Total: 1091			Total: 1182				Total: 1163						
Volume/capacity (v/c) ratio:		0.814			0.909			0.985				0.969						
v/c less ATSAC adjustment:		0.814			0.909			0.985				0.969						
Level of Service (LOS):		<b>D</b>			<b>E</b>			<b>E</b>				<b>E</b>						

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
 Developed 2005-2007 by Ken Aitchison

PROJECT IMPACT			
Change in v/c due to project:	0.076	Δv/c after mitigation:	0.060
Significantly impacted?	YES	Fully mitigated?	NO



Intersection No. 8		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION			
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 0 Capacity: 1200		Apply ambient growth: from year: 2008 to year: 2013 + 2.0%				Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN			
East/West Street: <b>Hamlin St</b>		Signal System: 1 v/c reduction: 0%		Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent				Critical Phases: 0 Capacity: 1200			
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				AM				Signal System: 1			
PM Peak: 5:00 PM								PM				v/c reduction: 0%			
		Counts	Lane	Ambient	+ Related	= Total	Lane	+ Project	In	Out	Total	Adjusted	Total	Lane	Lane
		Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume
Northbound	Left	38	0	4		42	0	0	0	0	0	0	42	0	0
	Lt-Th		1				1							1	385
	Thru	682	0	71	26	779	0	(16%) 183	962	0	0	-27	935	0	0
	Th-Rt		1				1						1	594	
	Right	2	0	0		2	0	0	2	0	0	0	2	0	
Shared		0				0	0					0	0	0	
Southbound	Left	44	0	5		48	0	0	0	0	0	0	48	0	0
	Lt-Th		1				1						1	523	
	Thru	878	0	91	73	1043	0	16% 91	1134	0	0	-14	1120	0	0
	Th-Rt		1				1						1	669	
	Right	21	0	2		24	0	0	24	0	0	0	24	0	
Shared		0				0	0					0	0	0	
Eastbound	Left	14	0	1		16	0	0	16	0	16	0	16	1	16
	Lt-Th		0		0		0						0	0	0
	Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Th-Rt		0		0		0						0	1	37
	Right	34	0	4		37	0	0	37	0	37	0	37	0	0
Shared		1				1						1	53		
Westbound	Left	5	0	1		6	0	0	6	0	6	0	6	1	6
	Lt-Th		0		0		0						0	0	0
	Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Th-Rt		0		0		0						0	1	47
	Right	43	0	4		47	0	0	47	0	47	0	47	0	0
Shared		1				1						1	53		
Critical Volumes:		North-South: 842		North-South: 1001		North-South: 1138		North-South: 1117					North-South: 1117		
		East-West: 91		East-West: 100		East-West: 100		East-West: 63					East-West: 63		
		Total: 933		Total: 1101		Total: 1238		Total: 1180					Total: 1180		
Volume/capacity (v/c) ratio:		0.777		0.917		1.031		0.983					0.983		
v/c less ATSAC adjustment:		0.777		0.917		1.031		0.983					0.983		
Level of Service (LOS):		<b>C</b>		<b>E</b>		<b>F</b>		<b>E</b>					<b>E</b>		

### PROJECT IMPACT

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project: 0.114  
 Significantly impacted? YES  
 Δv/c after mitigation: 0.066  
 Fully mitigated? NO

Intersection No. 9		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>Woodman Av</b>		Critical Phases: 3 Capacity: 1425		Apply ambient growth: from year: 2008 to year: 2013 + 2.0% Ambient Growth				Critical Phases: 3 Capacity: 1425 Signal System: 3 v/c reduction: 10% Opposed Phasing: 0				Project: THE PLAZA AT THE GLEN Critical Phases: 3 Capacity: 1425 Signal System: 3 v/c reduction: 10% Opposed Phasing: 0						
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%						<input type="checkbox"/> Adjacent										
Analysis Date: 07/30/2008		Opposed Phasing: 0						In Out Total										
AM Peak: 7:30 AM								AM 887 257 1144										
								PM 566 1146 1712										
								+ Project = Total				Adjusted Total						
		Counts		= Total				= Total				Volume Lanes Volume						
		Volume Lanes		Volume Lanes				Volume Lanes				Volume Lanes						
Northbound	Left	97	1	97	10		107	1	107	0%	0	107	1	107	0	107	1	107
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	528	1	304	55	9	592	1	340	0%	0	592	1	340	0	592	2	296
	Th-Rt		1	304				1	340				1	340			0	0
	Right	80	0	0	8		88	0	0	0%	0	88	0	0	0	88	1	23
Shared		0	0				0	0				0	0		0	0	0	
Southbound	Left	151	1	151	16	8	175	1	175	3%	27	202	1	202	-4	198	1	198
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	1090	1	647	113	18	1222	1	724	0%	0	1222	1	724	0	1222	2	611
	Th-Rt		1	647				1	724				1	724			0	0
	Right	204	0	0	21		225	0	0	0%	0	225	0	0	0	225	1	180
Shared		0	0				0	0				0	0		0	0	0	
Eastbound	Left	82	1	82	8		90	1	90	0%	0	90	1	90	0	90	1	90
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	1370	2	504	143	129	1641	2	599	15%	133	1774	2	644	-20	1754	2	637
	Th-Rt		1	504				1	599				1	644			1	637
	Right	142	0	0	15		157	0	0	0%	0	157	0	0	0	157	0	0
Shared		0	0				0	0				0	0		0	0	0	
Westbound	Left	118	1	118	12		131	1	131	0%	0	131	1	131	0	131	1	131
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	1385	2	497	144	136	1665	2	596	(15%)	39	1704	2	612	-6	1698	2	610
	Th-Rt		1	497				1	596				1	612			1	610
	Right	106	0	0	11	7	124	0	0	(3%)	8	132	0	0	-1	131	0	0
Shared		0	0				0	0				0	0		0	0	0	
Critical Volumes:		North-South: 744		North-South: 831				North-South: 831				North-South: 718						
		East-West: 622		East-West: 730				East-West: 774				East-West: 768						
		Total: 1366		Total: 1560				Total: 1605				Total: 1486						
Volume/capacity (v/c) ratio:		0.959		1.095				1.126				1.042						
v/c less ATSAC adjustment:		0.859		0.995				1.026				0.942						
Level of Service (LOS):		<b>D</b>		<b>E</b>				<b>F</b>				<b>E</b>						

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.031	Δv/c after mitigation:	-0.053
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 9		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION			
North/South Street: <b>Woodman Av</b>		Critical Phases: 3 Capacity: 1425		Apply ambient growth: from year: 2008 to year: 2013 + 2.0% Ambient Growth				Critical Phases: 3 Capacity: 1425 Signal System: 3 v/c reduction: 10% Opposed Phasing: 0				Project: THE PLAZA AT THE GLEN Critical Phases: 3 Capacity: 1425 Signal System: 3 v/c reduction: 10% Opposed Phasing: 0			
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%		= Total				<input type="checkbox"/> Adjacent				Adjusted Total			
Analysis Date: 07/30/2008 PM Peak: 5:00 PM		Opposed Phasing: 0		+ Related Projects				In Out Total				Total Lanes Volume			
		Counts	Lane	Ambient	+ Related	= Total	Lane	+ Project	Total	Lanes	Volume	Adjusted	Total	Lanes	Volume
		Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume
Northbound	Left	123	1	123	13	136	1	136	0%	0	136	1	136	0	136
	Lt-Th		0	0			0	0			0	0	0	0	0
	Thru	924	1	532	96	1036	1	595	0%	0	1036	1	595	0	1036
	Th-Rt		1	532		16	1	595				1	595		0
	Right	140	0	0	15	154	0	0	0%	0	154	0	0	0	154
Shared		0	0			0	0			0	0	0	0	0	
Southbound	Left	102	1	102	11	133	1	133	3%	17	150	1	150	-3	147
	Lt-Th		0	0			0	0			0	0	0	0	0
	Thru	828	1	534	86	924	1	595	0%	0	924	1	595	0	924
	Th-Rt		1	534		10	1	595				1	595		0
	Right	240	0	0	25	265	0	0	0%	0	265	0	0	0	265
Shared		0	0			0	0			0	0	0	0	0	
Eastbound	Left	197	1	197	20	217	1	217	0%	0	217	1	217	0	217
	Lt-Th		0	0			0	0			0	0	0	0	0
	Thru	1693	2	609	176	2194	2	781	15%	85	2279	2	809	-13	2267
	Th-Rt		1	609		325	1	781				1	809		1
	Right	135	0	0	14	149	0	0	0%	0	149	0	0	0	149
Shared		0	0			0	0			0	0	0	0	0	
Westbound	Left	133	1	133	14	146	1	146	0%	0	146	1	146	0	146
	Lt-Th		0	0			0	0			0	0	0	0	0
	Thru	1497	2	566	156	1981	2	742	(15%)	172	2153	2	810	-26	2127
	Th-Rt		1	566		328	1	742				1	810		1
	Right	201	0	0	21	244	0	0	(3%)	34	278	0	0	-5	273
Shared		0	0			0	0			0	0	0	0	0	
Critical Volumes:		North-South: 657				North-South: 731				North-South: 745			North-South: 665		
		East-West: 763				East-West: 959				East-West: 1028			East-West: 1017		
		Total: 1420				Total: 1690				Total: 1773			Total: 1683		
Volume/capacity (v/c) ratio:		0.997						1.186				1.244			
v/c less ATSAC adjustment:		0.897						1.086				1.144			
Level of Service (LOS):		<b>D</b>						<b>F</b>				<b>F</b>			

### PROJECT IMPACT

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.058	Δv/c after mitigation:	-0.005
Significantly impacted?	YES	Fully mitigated?	YES

Intersection No. 10		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>Fulton Ave</b>		Critical Phases: 2 Capacity: 1500		Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500						
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 10%						
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				AM In Out Total				Opposed Phasing: 0						
AM Peak: 7:30 AM								PM In Out Total										
		Counts	Lane	+ 2.0%	+ Related	= Total	Lane	+ Project	= Total	Lane	Adjusted	Total	Lane					
		Volume	Volume	Ambient	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume					
Northbound	Left	81	1	81	8		89	1	89	0%	0	89	1	89	0	89	1	89
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	364	1	364	38	11	413	1	413	0%	0	413	1	413	0	413	1	413
	Th-Rt		0	0			0	0	0			0	0	0		0	0	0
	Right	99	1	99	10		109	1	109	6%	53	162	1	162	-8	154	1	154
Shared		0	0			0	0	0			0	0	0		0	0	0	
Southbound	Left	121	1	121	13	1	135	1	135	8%	71	206	1	206	-11	195	1	195
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	383	1	383	40	18	440	1	440	0%	0	440	1	440	0	440	1	440
	Th-Rt		0	0			0	0	0			0	0	0		0	0	0
	Right	57	1	57	6	9	72	1	72	0%	0	72	1	72	0	72	1	72
Shared		0	0			0	0	0			0	0	0		0	0	0	
Eastbound	Left	49	1	49	5	0	54	1	54	0%	0	54	1	54	0	54	1	54
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	1472	2	528	153	155	1780	2	635	18%	160	1940	2	688	-24	1916	3	639
	Th-Rt		1	528			1	635				1	688				0	0
	Right	113	0	0	12		125	0	0	0%	0	125	0	0	0	125	1	125
Shared		0	0			0	0	0			0	0	0		0	0	0	
Westbound	Left	95	1	95	10	7	112	1	112	(6%)	15	127	1	127	-2	124	1	124
	Lt-Th		0	0			0	0			0	0	0		0	0	0	0
	Thru	1549	2	540	161	150	1861	2	646	(18%)	46	1907	2	668	-7	1900	3	633
	Th-Rt		1	540			1	646				1	668				0	0
	Right	69	0	0	7	0	77	0	0	(8%)	21	98	0	0	-3	94	1	94
Shared		0	0			0	0	0			0	0	0		0	0	0	
Critical Volumes:		North-South: 486			North-South: 548			North-South: 619			North-South: 608							
		East-West: 623			East-West: 747			East-West: 815			East-West: 763							
		Total: 1109			Total: 1295			Total: 1434			Total: 1372							
Volume/capacity (v/c) ratio:		0.739		0.863				0.956				0.914						
v/c less ATSAC adjustment:		0.639		0.763				0.856				0.814						
Level of Service (LOS):		<b>B</b>		<b>C</b>				<b>D</b>				<b>D</b>						

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.093	Δv/c after mitigation:	0.051
Significantly impacted?	YES	Fully mitigated?	NO

Intersection No. 10		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>Fulton Ave</b>		Critical Phases: 2 Capacity: 1500		Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500						
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 10%						
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				AM				Opposed Phasing: 0						
PM Peak: 5:00 PM								PM										
		Counts	Lane	Ambient	+ Related	= Total	Lane	+ Project	In	Out	Total	Adjusted	Total	Lane	Lane			
		Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume			
Northbound	Left	88	1	97	9	97	1	97	0%	0	97	1	97	0	97	1	97	
	Lt-Th		0	0		0	0	0			0	0	0	0	0	0	0	
	Thru	317	1	370	33	20	370	1	370	0%	0	370	1	370	0	370	1	370
	Th-Rt		0	0		0	0	0			0	0	0	0	0	0	0	
	Right	100	1	110	10		110	1	110	6%	34	144	1	144	-5	139	1	139
Shared		0	0			0	0			0	0	0	0	0	0	0	0	
Southbound	Left	111	1	123	12		123	1	123	8%	45	168	1	168	-7	161	1	161
	Lt-Th		0	0			0	0			0	0	0	0	0	0	0	
	Thru	302	1	366	31	33	366	1	366	0%	0	366	1	366	0	366	1	366
	Th-Rt		0	0			0	0			0	0	0	0	0	0	0	
	Right	73	1	101	8	20	101	1	101	0%	0	101	1	101	0	101	1	101
Shared		0	0			0	0			0	0	0	0	0	0	0	0	
Eastbound	Left	79	1	88	8	1	88	1	88	0%	0	88	1	88	0	88	1	88
	Lt-Th		0	0			0	0			0	0	0	0	0	0	0	
	Thru	1648	2	2173	172	353	2173	2	750	18%	102	2275	2	784	-15	2260	3	753
	Th-Rt		1	750			750	1	750			784	1	784		77	1	77
	Right	69	0	77	7		77	0	77	0%	0	77	0	77	0	77	0	77
Shared		0	0			0	0			0	0	0	0	0	0	0	0	
Westbound	Left	101	1	133	11	22	133	1	133	(6%)	69	202	1	202	-10	192	1	192
	Lt-Th		0	0			0	0			0	0	0	0	0	0	0	
	Thru	1471	2	1989	153	365	1989	2	728	(18%)	206	2195	2	828	-31	2164	3	721
	Th-Rt		1	728			728	1	728			828	1	828		274	1	274
	Right	176	0	196	18	1	196	0	196	(8%)	92	288	0	288	-14	274	1	274
Shared		0	0			0	0			0	0	0	0	0	0	0	0	
Critical Volumes:		North-South: 428		North-South: 493		North-South: 538		North-South: 531					North-South: 531					
		East-West: 674		East-West: 883		East-West: 986		East-West: 945					East-West: 945					
		Total: 1102		Total: 1376		Total: 1524		Total: 1477					Total: 1477					
Volume/capacity (v/c) ratio:		0.735		0.918				1.016				0.984						
v/c less ATSAC adjustment:		0.635		0.818				0.916				0.884						
Level of Service (LOS):		<b>B</b>		<b>D</b>				<b>E</b>				<b>D</b>						

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project: 0.098  
Significantly impacted? YES  
Δv/c after mitigation: 0.066  
Fully mitigated? NO

Intersection No. 11		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION			
North/South Street: <b>Ethel Av</b>		Critical Phases: 2 Capacity: 1500		Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500			
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%		from year: 2008 to year: 2013 + 2.0% Ambient Growth				<input type="checkbox"/> Adjacent AM 887 257 1144 PM 566 1146 1712				Signal System: 3 v/c reduction: 10%			
Analysis Date: 07/30/2008 AM Peak: 7:30 AM		Opposed Phasing: 0		Opposed Phasing: 0								Opposed Phasing: 0			
		Counts	Lane	Ambient	+ Related	= Total	Lane	+ Project	= Total	Lane	Adjusted	Total	Lane	Lane	
		Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	
Northbound	Left	19	0	2		21	0	0%	0	21	0	0	0	0	
	Lt-Th		1			1	56			1	154		1	140	
	Thru		0			0	0			0			0	0	
	Th-Rt	24	0	3	8	35	0	11%	98	133	0	-15	118	0	
	Right		0			0	0			0			0	0	
Shared	80	1	8		88	1	0%	0	88	1	0	88	1	51	
			0			0	0			0		0	0	0	
Southbound	Left	102	1	11	24	137	1	(27%)	69	206	1	-60	145	1	80
	Lt-Th		0			0	0			0			0	1	121
	Thru		0			0	0			0			0	0	0
	Th-Rt	22	1	2	7	32	1	(11%)	28	60	1	-4	56	0	0
	Right		0			0	0			0			0	0	0
Shared	77	0	8		84	0	(16%)	41	125	1	-6	119	1	6	
			0			0	0			0		0	0	0	
Eastbound	Left	95	1	10		105	1	16%	142	247	1	-21	225	1	225
	Lt-Th		0			0	0			0			0	0	0
	Thru	1570	2	163	134	1867	2	16%	142	2009	2	-21	1988	2	687
	Th-Rt		1			1	646			1	694		1	687	
	Right	39	0	4	29	72	0	0%	0	72	0	0	72	0	0
Shared		0			0	0			0			0	0	0	
Westbound	Left	66	1	7		73	1	0%	0	73	1	0	73	1	73
	Lt-Th		0			0	0			0			0	0	0
	Thru	1544	2	161	133	1838	2	(16%)	41	1879	2	-6	1873	3	624
	Th-Rt		1			1	615			1	709		0	0	
	Right	7	0	1		8	0	27%	239	247	0	-36	211	1	138
Shared		0			0	0			0			0	0	0	
Critical Volumes:		North-South: 149		North-South: 187		North-South: 256		North-South: 172				North-South: 172			
		East-West: 612		East-West: 720		East-West: 955		East-West: 850				East-West: 850			
		Total: 761		Total: 907		Total: 1212		Total: 1022				Total: 1022			
Volume/capacity (v/c) ratio:		0.507		0.605		0.808		0.681							
v/c less ATSAC adjustment:		0.407		0.505		0.708		0.581							
Level of Service (LOS):		<b>A</b>		<b>A</b>		<b>C</b>		<b>A</b>							

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project: 0.203      Δv/c after mitigation: 0.076  
 Significantly impacted? YES      Fully mitigated? NO



Intersection No. 11		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>Ethel Av</b>		Critical Phases: 2 Capacity: 1500		Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500						
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%		from year: 2008 to year: 2013 + 2.0% Ambient Growth				<input type="checkbox"/> Adjacent AM 887 257 1144 PM 566 1146 1712				Signal System: 3 v/c reduction: 10%						
Analysis Date: 07/30/2008 PM Peak: 5:00 PM		Opposed Phasing: 0		Opposed Phasing: 0								Opposed Phasing: 0						
	Counts	Lane Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	34	0	0	4		37	0	0	0%	0	37	0	0	37	0	0	
	Lt-Th		1	65			92	1	92			1	154			1	145	
	Thru	32	0	0	3	20	55	0	0	11%	62	117	0	-9	108	0	0	
	Th-Rt		0	0			0	0	0			0	0			0	0	
Right	61	1	38	6		68	1	42	0%	0	68	1	42	0	68	1	42	
Shared		0	0			0	0	0			0	0	0			0	0	
Southbound	Left	182	1	182	19	76	276	1	276	(27%)	309	585	1	585	-146	439	1	242
	Lt-Th		0	0			0	0	0			0	0			0	0	
	Thru	35	1	182	4	22	60	1	222	(11%)	126	186	1	186	-19	167	0	0
	Th-Rt		0	0			0	0	0			0	0			0	0	
Right	147	0	0	15		162	0	0	(16%)	183	345	1	226	-27	318	1	206	
Shared		0	0			0	0	0			0	0	0			0	0	
Eastbound	Left	134	1	134	14		148	1	148	16%	91	239	1	239	-14	225	1	225
	Lt-Th		0	0			0	0	0			0	0			0	0	
	Thru	1753	2	597	182	303	2239	2	783	16%	91	2330	2	813	-14	2316	2	809
	Th-Rt		1	597			111	1	783	0%	0	111	0	0	0	111	0	0
Right	37	0	0	4	70	111	0	0			0	0	0			0	0	
Shared		0	0			0	0	0			0	0	0			0	0	
Westbound	Left	47	1	47	5		52	1	52	0%	0	52	1	52	0	52	1	52
	Lt-Th		0	0			0	0	0			0	0			0	0	
	Thru	1626	2	545	169	310	2105	2	705	(16%)	183	2288	2	817	-27	2261	3	754
	Th-Rt		1	545			10	1	705			1	817			1	0	
Right	9	0	0	1		10	0	0	27%	153	163	0	0	-23	140	1	0	
Shared		0	0			0	0	0			0	0			0	0		
Critical Volumes:		North-South: 247	North-South: 318				North-South: 627				North-South: 407							
		East-West: 679	East-West: 853				East-West: 1056				East-West: 978							
		Total: 925	Total: 1171				Total: 1683				Total: 1385							
Volume/capacity (v/c) ratio:		0.617		0.780				1.122				0.923						
v/c less ATSAC adjustment:		0.517		0.680				1.022				0.823						
Level of Service (LOS):		<b>A</b>		<b>B</b>				<b>F</b>				<b>D</b>						

### PROJECT IMPACT

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project: 0.342      Δv/c after mitigation: 0.143  
 Significantly impacted? YES      Fully mitigated? NO



Intersection No. 12		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION				
North/South Street: <b>Morse Ave</b>		Critical Phases: 0 Capacity: 1200		Apply ambient growth: from year: 2008 to year: 2013 + 2.0% Ambient Growth				Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN				
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%		Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent				Critical Phases: 2 Capacity: 1500				
Analysis Date: 07/30/2008		Opposed Phasing: 1		Opposed Phasing: 1				AM In Out Total 887 257 1144				Signal System: 3				
AM Peak: 7:30 AM								PM In Out Total 566 1146 1712				v/c reduction: 10%				
		Counts	Lane	Ambient	+ Related	= Total	Lane	+ Project	= Total	Lane	Adjusted	Total	Lane	Lane		
		Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume		
Northbound	Left	19	0	19	2	21	0	21	0%	0	21	0	21	0	0	
	Lt-Th		0	0		0	0	0				0	0	0	0	
	Thru	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	
	Th-Rt		0	0		0	0	0				0	0	0	0	
	Right	46	0	46	5	51	0	51	0%	0	51	0	51	0	0	
Shared		1	65			1	72				1	72	1	72		
Southbound	Left	0	0	0	0	0	0	0	(30%)	77	77	0	77	38	115	
	Lt-Th		0	0		0	0	0				0	0	1	52	
	Thru	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	
	Th-Rt		0	0		0	0	0				0	0	0	0	
	Right	0	0	0	0	0	0	0	(16%)	41	41	0	41	-6	35	
Shared		1	0			1	0				1	118	0	0		
Eastbound	Left	0	0	0	0	0	0	0	16%	142	142	0	0	-21	121	
	Lt-Th		0	0		0	0	0				0	0	0	0	
	Thru	1959	2	662	204	150	2313	2	781	(27%)	69	2382	2	804	-10	2372
	Th-Rt		1	662			1	781				1	804		1	800
	Right	26	0	0	3	29	0	0	0%	0	29	0	0	0	29	0
Shared		0	0			0	0				0	0		0		
Westbound	Left	33	1	33	3	36	1	36	0%	0	36	1	36	0	36	
	Lt-Th		0	0		0	0	0				0	0	0	0	
	Thru	2030	2	677	211	150	2391	2	797	27%	239	2630	2	965	-36	2594
	Th-Rt		1	677			1	797				1	965		1	940
	Right	0	0	0	0	0	0	0	30%	266	266	0	0	-40	226	0
Shared		0	0			0	0				0	0		0		
Critical Volumes:		North-South: 65				North-South: 72				North-South: 190			North-South: 135			
		East-West: 695				East-West: 817				East-West: 965			East-West: 940			
		Total: 760				Total: 889				Total: 1155			Total: 1075			
Volume/capacity (v/c) ratio:		0.633						0.741				0.963				
v/c less ATSAC adjustment:		0.633						0.741				0.963				
Level of Service (LOS):		<b>B</b>						<b>C</b>				<b>E</b>				

### PROJECT IMPACT

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.222	Δv/c after mitigation:	-0.124
Significantly impacted?	YES	Fully mitigated?	YES

Intersection No. 12		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>Morse Ave</b>		Critical Phases: 0 Capacity: 1200		Apply ambient growth: from year: 2008 to year: 2013 + 2.0%				Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN						
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%		Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent				Critical Phases: 2 Capacity: 1500						
Analysis Date: 07/30/2008		Opposed Phasing: 1		Opposed Phasing: 1				AM In Out Total 887 257 1144				Signal System: 3						
PM Peak: 5:00 PM		Counts		= Total				PM Total Total Total 566 1146 1712				v/c reduction: 10%						
		Volume	Lanes	Ambient Growth	+ Related Projects	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	12	0	13	0	13	0	13	0	0	0	0	0	0	13	0	0	
	Lt-Th	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Th-Rt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	39	0	43	0	43	0	43	0	0	0	0	0	0	43	0	0	
Shared		1		4			1		1			56		0	43	1	56	
Southbound	Left	0	0	0	0	0	0	0	(30%)	344	344	1	344	48	392	1	216	
	Lt-Th	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	177	
	Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Th-Rt	0	0	0	0	0	0	0	0	0	1	183	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	(16%)	183	183	0	183	-27	156	1	156	
Shared		1		0			1		0		0	0	0	0	0	0	0	
Eastbound	Left	0	0	0	0	0	0	0	16%	91	91	0	0	-14	77	0	0	
	Lt-Th	1807	2	615	188	368	2363	2	802	(27%)	309	2672	2	905	-46	2626	2	890
	Thru	0	1	615	0	0	0	1	802	0	0	1	905	0	0	1	890	
	Th-Rt	39	0	0	4	0	0	0	0	0	43	0	0	0	43	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Shared		0		0			0		0		0	0	0	0	0	0	0	
Westbound	Left	17	1	17	2	0	19	1	19	0%	0	19	1	19	0	19	1	19
	Lt-Th	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Thru	2079	2	693	216	375	2670	2	890	27%	153	2823	2	998	-23	2800	2	982
	Th-Rt	0	1	693	0	0	0	1	890	0	0	1	998	0	0	1	982	
	Right	0	0	0	0	0	0	0	0	30%	170	170	0	0	-26	145	0	0
Shared		0		0			0		0		0	0	0	0	0	0	0	
Critical Volumes:		North-South: 51		North-South: 56		North-South: 400		North-South: 272				East-West: 998		North-South: 272		East-West: 982		
		East-West: 693		East-West: 890		East-West: 998		East-West: 982				Total: 1398		Total: 1254				
		Total: 744		Total: 946		Total: 1398		Total: 1254										
Volume/capacity (v/c) ratio:		0.620		0.789		1.165		0.836										
v/c less ATSAC adjustment:		0.620		0.789		1.165		0.736										
Level of Service (LOS):		<b>B</b>		<b>C</b>		<b>F</b>		<b>C</b>										

### PROJECT IMPACT

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.376	Δv/c after mitigation:	-0.053
Significantly impacted?	YES	Fully mitigated?	YES

Intersection No. 13		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 3 Capacity: 1425		Apply ambient growth: from year: 2008 to year: 2013				Project: THE PLAZA AT THE GLEN				Critical Phases: 3 Capacity: 1425						
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 10%						
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				AM				Opposed Phasing: 0						
AM Peak: 7:30 AM								PM										
		Counts	Lane	Ambient	+ Related	= Total	Lane	+ Project	= Total	Lane	Adjusted	Total	Lane					
		Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume				
Northbound	Left	101	1	101	11	4	115	1	115	11%	98	213	1	213	-15	199	1	199
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	461	1	311	48	10	519	1	348	0%	0	519	1	348	0	519	2	260
	Th-Rt		1	311			1	348				1	348			0	0	0
	Right	160	0	0	17		177	0	0	0%	0	177	0	0	0	177	1	60
Shared		0	0			0	0	0			0	0	0	0	0	0	0	0
Southbound	Left	137	1	137	14		151	1	151	0%	0	151	1	151	0	151	1	151
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	580	1	329	60	36	677	1	385	0%	0	677	1	456	0	677	2	338
	Th-Rt		1	329			1	385				1	456			0	0	0
	Right	78	0	0	8	8	94	0	0	16%	142	236	0	0	-21	214	1	145
Shared		0	0			0	0	0			0	0	0	0	0	0	0	0
Eastbound	Left	88	1	88	9	7	104	1	104	(16%)	41	145	1	145	-6	139	1	139
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	1671	2	593	174	148	1993	2	705	(30%)	77	2070	2	740	-12	2058	3	686
	Th-Rt		1	593			1	705				1	740			0	0	0
	Right	108	0	0	11	3	122	0	0	(11%)	28	150	0	0	-4	146	1	146
Shared		0	0			0	0	0			0	0	0	0	0	0	0	0
Westbound	Left	211	1	211	22		233	1	233	0%	0	233	1	233	0	233	1	233
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	1539	2	538	160	150	1849	2	644	30%	266	2115	2	733	-40	2075	3	692
	Th-Rt		1	538			1	644				1	733			0	0	0
	Right	74	0	0	8		82	0	0	0%	0	82	0	0	0	82	1	82
Shared		0	0			0	0	0			0	0	0	0	0	0	0	0
Critical Volumes:		North-South: 447		North-South: 501		North-South: 670		North-South: 537				North-South: 537						
		East-West: 804		East-West: 938		East-West: 973		East-West: 919				East-West: 919						
		Total: 1251		Total: 1439		Total: 1643		Total: 1456				Total: 1456						
Volume/capacity (v/c) ratio:		0.878		1.010		1.153		1.022				1.022						
v/c less ATSAC adjustment:		0.778		0.910		1.053		0.922				0.922						
Level of Service (LOS):		<b>C</b>		<b>E</b>		<b>F</b>		<b>E</b>				<b>E</b>						

### PROJECT IMPACT

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project: 0.143  
 Significantly impacted? YES  
 Δv/c after mitigation: 0.012  
 Fully mitigated? NO



Intersection No. 13		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 3 Capacity: 1425		Apply ambient growth: from year: 2008 to year: 2013 + 2.0%				Critical Phases: 3 Capacity: 1425				Project: THE PLAZA AT THE GLEN Critical Phases: 3 Capacity: 1425						
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent AM 887 257 1144 PM 566 1146 1712				Signal System: 3 v/c reduction: 10%						
Analysis Date: 07/30/2008 PM Peak: 5:00 PM		Opposed Phasing: 0		Opposed Phasing: 0								Opposed Phasing: 0						
		Counts	Lane	Ambient	+ Related	= Total	Lane	+ Project	In	Out	Total	Adjusted	Total	Lane	Lane			
		Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume			
Northbound	Left	137	1	137	14	10	161	1	161	11%	62	223	1	223	-9	214	1	214
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
	Thru	415	1	252	43	4	462	1	280	0%	0	462	1	280	0	462	2	231
	Th-Rt		1	252			1	280				1	280			0	0	0
	Right	89	0	0	9		98	0	0	0%	0	98	0	0	0	98	1	19
Shared		0	0			0	0	0			0	0	0	0	0	0	0	
Southbound	Left	125	1	125	13		139	1	139	0%	0	139	1	139	0	139	1	139
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
	Thru	430	1	315	45	53	528	1	384	0%	0	528	1	429	0	528	2	264
	Th-Rt		1	315			1	384				1	429			0	0	0
	Right	199	0	0	21	20	240	0	0	16%	91	331	0	0	-14	317	1	75
Shared		0	0			0	0	0			0	0	0	0	0	0	0	
Eastbound	Left	277	1	277	29	22	328	1	328	(16%)	183	511	1	511	-27	484	1	484
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
	Thru	1738	2	603	181	347	2266	2	785	(30%)	344	2610	2	942	-52	2558	3	853
	Th-Rt		1	603			1	785				1	942			0	0	0
	Right	71	0	0	7	11	90	0	0	(11%)	126	216	0	0	-19	197	1	197
Shared		0	0			0	0	0			0	0	0	0	0	0	0	
Westbound	Left	143	1	143	15		158	1	158	0%	0	158	1	158	0	158	0	158
	Lt-Th		0	0			0	0			0	0	0	0	0	0	0	0
	Thru	1430	2	524	149	350	1929	2	695	30%	170	2099	2	751	-26	2073	3	691
	Th-Rt		1	524			1	695				1	751			0	0	0
	Right	141	0	0	15		155	0	0	0%	0	155	0	0	0	155	1	155
Shared		0	0			0	0	0			0	0	0	0	0	0	0	
Critical Volumes:		North-South: 451					North-South: 545				North-South: 652			North-South: 478				
		East-West: 801					East-West: 1023				East-West: 1263			East-West: 1175				
		Total: 1252					Total: 1568				Total: 1915			Total: 1653				
Volume/capacity (v/c) ratio:		0.879						1.100						1.344		1.160		
v/c less ATSAC adjustment:		0.779						1.000						1.244		1.060		
Level of Service (LOS):		<b>C</b>						<b>E</b>						<b>F</b>		<b>F</b>		

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project: 0.244      Δv/c after mitigation: 0.060  
 Significantly impacted? YES      Fully mitigated? NO

Intersection No. 14		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Whitsett Av</b>		Critical Phases: 3 Capacity: 1425		Apply ambient growth: from year: 2008 to year: 2013 + 2.0% Ambient Growth				Critical Phases: 3 Capacity: 1425				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Critical Phases: 3 Capacity: 1425					
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				AM In Out Total 887 257 1144				Signal System: 3					
AM Peak: 7:30 AM		Counts		+ Related Projects		= Total		+ Project Volume		= Total		Adjusted Volume		Total Volume			
		Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes		
Northbound	Left	79	1	79	1	87	1	87	1	122	1	122	1	-5	116	1	116
	Lt-Th		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Thru	333	1	245	1	418	1	296	1	418	1	296	1	0	418	1	296
	Th-Rt		1	245	1	296	1	296	1	296	1	296	1	0	296	1	296
	Right	158	0	0	0	175	0	0	0	0	0	0	0	0	175	0	0
Shared		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Southbound	Left	176	1	176	1	199	1	199	1	199	1	199	1	0	199	2	109
	Lt-Th		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Thru	757	1	409	1	879	1	474	1	879	1	491	1	0	879	1	488
	Th-Rt		1	409	1	474	1	474	1	491	1	491	1	0	491	1	488
	Right	60	0	0	0	68	0	0	0	35	0	0	0	-5	98	0	0
Shared		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Eastbound	Left	50	1	50	1	56	1	56	1	66	1	66	1	-2	65	1	65
	Lt-Th		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Thru	1724	2	607	2	2047	2	718	2	2104	2	740	2	-9	2096	2	737
	Th-Rt		1	607	1	718	1	718	1	740	1	740	1	0	740	1	737
	Right	96	0	0	0	107	0	0	0	10	0	0	0	-2	115	0	0
Shared		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Westbound	Left	75	1	75	1	83	1	83	1	83	1	83	1	0	83	1	83
	Lt-Th		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Thru	1790	2	618	2	2126	2	732	2	2321	2	797	2	-29	2292	2	787
	Th-Rt		1	618	1	732	1	732	1	797	1	797	1	0	797	1	787
	Right	63	0	0	0	70	0	0	0	0	0	0	0	0	70	0	0
Shared		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Critical Volumes:		North-South: 487		North-South: 560		North-South: 613		North-South: 605									
		East-West: 682		East-West: 801		East-West: 863		East-West: 852									
		Total: 1169		Total: 1362		Total: 1476		Total: 1457									
Volume/capacity (v/c) ratio:		0.820		0.956		1.036		1.022									
v/c less ATSAC adjustment:		0.720		0.856		0.936		0.922									
Level of Service (LOS):		<b>C</b>		<b>D</b>		<b>E</b>		<b>E</b>									

### PROJECT IMPACT

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project: 0.080      Δv/c after mitigation: 0.066  
 Significantly impacted? YES      Fully mitigated? NO

Intersection No. 14		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>Whitsett Av</b>		Critical Phases: 3 Capacity: 1425		Apply ambient growth: Critical Phases: 3 Capacity: 1425				Project: THE PLAZA AT THE GLEN				Critical Phases: 3 Capacity: 1425						
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 10%						
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				AM				Opposed Phasing: 0						
PM Peak: 5:00 PM								PM										
		Counts	Lane	Ambient	+ Related	= Total	Lane	+ Project	Total	Lane	Adjusted	Total	Lane	Lane				
		Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume				
Northbound	Left	112	1	112	12	124	1	124	4%	23	147	1	147	-3	143	1	143	
	Lt-Th		0	0		0	0	0			0	0	0	0	0	0	0	
	Thru	684	1	443	71	57	813	1	518	0%	0	813	1	518	0	813	1	518
	Th-Rt		1	443			518	1	518			518	1	518		518	1	518
	Right	202	0	0	21		223	0	0	0%	0	223	0	0	0	223	0	0
Shared		0	0			0	0	0			0	0	0	0	0	0	0	
Southbound	Left	147	1	147	15	10	172	1	172	0%	0	172	1	172	0	172	2	95
	Lt-Th		0	0			0	0			0	0	0	0	0	0	0	0
	Thru	391	1	226	41	55	486	1	279	0%	0	486	1	290	0	486	1	289
	Th-Rt		1	226			279	1	279			290	1	290		289	1	289
	Right	61	0	0	6	4	72	0	0	4%	23	95	0	0	-3	91	0	0
Shared		0	0			0	0	0			0	0	0	0	0	0	0	
Eastbound	Left	104	1	104	11	4	119	1	119	(4%)	46	165	1	165	-7	158	1	158
	Lt-Th		0	0			0	0			0	0	0		0	0	0	
	Thru	1881	2	654	196	336	2413	2	836	(22%)	252	2665	2	935	-38	2627	2	920
	Th-Rt		1	654			836	1	836			935	1	935		920	1	920
	Right	82	0	0	8	4	94	0	0	(4%)	46	140	0	0	-7	133	0	0
Shared		0	0			0	0	0			0	0	0	0	0	0	0	
Westbound	Left	113	1	113	12		125	1	125	0%	0	125	1	125	0	125	1	125
	Lt-Th		0	0			0	0			0	0	0		0	0	0	
	Thru	1494	2	540	156	350	2000	2	713	22%	125	2125	2	755	-19	2106	2	749
	Th-Rt		1	540			713	1	713			755	1	755		749	1	749
	Right	126	0	0	13		140	0	0	0%	0	140	0	0	0	140	0	0
Shared		0	0			0	0	0			0	0	0	0	0	0	0	
Critical Volumes:		North-South: 590			North-South: 690			North-South: 690			North-South: 613							
		East-West: 767			East-West: 961			East-West: 1060			East-West: 1045							
		Total: 1357			Total: 1651			Total: 1750			Total: 1658							
Volume/capacity (v/c) ratio:		0.953		1.158		1.228		1.163										
v/c less ATSAC adjustment:		0.853		1.058		1.128		1.063										
Level of Service (LOS):		<b>D</b>		<b>F</b>		<b>F</b>		<b>F</b>										

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project: 0.070      Δv/c after mitigation: 0.005  
 Significantly impacted? YES      Fully mitigated? YES

Intersection No. 15		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>170 FWY SB (North Side)</b>		Critical Phases: 0 Capacity: 1200		Apply ambient growth: from year: 2008 to year: 2013 + 2.0% Ambient Growth				Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN Critical Phases: 0 Capacity: 1200						
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%		Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent AM In Out Total 887 257 1144 PM 566 1146 1712				Signal System: 1 v/c reduction: 0%						
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0								Opposed Phasing: 0						
AM Peak: 7:30 AM																		
	Counts	Lane Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume		
Northbound	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Lt-Th	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Th-Rt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Shared	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Southbound	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Lt-Th	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Th-Rt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Right	496	1	496	52	6	553	1	553	8	71	624	1	624	-11	614	1	614
Shared	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Eastbound	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Lt-Th	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Th-Rt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Shared	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Westbound	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Lt-Th	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Thru	1883	2	675	196	130	2209	2	799	14	124	2333	2	841	-19	2315	2	834
	Th-Rt	0	1	675	0	0	0	1	799	0	0	0	1	841	0	0	0	834
	Right	142	0	0	15	32	189	0	0	0	0	189	0	0	0	0	0	0
Shared	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Critical Volumes:		North-South: 0 East-West: 675 Total: 675		North-South: 0 East-West: 799 Total: 799				North-South: 0 East-West: 841 Total: 841				North-South: 0 East-West: 834 Total: 834						
Volume/capacity (v/c) ratio:		0.563		0.666				0.701				0.695						
v/c less ATSAC adjustment:		0.563		0.666				0.701				0.695						
Level of Service (LOS):		<b>A</b>		<b>B</b>				<b>C</b>				<b>B</b>						

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.035	Δv/c after mitigation:	0.029
Significantly impacted?	NO	Fully mitigated?	N/A

Intersection No. 15		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION			
North/South Street: <b>170 FWY SB (North Side)</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013 + 2.0%				Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN			
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent				Critical Phases: 0 Capacity: 1200			
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Signal System: 1			
PM Peak: 5:00 PM									PM				v/c reduction: 0%			
		Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane	Lane	Lane	Adjusted	Total	Lanes	Lane	
		Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	
Northbound	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	
	Lt-Th	0	0	0	0		0	0	0	0	0	0	0	0	0	
	Thru	0	0	0	0		0	0	0	0	0	0	0	0	0	
	Th-Rt	0	0	0	0		0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	
Shared	0	0	0	0		0	0	0	0	0	0	0	0	0	0	
Southbound	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	
	Lt-Th	0	0	0	0		0	0	0	0	0	0	0	0	0	
	Thru	0	0	0	0		0	0	0	0	0	0	0	0	0	
	Th-Rt	0	0	0	0		0	0	0	0	0	0	0	0	0	
	Right	264	1	264	28	21	313	1	313	8%	45	358	1	358	-7	351
Shared	0	0	0	0		0	0	0	0	0	0	0	0	0	0	
Eastbound	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	
	Lt-Th	0	0	0	0		0	0	0	0	0	0	0	0	0	
	Thru	0	0	0	0		0	0	0	0	0	0	0	0	0	
	Th-Rt	0	0	0	0		0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0		0	0	0	0	0	0	0	0	0	
Shared	0	0	0	0		0	0	0	0	0	0	0	0	0	0	
Westbound	Left	0	0	0	0		0	0	0	0	0	0	0	0	0	
	Lt-Th	0	0	0	0		0	0	0	0	0	0	0	0	0	
	Thru	2210	2	808	230	319	2759	2	1027	14%	79	2838	2	1053	-12	2826
	Th-Rt	0	1	808	0	0	0	1	1027	0%	0	323	0	1053	0	323
	Right	215	0	0	22	85	323	0	0	0%	0	0	0	0	0	0
Shared	0	0	0	0		0	0	0	0	0	0	0	0	0	0	
Critical Volumes:		North-South: 0			North-South: 0				North-South: 0				North-South: 0			
		East-West: 808			East-West: 1027				East-West: 1053				East-West: 1050			
		Total: 808			Total: 1027				Total: 1053				Total: 1050			
Volume/capacity (v/c) ratio:		0.674			0.856				0.878				0.875			
v/c less ATSAC adjustment:		0.674			0.856				0.878				0.875			
Level of Service (LOS):		<b>B</b>			<b>D</b>				<b>D</b>				<b>D</b>			

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.022	Δv/c after mitigation:	0.019
Significantly impacted?	YES	Fully mitigated?	YES





Intersection No. 16		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION				
North/South Street: <b>170 FWY SB (South Side)</b>		Critical Phases: 0 Capacity: 1200		Apply ambient growth: from year: 2008 to year: 2013 + 2.0% Ambient Growth				Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN Critical Phases: 0 Capacity: 1200				
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%		Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent AM In Out Total 887 257 1144 PM 566 1146 1712				Signal System: 1 v/c reduction: 0%				
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0								Opposed Phasing: 0				
AM Peak: 7:30 AM																
	Counts	Lane Volume	Lanes	Lane Volume	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
Northbound	Left	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
	Lt-Th	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
	Thru	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
	Th-Rt	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
	Right	718	1	718	75	28	821	1	821	0%	0	821	1	821	0	821
Shared																
Southbound	Left	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
	Lt-Th	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
	Thru	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
	Th-Rt	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
Shared																
Eastbound	Left	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
	Lt-Th	1628	2	724	169	153	1951	2	855	(14%)	36	1987	2	874	-5	1981
	Thru		1	724				1	855							
	Th-Rt	543	0	0	56	14	613	0	0	(8%)	21	634	0	0	-3	631
	Right															
Shared																
Westbound	Left	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
	Lt-Th	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
	Thru	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
	Th-Rt	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
Shared																
Critical Volumes:		North-South: 718 East-West: 724 Total: 1442		North-South: 821 East-West: 855 Total: 1676				North-South: 821 East-West: 874 Total: 1695				North-South: 0 East-West: 991 Total: 991				
Volume/capacity (v/c) ratio:		1.202		1.396				1.412				0.826				
v/c less ATSAC adjustment:		1.202		1.396				1.412				0.826				
Level of Service (LOS):		<b>F</b>		<b>F</b>				<b>F</b>				<b>D</b>				

### PROJECT IMPACT

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.016	Δv/c after mitigation:	-0.570
Significantly impacted?	YES	Fully mitigated?	YES

Intersection No. 16		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION			
North/South Street: <b>170 FWY SB (South Side)</b>		Critical Phases: 0 Capacity: 1200		Apply ambient growth: from year: 2008 to year: 2013 + 2.0%				Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN Critical Phases: 0 Capacity: 1200			
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%		Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent AM In Out Total 887 257 1144 PM 566 1146 1712				Signal System: 1 v/c reduction: 0%			
Analysis Date: 07/30/2008 PM Peak: 5:00 PM		Opposed Phasing: 0		Opposed Phasing: 0								Opposed Phasing: 0			
	Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane	Lane	Lane	Adjusted	Total	Lane	Lane	
	Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	
<b>Northbound</b>															
Left	0	0	0	0		0	0	0	0	0	0	0	0	0	
Lt-Th	0	0	0	0		0	0	0	0	0	0	0	0	0	
Thru	0	0	0	0		0	0	0	0	0	0	0	0	0	
Th-Rt	0	0	0	0		0	0	0	0	0	0	0	0	0	
Right	280	1	280	29	87	396	1	396	0%	0	396	1	396	0	
Shared	0	0	0	0		0	0	0	0%	0	0	0	0	0	
<b>Southbound</b>															
Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	
Lt-Th	0	0	0	0		0	0	0	0%	0	0	0	0	0	
Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	
Th-Rt	0	0	0	0		0	0	0	0%	0	0	0	0	0	
Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	
Shared	0	0	0	0		0	0	0	0%	0	0	0	0	0	
<b>Eastbound</b>															
Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	
Lt-Th	1600	2	743	166	321	2087	2	933	(14%)	160	2247	2	1017	-24	
Thru	0	1	743	0	0	0	1	933	(8%)	92	805	0	1017	-14	
Th-Rt	630	0	0	66	17	713	0	0	0%	0	0	0	0	0	
Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	
Shared	0	0	0	0		0	0	0	0%	0	0	0	0	0	
<b>Westbound</b>															
Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	
Lt-Th	0	0	0	0		0	0	0	0%	0	0	0	0	0	
Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	
Th-Rt	0	0	0	0		0	0	0	0%	0	0	0	0	0	
Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	
Shared	0	0	0	0		0	0	0	0%	0	0	0	0	0	
<b>Critical Volumes:</b>		<b>North-South:</b> 280				<b>North-South:</b> 396				<b>North-South:</b> 396		<b>North-South:</b> 0			
		<b>East-West:</b> 743				<b>East-West:</b> 933				<b>East-West:</b> 1017		<b>East-West:</b> 1112			
		<b>Total:</b> 1023				<b>Total:</b> 1329				<b>Total:</b> 1413		<b>Total:</b> 1112			
Volume/capacity (v/c) ratio:		0.852				1.108				1.178		0.926			
v/c less ATSAC adjustment:		0.852				1.108				1.178		0.926			
Level of Service (LOS):		<b>D</b>				<b>F</b>				<b>F</b>		<b>E</b>			

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.070	Δv/c after mitigation:	-0.182
Significantly impacted?	YES	Fully mitigated?	YES

# Project: THE PLAZA AT THE GLEN

DOT Case Number:

Year of counts: 2008

Project buildout: 2013

Ambient growth: 2.0% per year

Project Trip Generation	Adjacent to Project			Not Adjacent		
	In	Out	Total	In	Out	Total
AM Peak Hour	892	245	1137	887	257	1144
PM Peak Hour	540	1139	1679	566	1146	1712

Filename: \\Otcnas\Otcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 B- adj(-15%).xls

## Level of Service and Volume to Capacity Ratio Summary

No.	Intersection	Peak Hour	Existing (2008)		Cumulative Base		Future with project		Project Impact		After mitigation		
			v/c	LOS	v/c	LOS	v/c	LOS	Δ v/c	significant?	v/c	Δ v/c	mitigated?
1	170 FWY NB ( North Side ) & Victory Blvd	AM	0.603	B	0.718	C	0.740	C	0.022	NO	1.429	0.711	N/A
		PM	0.735	C	0.940	E	0.954	E	<b>0.014</b>	<b>YES</b>	1.757	<b>0.817</b>	<b>NO</b>
2	170 FWY NB ( South Side ) & Victory Blvd	AM	0.835	D	0.988	E	0.998	E	<b>0.010</b>	<b>YES</b>	0.925	-0.063	YES
		PM	0.753	C	0.993	E	1.038	F	<b>0.045</b>	<b>YES</b>	0.953	-0.040	YES
3	Laurel Canyon Blvd & Victory Blvd	AM	0.715	C	0.917	E	0.930	E	<b>0.013</b>	<b>YES</b>	0.860	-0.057	YES
		PM	0.768	C	1.062	F	1.079	F	<b>0.017</b>	<b>YES</b>	0.943	-0.119	YES
4	Fulton Way & Erwin St	AM	0.603	B	0.717	C	0.732	C	0.015	NO	--	--	N/A
		PM	0.286	A	0.381	A	0.468	A	0.087	NO	--	--	N/A
5	Fulton Way & Oxnard St	AM	0.679	B	0.796	C	0.813	D	0.017	NO	0.808	0.012	N/A
		PM	0.563	A	0.680	B	0.741	C	<b>0.061</b>	<b>YES</b>	0.732	<b>0.052</b>	<b>NO</b>
6	Coldwater Canyon Ave & Oxnard St	AM	0.643	B	0.754	C	0.802	D	<b>0.048</b>	<b>YES</b>	0.794	<b>0.040</b>	<b>NO</b>
		PM	0.564	A	0.665	B	0.739	C	<b>0.074</b>	<b>YES</b>	0.728	<b>0.063</b>	<b>NO</b>
7	Whitsett Ave & Oxnard St	AM	0.763	C	0.886	D	0.896	D	0.010	NO	0.866	-0.020	N/A
		PM	0.782	C	0.884	D	0.918	E	<b>0.034</b>	<b>YES</b>	0.891	0.007	YES
8	Coldwater Canyon Ave & Burbank Blvd	AM	0.736	C	0.855	D	0.862	D	0.007	NO	--	--	N/A
		PM	0.535	A	0.674	B	0.689	B	0.015	NO	--	--	N/A
9	NS Ave & EW St	AM	0.000	A	0.000	A	0.000	A	0.000	NO	--	--	N/A
		PM	0.000	A	0.000	A	0.000	A	0.000	NO	--	--	N/A
10	NS Ave & EW St	AM	0.000	A	0.000	A	0.000	A	0.000	NO	--	--	N/A
		PM	0.000	A	0.000	A	0.000	A	0.000	NO	--	--	N/A
11	NS Ave &	AM	0.000	A	0.000	A	0.000	A	0.000	NO	--	--	N/A

Intersection No. 1		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE			2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>170 FWY NB ( North Side )</b>		Critical Phases: 0 Capacity: 1200			Critical Phases: 0 Capacity: 1200			Project: THE PLAZA AT THE GLEN				Critical Phases: 0 Capacity: 1200						
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%			<input type="checkbox"/> Adjacent				Signal System: 1 v/c reduction: 0%						
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0			In Out Total				Opposed Phasing: 0						
AM Peak: 7:30 AM		Counts			+ 2.0% Ambient Growth			+ Project				Adjusted						
		Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Th-Rt	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
Shared	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0	
Southbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Th-Rt	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Right	731	1	0	76	7	815	1	0	8%	71	886	1	0	-11	875	1	831
Shared	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0	
Eastbound	Left	80	1	80	8		88	1	88	0%	0	88	1	88	0	88	1	88
	Lt-Th	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
Shared	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0	
Westbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Thru	1289	2	644	134	124	1547	2	773	6%	53	1600	2	800	-8	1592	2	796
	Th-Rt	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Right	258	1	0	27	32	317	1	0	0%	0	317	1	0	0	317	1	317
Shared	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0	
Critical Volumes:		North-South: 0			North-South: 0			North-South: 0				North-South: 831						
		East-West: 724			East-West: 861			East-West: 888				East-West: 884						
		Total: 724			Total: 861			Total: 888				Total: 1715						
Volume/capacity (v/c) ratio:		0.603			0.718			0.740				1.429						
v/c less ATSAC adjustment:		0.603			0.718			0.740				1.429						
Level of Service (LOS):		<b>B</b>			<b>C</b>			<b>C</b>				<b>F</b>						

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 B- adj (15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project: 0.022  
 Significantly impacted? NO  
 Δv/c after mitigation: 0.711  
 Fully mitigated? N/A

Intersection No. 1		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE			2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>170 FWY NB (North Side)</b>		Critical Phases: 0 Capacity: 1200			Critical Phases: 0 Capacity: 1200			Project: THE PLAZA AT THE GLEN				Critical Phases: 0 Capacity: 1200					
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%			<input type="checkbox"/> Adjacent				Signal System: 1 v/c reduction: 0%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0			AM				Opposed Phasing: 0					
PM Peak: 5:00 PM								PM									
		Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane	Lane	Lane	Adjusted	Total	Lane	Lane		
		Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume		
Northbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	
	Lt-Th	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	
	Th-Rt	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	
	Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	
Shared	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
Southbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	
	Lt-Th	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	
	Th-Rt	872	1	0	91	21	984	1	0	8%	45	1029	1	-7	1022	1	966
	Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0
Shared	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
Eastbound	Left	102	1	102	11		113	1	113	0%	0	113	1	113	1	113	
	Lt-Th	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	
	Th-Rt	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	
	Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0
Shared	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
Westbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	
	Lt-Th	1561	2	780	162	307	2030	2	1015	6%	34	2064	2	-5	2059	2	1030
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	
	Th-Rt	267	1	0	28	85	380	1	0	0%	0	380	1	0	380	1	380
	Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0
Shared	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
Critical Volumes:		North-South: 0			North-South: 0			North-South: 0				North-South: 966					
		East-West: 882			East-West: 1128			East-West: 1145				East-West: 1142					
		Total: 882			Total: 1128			Total: 1145				Total: 2109					
Volume/capacity (v/c) ratio:		0.735			0.940			0.954				1.757					
v/c less ATSAC adjustment:		0.735			0.940			0.954				1.757					
Level of Service (LOS):		<b>C</b>			<b>E</b>			<b>E</b>				<b>F</b>					

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 B- adj (15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project: **0.014**    Δv/c after mitigation: **0.817**  
 Significantly impacted? **YES**    Fully mitigated? **NO**



Intersection No. 2		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION			
North/South Street: <b>170 FWY NB ( South Side )</b>		Critical Phases: 0 Capacity: 1200		Apply ambient growth: from year: 2008 to year: 2013 + 2.0% Ambient Growth				Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN			
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%		Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent				Critical Phases: 0 Capacity: 1200			
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				AM In Out Total				Signal System: 1			
AM Peak: 7:30 AM								PM In Out Total				v/c reduction: 0%			
		Counts	Lane	+ 2.0% Ambient Growth	+ Related Projects	= Total Volume	= Total Lane	+ Project Volume	= Total Volume	= Total Lane	Adjusted Volume	Total Volume	Lane	Lane Volume	
		Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	
Northbound	Left	0	0	0	0	0	0	0%	0	0	0	0	0	0	
	Lt-Th	0	0	0	0	0	0	0%	0	0	0	0	0	0	
	Thru	0	0	0	0	0	0	0%	0	0	0	0	0	0	
	Th-Rt	0	0	0	0	0	0	0%	0	0	0	0	0	0	
	Right	248	1	248	26	28	302	1	302	1	302	0	302	1	302
Shared															
Southbound	Left	0	0	0	0	0	0	0%	0	0	0	0	0	0	
	Lt-Th	0	0	0	0	0	0	0%	0	0	0	0	0	0	
	Thru	0	0	0	0	0	0	0%	0	0	0	0	0	0	
	Th-Rt	0	0	0	0	0	0	0%	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0%	0	0	0	0	0	0	
Shared															
Eastbound	Left	80	1	80	8	8	88	1	88	1	88	0	88	1	88
	Lt-Th		0	0			0	0	0	0	0	0	0	0	
	Thru	2,060	2	754	214	138	2412	2	883	(6%) 15	2427	2	895	-2	2425
	Th-Rt		1	754			1	883			1	895		0	0
	Right	203	0	0	21	14	238	0	0	(8%) 21	259	0	0	-3	256
Shared															
Westbound	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Lt-Th	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Th-Rt	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	
Shared															
Critical Volumes:		North-South: 248		North-South: 302				North-South: 302				North-South: 302			
		East-West: 754		East-West: 883				East-West: 895				East-West: 808			
		Total: 1002		Total: 1185				Total: 1197				Total: 1110			
Volume/capacity (v/c) ratio:		0.835		0.988				0.998				0.925			
v/c less ATSAC adjustment:		0.835		0.988				0.998				0.925			
Level of Service (LOS):		<b>D</b>		<b>E</b>				<b>E</b>				<b>E</b>			

Filename: I:\cna\01cna\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 B- adj (15%).xls  
 Developed 2005-2007 by Ken Aitchison

	PROJECT	IMPACT
Change in v/c due to project:	0.010	Δv/c after mitigation:
Significantly impacted?	YES	Fully mitigated?
		-0.063
		YES



Intersection No. 2		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE			2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>170 FWY NB ( South Side )</b>		Critical Phases: 0 Capacity: 1200			Critical Phases: 0 Capacity: 1200			Project: THE PLAZA AT THE GLEN				Critical Phases: 0 Capacity: 1200						
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%			<input type="checkbox"/> Adjacent				Signal System: 1 v/c reduction: 0%						
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0			AM				Opposed Phasing: 0						
PM Peak: 5:00 PM								PM										
		Counts	Lanes	Lane	Ambient	+ Related	= Total	Lanes	Lane	+ Project	Total	Lanes	Lane	Adjusted	Total	Lanes	Lane	
		Volume		Volume	Growth	Projects	Volume		Volume	Volume	Volume		Volume	Volume	Volume		Volume	
Northbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Th-Rt	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Right	313	1	313	33	87	433	1	433	0%	0	433	1	433	0	433	1	433
Shared																		
Southbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Th-Rt	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
Shared																		
Eastbound	Left	102	1	102	11		113	1	113	0%	0	113	1	113	0	113	1	113
	Lt-Th		0	0			0	0	0		0	0	0	0	0	0	0	
	Thru	1602	2	590	167	304	2072	2	759	(6%)	69	2141	2	812	-10	2131	3	710
	Th-Rt		1	590				1	759				1	812			0	0
	Right	169	0	0	18	17	204	0	0	(8%)	92	296	0	0	-14	282	1	282
Shared																		
Westbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Th-Rt	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
Shared																		
Critical Volumes:		North-South: 313			North-South: 433			North-South: 433				North-South: 433						
		East-West: 590			East-West: 759			East-West: 812				East-West: 710						
		Total: 904			Total: 1192			Total: 1245				Total: 1143						
Volume/capacity (v/c) ratio:		0.753			0.993			1.038				0.953						
v/c less ATSAC adjustment:		0.753			0.993			1.038				0.953						
Level of Service (LOS):		<b>C</b>			<b>E</b>			<b>F</b>				<b>E</b>						

**PROJECT IMPACT**

Filename: I:\cna\01cna\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 B- adj(15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project: 0.045      Δv/c after mitigation: -0.040  
 Significantly impacted? YES      Fully mitigated? YES



Intersection No. 3		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>Laurel Canyon Blvd</b>		Critical Phases: 4 Capacity: 1375		Apply ambient growth: Critical Phases: 4 Capacity: 1375				Project: THE PLAZA AT THE GLEN				Critical Phases: 4 Capacity: 1375						
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 10%						
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				AM				Opposed Phasing: 0						
AM Peak: 7:30 AM								PM										
	Counts	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	
																		+ 2.0% Ambient Growth
Northbound	Left	121	1	121	13	65	199	1	199	1%	9	208	1	208	-1	207	2	114
	Lt-Th		0	0			0	0	0			0	0			0	0	0
	Thru	428	1	259	45	49	522	1	311	0%	0	522	1	311	0	522	1	311
	Th-Rt		1	259				1	311				1	311			1	311
	Right	90	0	0	9		99	0	0	0%	0	99	0	0	0	99	0	0
Shared		0	0				0	0				0	0			0	0	
Southbound	Left	156	1	156	16		172	1	172	0%	0	172	1	172	0	172	2	95
	Lt-Th		0	0			0	0	0			0	0			0	0	0
	Thru	779	1	460	81	42	902	1	528	0%	0	902	1	533	0	902	1	532
	Th-Rt		1	460				1	528				1	533			1	532
	Right	140	0	0	15		154	0	0	1%	9	163	0	0	-1	162	0	0
Shared		0	0				0	0				0	0			0	0	
Eastbound	Left	97	1	97	10	0	107	1	107	(1%)	3	110	1	110	0	110	1	110
	Lt-Th		0	0			0	0	0			0	0			0	0	0
	Thru	1,168	2	436	122	54	1343	2	556	(4%)	10	1353	2	560	-2	1352	2	559
	Th-Rt		1	436				1	556				1	560			1	559
	Right	141	0	0	15	168	323	0	0	(1%)	3	326	0	0	0	326	0	0
Shared		0	0				0	0				0	0			0	0	
Westbound	Left	104	1	104	11		115	1	115	0%	0	115	1	115	0	115	1	115
	Lt-Th		0	0			0	0	0			0	0			0	0	0
	Thru	1,041	2	362	108	29	1179	2	409	4%	35	1214	2	421	-5	1209	2	419
	Th-Rt		1	362				1	409				1	421			1	419
	Right	45	0	0	5		50	0	0	0%	0	50	0	0	0	50	0	0
Shared		0	0				0	0				0	0			0	0	
Critical Volumes:		North-South: 581 East-West: 540 Total: 1121		North-South: 727 East-West: 670 Total: 1398				North-South: 741 East-West: 675 Total: 1416				North-South: 646 East-West: 674 Total: 1320						
Volume/capacity (v/c) ratio:		0.815		1.017				1.030				0.960						
v/c less ATSAC adjustment:		0.715		0.917				0.930				0.860						
Level of Service (LOS):		<b>C</b>		<b>E</b>				<b>E</b>				<b>D</b>						

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 B- adj (15%).xls  
 Developed 2005-2007 by Ken Aitchison

	PROJECT	IMPACT
Change in v/c due to project:	0.013	Δv/c after mitigation:
Significantly impacted?	YES	Fully mitigated?
		-0.057
		YES



Intersection No. 3		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>Laurel Canyon Blvd</b>		Critical Phases: 4 Capacity: 1375		Apply ambient growth: Critical Phases: 4 Capacity: 1375				Project: THE PLAZA AT THE GLEN				Critical Phases: 4 Capacity: 1375						
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 10%						
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				AM				Opposed Phasing: 0						
PM Peak: 5:00 PM								PM										
		Counts	Lane	Ambient	+ Related	= Total	Lane	+ Project	In	Out	Total	Adjusted	Total	Lane	Lane			
		Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume			
Northbound	Left	209	1	209	22	169	400	1	400	1%	6	406	1	406	-1	405	2	223
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
	Thru	713	1	418	74	56	843	1	490	0%	0	843	1	490	0	843	1	490
	Th-Rt		1	418				1	490				1	490			1	490
	Right	123	0	0	13		136	0	0	0%	0	136	0	0	0	136	0	0
Shared		0	0				0	0				0	0			0	0	
Southbound	Left	120	1	120	13		133	1	133	0%	0	133	1	133	0	133	2	73
	Lt-Th		0	0			0	0				0	0			0	0	0
	Thru	565	1	363	59	54	678	1	427	0%	0	678	1	430	0	678	1	430
	Th-Rt		1	363				1	427				1	430			1	430
	Right	160	0	0	17		177	0	0	1%	6	183	0	0	-1	182	0	0
Shared		0	0				0	0				0	0			0	0	
Eastbound	Left	179	1	179	19		197	1	197	(1%)	11	208	1	208	-2	206	1	206
	Lt-Th		0	0			0	0				0	0			0	0	0
	Thru	1112	2	408	116	44	1272	2	636	(4%)	46	1318	2	657	-7	1311	2	655
	Th-Rt		1	408				1	644				1	657			1	655
	Right	111	0	0	12	521	644	0	0	(1%)	11	655	0	0	-2	653	0	0
Shared		0	0				0	0				0	0			0	0	
Westbound	Left	115	1	115	12		127	1	127	0%	0	127	1	127	0	127	1	127
	Lt-Th		0	0			0	0				0	0			0	0	0
	Thru	1230	2	443	128	64	1422	2	510	4%	23	1445	2	518	-3	1442	2	517
	Th-Rt		1	443				1	510				1	518			1	517
	Right	98	0	0	10		108	0	0	0%	0	108	0	0	0	108	0	0
Shared		0	0				0	0				0	0			0	0	
Critical Volumes:		North-South: 572		North-South: 827		North-South: 836		North-South: 653										
		East-West: 621		East-West: 771		East-West: 785		East-West: 782										
		Total: 1193		Total: 1598		Total: 1621		Total: 1434										
Volume/capacity (v/c) ratio:		0.868		1.162				1.179				1.043						
v/c less ATSAC adjustment:		0.768		1.062				1.079				0.943						
Level of Service (LOS):		<b>C</b>		<b>F</b>				<b>F</b>				<b>E</b>						

**PROJECT IMPACT**

Change in v/c due to project:	0.017	Δv/c after mitigation:	-0.119
Significantly impacted?	YES	Fully mitigated?	YES

Intersection No. 4		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>Fulton Way</b>		Critical Phases: 2 Capacity: 1500		Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500						
East/West Street: <b>Erwin St</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 10%						
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				AM				Opposed Phasing: 0						
AM Peak: 7:30 AM								PM										
		Counts	Lane	Ambient	+ Related	= Total	Lane	+ Project	= Total	Lane	Adjusted	Total	Lane					
		Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume				
Northbound	Left	47	1	47	5	52	1	52	0%	0	52	1	52	0	52	1	52	
	Lt-Th		0	0		0	0	0				0	0		0	0	0	
	Thru	450	1	233	47	26	523	1	270	6%	53	576	1	327	-8	568	1	319
	Th-Rt		1	233			270		270				1	327				319
	Right	15	0	0	2		17	0	0	7%	62	79	0	0	-9	69	0	0
Shared		0	0			0	0	0				0	0		0	0	0	
Southbound	Left	60	1	60	6	66	1	66	0%	0	66	1	66	0	66	1	66	
	Lt-Th		0	0		0	0	0				0	0		0	0	0	
	Thru	637	0	0	66	42	745	1	826	(6%)	15	760	0	0	-2	758	1	839
	Th-Rt		1	710			826		826				1	841				839
	Right	73	0	0	8		81	0	0	0%	0	81	0	0	0	81	0	0
Shared		0	0			0	0	0				0	0		0	0	0	
Eastbound	Left	104	0	104	11	115	0	115	0%	0	115	0	115	0	115	0	115	
	Lt-Th		0	0		0	0	0				0	0		0	0	0	
	Thru	60	0	0	6	19	85	0	0	0%	0	85	0	0	0	85	0	0
	Th-Rt		0	0			0	0				0	0		0	0	0	
	Right	93	0	93	10		103	0	103	0%	0	103	0	103	0	103	0	103
Shared		1	257			303	1	303				1	303			1	303	
Westbound	Left	31	0	31	3	34	0	34	(7%)	18	52	0	52	-3	50	0	50	
	Lt-Th		0	0		0	0	0				0	0		0	0	0	
	Thru	65	0	0	7	17	89	0	0	0%	0	89	0	0	0	89	0	0
	Th-Rt		0	0			0	0				0	0		0	0	0	
	Right	41	0	41	4		45	0	45	0%	0	45	0	45	0	45	0	45
Shared		1	137			168	1	168				1	186			1	184	
Critical Volumes:		North-South: 757		North-South: 878		North-South: 893		North-South: 891				North-South: 891						
		East-West: 298		East-West: 348		East-West: 355		East-West: 352				East-West: 352						
		Total: 1055		Total: 1226		Total: 1248		Total: 1243				Total: 1243						
Volume/capacity (v/c) ratio:		0.703		0.817		0.832		0.829				0.829						
v/c less ATSAC adjustment:		0.603		0.717		0.732		0.729				0.729						
Level of Service (LOS):		<b>B</b>		<b>C</b>		<b>C</b>		<b>C</b>				<b>C</b>						

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 B- adj (15%).xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project: 0.015      Δv/c after mitigation: 0.012  
Significantly impacted? NO      Fully mitigated? N/A

Intersection No. 4		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION			
North/South Street: <b>Fulton Way</b>		Critical Phases: 2 Capacity: 1500		Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500			
East/West Street: <b>Erwin St</b>		Signal System: 3 v/c reduction: 10%		from year: 2008 to year: 2013 + 2.0% Ambient Growth				<input type="checkbox"/> Adjacent AM 887 257 1144 PM 566 1146 1712				Signal System: 3 v/c reduction: 10%			
Analysis Date: 07/30/2008 PM Peak: 5:00 PM		Opposed Phasing: 0		Opposed Phasing: 0								Opposed Phasing: 0			
		Counts	Lane	Ambient	+ Related	= Total	Lane	+ Project	In	Out	Total	Adjusted	Total	Lane	Lane
		Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume
Northbound	Left	25	1	3		28	1	0%	28	1	28	0	28	1	28
	Lt-Th		0				0			0				0	0
	Thru	582	1	61	54	697	1	6%	731	1	405	-5	725	1	400
	Th-Rt		1				1			1	405			1	400
	Right	36	0	4		40	0	7%	40	0	0	-6	74	0	0
Shared		0				0			0	0			0	0	
Southbound	Left	31	1	3		34	1	0%	34	1	34	0	34	1	34
	Lt-Th		0				0			0				0	0
	Thru	413	1	43	62	518	1	(6%)	69	587	1	-10	577	1	606
	Th-Rt		1				1			1	617			1	606
	Right	27	0	3		30	0	0%	0	30	0	0	30	0	0
Shared		0				0			0	0			0	0	
Eastbound	Left	27	0	3		30	0	0%	30	0	30	0	30	0	30
	Lt-Th		0				0			0				0	0
	Thru	23	0	2	20	45	0	0%	0	45	0	0	45	0	0
	Th-Rt		0				0			0				0	0
	Right	33	0	3		36	0	0%	0	36	0	0	36	0	36
Shared		1				1			1	112			1	112	
Westbound	Left	15	0	2		17	0	(7%)	80	97	0	-12	85	0	85
	Lt-Th		0				0			0				0	0
	Thru	11	0	1	25	37	0	0%	0	37	0	0	37	0	0
	Th-Rt		0				0			0				0	0
	Right	31	0	3		34	0	0%	0	34	0	0	34	0	34
Shared		1				1			1	168			1	156	
Critical Volumes:		North-South: 465		North-South: 575		North-South: 644		North-South: 634				North-South: 634			
		East-West: 114		East-West: 146		East-West: 208		East-West: 196				East-West: 196			
		Total: 579		Total: 721		Total: 853		Total: 830				Total: 830			
Volume/capacity (v/c) ratio:		0.386		0.481		0.568		0.554				0.554			
v/c less ATSAC adjustment:		0.286		0.381		0.468		0.454				0.454			
Level of Service (LOS):		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>				<b>A</b>			

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 B- adj (15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project: 0.087  
 Significantly impacted? NO  
 Δv/c after mitigation: 0.073  
 Fully mitigated? N/A

Intersection No. 5		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION			
North/South Street: <b>Fulton Way</b>		Critical Phases: 2 Capacity: 1500		Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500			
East/West Street: <b>Oxnard St</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 10%			
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				AM In Out Total				Opposed Phasing: 0			
AM Peak: 7:30 AM				+ 2.0% Ambient Growth				PM In Out Total							
		Counts	Lane	+ Related	= Total	Lane	+ Project	= Total	Lane	Adjusted	Total	Lane	Lane		
		Volume	Volume	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume		
Northbound	Left	47	1	5	52	1	0%	52	1	0	52	1	52		
	Lt-Th		0		0	0			0		0	0	0		
	Thru	335	2	20	389	2	8%	71	460	2	230	-11	225		
	Th-Rt		0		0	0			0	0	0	0	0		
	Right	121	1	13	134	1	0%	0	134	1	14	0	14		
Shared		0		0	0			0	0	0	0	0	0		
Southbound	Left	111	1	12	123	1	0%	0	123	1	123	0	123		
	Lt-Th		0		0	0			0	0	0	0	0		
	Thru	482	1	36	569	1	(8%)	21	590	1	590	-3	587		
	Th-Rt		0		0	0			0	0	0	0	0		
	Right	52	1	3	60	1	(5%)	13	73	1	31	-2	32		
Shared		0		0	0			0	0	0	0	0			
Eastbound	Left	33	1	3	40	1	5%	44	84	1	84	-7	77		
	Lt-Th		0		0	0			0	0	0	0	0		
	Thru	732	1	37	846	1	0%	0	846	1	846	0	846		
	Th-Rt		0		0	0			0	0	0	0	0		
	Right	111	0	12	123	0	0%	0	123	0	0	0	0		
Shared		0		0	0			0	0	0	0	0			
Westbound	Left	217	1	23	240	1	0%	0	240	1	240	0	240		
	Lt-Th		0		0	0			0	0	0	0	0		
	Thru	1063	1	31	1204	1	0%	0	1204	1	1204	0	1204		
	Th-Rt		0		0	0			0	0	0	0	0		
	Right	75	0	8	83	0	0%	0	83	0	0	0	0		
Shared		0		0	0			0	0	0	0	0			
Critical Volumes:		North-South: 529		North-South: 620		North-South: 641		North-South: 638							
		East-West: 639		East-West: 724		East-West: 728		East-West: 724							
		Total: 1168		Total: 1345		Total: 1369		Total: 1362							
Volume/capacity (v/c) ratio:		0.779		0.896		0.913		0.908							
v/c less ATSAC adjustment:		0.679		0.796		0.813		0.808							
Level of Service (LOS):		<b>B</b>		<b>C</b>		<b>D</b>		<b>D</b>							

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9-B-adj(15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.017	Δv/c after mitigation:	0.012
Significantly impacted?	NO	Fully mitigated?	N/A

Intersection No. 5		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION			
North/South Street: <b>Fulton Way</b>		Critical Phases: 2 Capacity: 1500		Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500			
East/West Street: <b>Oxnard St</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 10%			
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				AM				Opposed Phasing: 0			
PM Peak: 5:00 PM								PM							
		Counts	Lane	Ambient	+ Related	= Total	Lane	+ Project	Total	Lane	Adjusted	Total	Lane	Lane	
		Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	
Northbound	Left	50	1	50	5	55	1	55	0%	0	55	1	55	0	
	Lt-Th		0	0		0	0	0				0	0	0	
	Thru	439	2	219	46	42	2	263	8%	45	571	2	286	-7	
	Th-Rt		0	0		0	0	0				0	0	0	
	Right	65	1	8	7	72	1	9	0%	0	72	1	9	0	
Shared		0	0		0	0	0				0	0	0		
Southbound	Left	78	1	78	8	86	1	86	0%	0	86	1	86	0	
	Lt-Th		0	0		0	0	0				0	0	0	
	Thru	273	1	273	28	49	1	351	(8%)	92	443	1	443	-14	
	Th-Rt		0	0		0	0	0				0	0	0	
	Right	48	1	35	5	11	1	44	(5%)	57	121	1	87	-9	
Shared		0	0		0	0	0				0	0	0		
Eastbound	Left	27	1	27	3	10	1	39	5%	28	67	1	67	-4	
	Lt-Th		0	0		0	0	0				0	0	0	
	Thru	1106	1	556	115	46	1	637	0%	0	1267	1	637	0	
	Th-Rt		1	556			1	637	0%	0	1267	1	637	0	
	Right	7	0	0	1	8	0	0	0%	0	8	0	0	0	
Shared		0	0		0	0	0				0	0	0		
Westbound	Left	114	1	114	12	126	1	126	0%	0	126	1	126	0	
	Lt-Th		0	0		0	0	0				0	0	0	
	Thru	1047	1	566	109	53	1	652	0%	0	1208	1	652	0	
	Th-Rt		1	566			1	652	0%	0	1208	1	652	0	
	Right	86	0	0	9	95	0	0	0%	0	95	0	0	0	
Shared		0	0		0	0	0				0	0	0		
Critical Volumes:		North-South: 323		North-South: 406		North-South: 498		North-South: 484				North-South: 484			
		East-West: 671		East-West: 763		East-West: 763		East-West: 763				East-West: 763			
		Total: 994		Total: 1169		Total: 1261		Total: 1248				Total: 1248			
Volume/capacity (v/c) ratio:		0.663		0.780		0.841		0.832				0.832			
v/c less ATSAC adjustment:		0.563		0.680		0.741		0.732				0.732			
Level of Service (LOS):		<b>A</b>		<b>B</b>		<b>C</b>		<b>C</b>							

### PROJECT IMPACT

Change in v/c due to project:	0.061	Δv/c after mitigation:	0.052
Significantly impacted?	YES	Fully mitigated?	NO

Intersection No. 6		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>Coldwater Canyon Ave</b>		Critical Phases: 2 Capacity: 1500		Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500						
East/West Street: <b>Oxnard St</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 10%						
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				AM In Out Total				Opposed Phasing: 0						
AM Peak: 7:30 AM		Counts		+ 2.0% Ambient Growth		+ Related Projects		= Total		= Total		Adjusted Volume		Total Volume		Lane Volume		
		Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	
Northbound	Left	59	1	59	1	69	1	69	1	4%	35	104	1	104	-5	99	1	99
	Lt-Th		0	0	0		0	0	0				0	0		0	0	0
	Thru	492	1	278	1	561	1	316	1	4%	35	596	1	333	-5	591	1	331
	Th-Rt		1	278		1	316		1				1	333		1	1	331
	Right	64	0	0	0	7	0	0	0	0%	0	71	0	0	0	71	0	0
Shared		0	0		0		0		0			0	0		0	0	0	
Southbound	Left	57	1	57	1	63	1	63	1	(7%)	18	81	1	81	-3	78	1	78
	Lt-Th		0	0	0		0	0	0				0	0		0	0	0
	Thru	616	1	389	1	740	1	460	1	(4%)	10	750	1	465	-2	749	1	464
	Th-Rt		1	389		1	460		1				1	465		1	1	464
	Right	162	0	0	0	17	0	0	0	0%	0	179	0	0	0	179	0	0
Shared		0	0		0		0		0			0	0		0	0	0	
Eastbound	Left	90	1	90	1	99	1	99	1	0%	0	99	1	99	0	99	1	99
	Lt-Th		0	0	0		0	0	0				0	0		0	0	0
	Thru	765	1	463	1	885	1	532	1	0%	0	885	1	537	0	885	1	536
	Th-Rt		1	463		1	532		1				1	537		1	1	536
	Right	160	0	0	0	17	0	0	0	(4%)	10	190	0	0	-2	188	0	0
Shared		0	0		0		0		0			0	0		0	0	0	
Westbound	Left	96	1	96	1	106	1	106	1	0%	0	106	1	106	0	106	1	106
	Lt-Th		0	0	0		0	0	0				0	0		0	0	0
	Thru	1093	1	576	1	1242	1	653	1	0%	0	1242	1	684	0	1242	1	680
	Th-Rt		1	576		1	653		1				1	684		1	1	680
	Right	58	0	0	0	6	0	0	0	7%	62	126	0	0	-9	117	0	0
Shared		0	0		0		0		0			0	0		0	0	0	
Critical Volumes:		North-South: 448		North-South: 529		North-South: 569		North-South: 563				North-South: 563		North-South: 563				
		East-West: 666		East-West: 752		East-West: 783		East-West: 779				East-West: 779		East-West: 779				
		Total: 1114		Total: 1281		Total: 1352		Total: 1342				Total: 1342		Total: 1342				
	Volume/capacity (v/c) ratio:	0.743		0.854		0.902		0.894				0.894						
	v/c less ATSAC adjustment:	0.643		0.754		0.802		0.794				0.794						
	Level of Service (LOS):	<b>B</b>		<b>C</b>		<b>D</b>		<b>C</b>										

### PROJECT IMPACT

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9-B-adj(15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project: 0.048  
 Significantly impacted? YES  
 Δv/c after mitigation: 0.040  
 Fully mitigated? NO



Intersection No. 6		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION							
North/South Street: <b>Coldwater Canyon Ave</b>		Critical Phases: 2 Capacity: 1500		Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500							
East/West Street: <b>Oxnard St</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 10%							
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				AM				Opposed Phasing: 0							
PM Peak: 5:00 PM								PM											
		Counts	Lane	Ambient	+ Related	= Total	Lane	+ Project	Total	Lane	Total	Lane	Adjusted	Total	Lane	Lane			
		Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume			
Northbound	Left	64	1	64	7	10	81	1	81	4%	23	104	1	104	-3	100	1	101	
	Lt-Th		0	0			0	0	0			0	0		0	0	0		
	Thru	516	1	308	54	31	601	1	355	4%	23	624	1	367	-3	620	1	365	
	Th-Rt		1	308			1	355				1	367		1	365			
	Right	99	0	0	10		109	0	0	0%	0	109	0	0	0	109	0	0	
Shared		0	0			0	0	0			0	0	0	0	0	0	0		
Southbound	Left	69	1	69	7		77	1	77	(7%)	80	157	1	157	-12	145	1	145	
	Lt-Th		0	0			0	0	0			0	0		0	0	0		
	Thru	431	1	273	45	70	546	1	337	(4%)	46	592	1	360	-7	585	1	356	
	Th-Rt		1	273			1	337				1	360		1	356			
	Right	115	0	0	12		127	0	0	0%	0	127	0	0	0	127	0	0	
Shared		0	0			0	0	0			0	0	0	0	0	0	0		
Eastbound	Left	87	1	87	9		96	1	96	0%	0	96	1	96	0	96	1	96	
	Lt-Th		0	0			0	0	0			0	0		0	0	0		
	Thru	991	1	519	103	57	1152	1	607	0%	0	1152	1	630	0	1152	1	627	
	Th-Rt		1	519			1	607				1	630		1	627			
	Right	47	0	0	5	11	63	0	0	(4%)	46	109	0	0	-7	102	0	0	
Shared		0	0			0	0	0			0	0	0	0	0	0	0		
Westbound	Left	59	1	59	6		65	1	65	0%	0	65	1	65	0	65	1	65	
	Lt-Th		0	0			0	0	0			0	0		0	0	0		
	Thru	983	1	533	102	63	1149	1	620	0%	0	1149	1	640	0	1149	1	637	
	Th-Rt		1	533			1	620				1	640		1	637			
	Right	83	0	0	9		91	0	0	7%	40	131	0	0	-6	125	0	0	
Shared		0	0			0	0	0			0	0	0	0	0	0	0		
Critical Volumes:		North-South: 377					North-South: 432				North-South: 523			North-South: 509					
		East-West: 620					East-West: 716				East-West: 736			East-West: 733					
		Total: 997					Total: 1147				Total: 1259			Total: 1242					
Volume/capacity (v/c) ratio:		0.664						0.765				0.839				0.828			
v/c less ATSAC adjustment:		0.564						0.665				0.739				0.728			
Level of Service (LOS):		<b>A</b>						<b>B</b>				<b>C</b>				<b>C</b>			

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 B- adj (15%).xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.074	Δv/c after mitigation:	0.063
Significantly impacted?	YES	Fully mitigated?	NO



Intersection No. 7		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>Whitsett Ave</b>		Critical Phases: 2 Capacity: 1500		Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500						
East/West Street: <b>Oxnard St</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 10%						
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				AM In Out Total				Opposed Phasing: 0						
AM Peak: 7:30 AM								PM In Out Total										
	Counts	Lane	Lane	+ 2.0%	+ Related	= Total	Lane	Lane	+ Project	= Total	Lane	Lane	Adjusted	Total	Lane	Lane		
	Volume	Volume	Volume	Ambient	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume		
Northbound	Left	63	1	63	7	70	1	70	0%	0	70	1	70	0	70	1	70	
	Lt-Th		0	0			0	0				0			0	0	0	
	Thru	466	1	309	49	62	577	1	372	4%	35	612	1	390	-5	606	1	387
	Th-Rt		1	309			372	1	372				1	390			1	387
	Right	152	0	0	16		168	0	0	0%	0	168	0	0	0	168	0	0
Shared		0	0			0	0	0			0	0	0		0	0	0	
Southbound	Left	109	1	109	11	120	1	121	0%	0	120	1	121	0	120	1	121	
	Lt-Th		0	0			0	0				0	0		0	0	0	
	Thru	985	1	546	103	64	1152	1	635	(4%)	10	1162	1	640	-2	1160	1	639
	Th-Rt		1	546			635	1	635				1	640			1	639
	Right	106	0	0	11		117	0	0	0%	0	117	0	0	0	117	0	0
Shared		0	0			0	0	0			0	0	0		0	0	0	
Eastbound	Left	83	1	83	9	91	1	91	0%	0	91	1	91	0	91	1	91	
	Lt-Th		0	0			0	0				0	0		0	0	0	
	Thru	979	1	549	102	37	1118	1	624	(7%)	18	1136	1	633	-3	1133	2	567
	Th-Rt		1	549			624	1	624				1	633			0	0
	Right	118	0	0	12		131	0	0	0%	0	131	0	0	0	131	1	96
Shared		0	0			0	0	0			0	0	0		0	0	0	
Westbound	Left	137	1	137	14	151	1	151	0%	0	151	1	151	0	151	1	151	
	Lt-Th		0	0			0	0				0	0		0	0	0	
	Thru	1035	1	550	108	31	1174	1	623	7%	62	1236	1	654	-9	1227	1	649
	Th-Rt		1	550			623	1	623				1	654			1	649
	Right	64	0	0	7		71	0	0	0%	0	71	0	0	0	71	0	0
Shared		0	0			0	0	0			0	0	0		0	0	0	
Critical Volumes:		North-South: 609 East-West: 685 Total: 1294		North-South: 704 East-West: 775 Total: 1480				North-South: 709 East-West: 784 Total: 1494				North-South: 709 East-West: 740 Total: 1449						
Volume/capacity (v/c) ratio:		0.863		0.986				0.996				0.966						
v/c less ATSAC adjustment:		0.763		0.886				0.896				0.866						
Level of Service (LOS):		<b>C</b>		<b>D</b>				<b>D</b>				<b>D</b>						

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 B- adj(15%).xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project: 0.010      Δv/c after mitigation: -0.020  
Significantly impacted? NO      Fully mitigated? N/A





Intersection No. 7		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Whitsett Ave</b>		Critical Phases: 2 Capacity: 1500		Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Oxnard St</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 10%					
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				<input type="checkbox"/> In <input type="checkbox"/> Out <input type="checkbox"/> Total				Opposed Phasing: 0					
PM Peak: 5:00 PM		Counts		+ 2.0% Ambient Growth		+ Related Projects		= Total		+ Project Volume		Adjusted Volume		Total Volume		Lane Volume	
		Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes
Northbound	Left	119	1	119		12		132	1	132	0%	0	132	1	132	0	0
	Lt-Th		0	0				0	0	0			0	0	0	0	0
	Thru	760	1	443		79	26	865	1	502	4%	23	888	1	513	-3	512
	Th-Rt		1	443				502	1	502			513	1	513		512
	Right	125	0	0		13		139	0	0	0%	0	139	0	0	0	0
Shared		0	0				0	0	0			0	0	0	0	0	0
Southbound	Left	96	1	96		10		106	1	106	0%	0	106	1	106	0	0
	Lt-Th		0	0				0	0				0	0	0	0	0
	Thru	457	1	253		48	30	535	1	294	(4%)	46	581	1	317	-7	314
	Th-Rt		1	253				294	1	294			317	1	317		314
	Right	49	0	0		5		54	0	0	0%	0	54	0	0	0	0
Shared		0	0				0	0	0			0	0	0	0	0	0
Eastbound	Left	95	1	95		10		105	1	105	0%	0	105	1	105	0	0
	Lt-Th		0	0				0	0				0	0	0	0	0
	Thru	1196	1	629		125	6	1327	1	697	(7%)	80	1407	1	737	-12	697
	Th-Rt		1	629				697	1	697			737	1	737		697
	Right	61	0	0		6		68	0	0	0%	0	68	0	0	0	0
Shared		0	0				0	0	0			0	0	0	0	0	0
Westbound	Left	155	1	155		16		171	1	171	0%	0	171	1	171	0	0
	Lt-Th		0	0				0	0				0	0	0	0	0
	Thru	1155	1	633		120	12	1287	1	705	7%	40	1327	1	725	-6	722
	Th-Rt		1	633				705	1	705			725	1	725		722
	Right	112	0	0		12		124	0	0	0%	0	124	0	0	0	0
Shared		0	0				0	0	0			0	0	0	0	0	0
Critical Volumes:		North-South: 539			North-South: 608			North-South: 619			North-South: 617			North-South: 617			North-South: 617
		East-West: 784			East-West: 868			East-West: 908			East-West: 869			East-West: 869			East-West: 869
		Total: 1322			Total: 1476			Total: 1528			Total: 1486			Total: 1486			Total: 1486
Volume/capacity (v/c) ratio:		0.882		0.984		1.018		0.991		0.991		0.891		0.891		0.891	
v/c less ATSAC adjustment:		0.782		0.884		0.918		0.891		0.891		0.891		0.891		0.891	
Level of Service (LOS):		<b>C</b>		<b>D</b>		<b>E</b>		<b>D</b>		<b>E</b>		<b>D</b>		<b>D</b>		<b>D</b>	

**PROJECT IMPACT**

Change in v/c due to project:	0.034	Δv/c after mitigation:	0.007
Significantly impacted?	YES	Fully mitigated?	YES



<b>Intersection No. 8</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>					
North/South Street: <b>Coldwater Canyon Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Burbank Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent In Out Total AM 887 257 1144 PM 566 1146 1712				Signal System: 3 v/c reduction: 10%					
Analysis Date: 07/30/2008 AM Peak: 7:30 AM		Opposed Phasing: 0			Opposed Phasing: 0								Opposed Phasing: 0					
		Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane	+ Project	= Total	Lane	Lane	Adjusted	Total	Lane	Lane	
		Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	
Northbound	Left	90	1	90	9		99	1	99	0%	0	99	1	99	0	99	1	99
	Lt-Th		0	0				0	0				0			0	0	
	Thru	329	1	203	34	18	382	1	236	8%	71	453	1	271	-11	442	1	266
	Th-Rt		1	203				1	236				1	271			1	266
Southbound	Right	78	0	0	8	4	90	0	0	0%	0	90	0	0	0	90	0	0
	Shared		0	0				0	0				0			0	0	
	Left	52	1	52	5		57	1	57	0%	0	57	1	57	0	57	1	57
	Lt-Th		0	0				0	0				0			0	0	
Eastbound	Thru	659	1	452	69	25	753	1	512	(8%)	21	774	1	522	-3	770	1	521
	Th-Rt		1	452				1	512				1	522			1	521
	Right	246	0	0	26		271	0	0	0%	0	271	0	0	0	271	0	0
	Shared		0	0				0	0				0			0	0	
Westbound	Left	53	1	53	6		59	1	59	0%	0	59	1	59	0	59	1	59
	Lt-Th		0	0				0	0				0			0	0	
	Thru	850	2	425	88	81	1019	2	510	0%	0	1019	2	510	0	1019	2	510
	Th-Rt		0	0				0	0				0			0	0	
Westbound	Right	37	1	0	4		41	1	0	0%	0	41	1	0	0	41	1	0
	Shared		0	0				0	0				0			0	0	
	Left	153	1	153	16	17	186	1	186	0%	0	186	1	186	0	186	1	186
	Lt-Th		0	0				0	0				0			0	0	
Westbound	Thru	1317	2	658	137	72	1526	2	763	0%	0	1526	2	763	0	1526	2	763
	Th-Rt		0	0				0	0				0			0	0	
	Right	32	1	6	3		35	1	6	0%	0	35	1	6	0	35	1	6
	Shared		0	0				0	0				0			0	0	
Critical Volumes:		North-South: 542				North-South: 611				North-South: 622				North-South: 620				
		East-West: 711				East-West: 822				East-West: 822				East-West: 822				
		Total: 1254				Total: 1433				Total: 1443				Total: 1441				
Volume/capacity (v/c) ratio:		0.836			0.955			0.962			0.961							
v/c less ATSAC adjustment:		0.736			0.855			0.862			0.861							
Level of Service (LOS):		<b>C</b>			<b>D</b>			<b>D</b>			<b>D</b>							

**PROJECT IMPACT**

Change in v/c due to project:	0.007	Δv/c after mitigation:	0.006
Significantly impacted?	NO	Fully mitigated?	N/A



<b>Intersection No. 8</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>					
North/South Street: <b>Coldwater Canyon Ave</b>		Critical Phases: 2 Capacity: 1500			Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Burbank Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 10%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0				AM				Opposed Phasing: 0					
PM Peak: 5:00 PM		Counts			+ 2.0%				PM				Adjusted					
		Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	109	1	109	11		120	1	121	0%	0	120	1	121	0	120	1	121
	Lt-Th		0	0				0	0				0	0		0	0	0
	Thru	597	1	355	62	31	690	1	415	8%	45	735	1	438	-7	728	1	435
	Th-Rt		1	355			415	1	415				1	438			1	435
Right	114	0	0	12	15	141	0	0	0%	0	141	0	0	0	141	0	0	
Shared		0	0			0	0	0			0	0	0		0	0	0	
Southbound	Left	34	1	34	4		37	1	37	0%	0	37	1	37	0	37	1	37
	Lt-Th		0	0				0	0				0	0		0	0	0
	Thru	378	1	245	39	26	444	1	283	(8%)	92	536	1	329	-14	522	1	322
	Th-Rt		1	245			283	1	283				1	329			1	322
Right	111	0	0	12		123	0	0	0%	0	123	0	0	0	123	0	0	
Shared		0	0			0	0	0			0	0	0		0	0	0	
Eastbound	Left	109	1	109	11		120	1	121	0%	0	120	1	121	0	120	1	121
	Lt-Th		0	0				0	0				0	0		0	0	0
	Thru	949	2	474	99	157	1204	2	602	0%	0	1204	2	602	0	1204	2	602
	Th-Rt		0	0				0	0				0	0		0	0	0
Right	66	1	11	7		73	1	13	0%	0	73	1	13	0	73	1	13	
Shared		0	0			0	0	0			0	0	0		0	0	0	
Westbound	Left	90	1	90	9	7	106	1	106	0%	0	106	1	106	0	106	1	106
	Lt-Th		0	0				0	0				0	0		0	0	0
	Thru	910	2	455	95	108	1113	2	556	0%	0	1113	2	556	0	1113	2	556
	Th-Rt		0	0				0	0				0	0		0	0	0
Right	20	1	3	2		23	1	4	0%	0	23	1	4	0	23	1	4	
Shared		0	0			0	0	0			0	0	0		0	0	0	
Critical Volumes:		North-South: 389			North-South: 453				North-South: 475				North-South: 472					
		East-West: 564			East-West: 708				East-West: 708				East-West: 708					
		Total: 953			Total: 1161				Total: 1183				Total: 1180					
Volume/capacity (v/c) ratio:		0.635			0.774				0.789				0.787					
v/c less ATSAC adjustment:		0.535			0.674				0.689				0.687					
Level of Service (LOS):		<b>A</b>			<b>B</b>				<b>B</b>				<b>B</b>					

**PROJECT IMPACT**

Change in v/c due to project:	0.015	Δv/c after mitigation:	0.013
Significantly impacted?	NO	Fully mitigated?	N/A

**THE PLAZA @ THE GLEN**

**WITH PROJECT & ADD AREAS**

## Project: THE PLAZA AT THE GLEN

DOT Case Number:  
 Year of counts: 2008  
 Project buildout: 2013  
 Ambient growth: 2.0% per year

Project Trip Generation	Adjacent to Project			Not Adjacent		
	In	Out	Total	In	Out	Total
AM Peak Hour	808	18	826	853	83	936
PM Peak Hour	652	1440	2092	680	1442	2122

File name: \\Otcnas\Otcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls

### Level of Service and Volume to Capacity Ratio Summary

No.	Intersection	Peak Hour	Existing (2008)		Cumulative Base		Future with project		Project Impact		After mitigation		
			v/c	LOS	v/c	LOS	v/c	LOS	Δ v/c	significant?	v/c	Δ v/c	mitigated?
1	Fulton Av & Sherman Way	AM	0.484	A	0.574	A	0.576	A	0.002	NO	0.576	0.002	N/A
		PM	0.634	B	0.785	C	0.813	D	<b>0.028</b>	<b>YES</b>	0.783	-0.002	YES
2	Coldwater Canyon Av & Sherman Way	AM	0.595	A	0.695	B	0.730	C	0.035	NO	0.725	0.030	N/A
		PM	0.570	A	0.672	B	0.729	C	<b>0.057</b>	<b>YES</b>	0.666	-0.006	YES
3	Whitsett Ave & Sherman Way	AM	0.766	C	0.913	E	0.920	E	0.007	NO	0.871	-0.042	N/A
		PM	0.769	C	0.911	E	0.963	E	<b>0.052</b>	<b>YES</b>	0.902	-0.009	YES
4	Woodman Ave & Vanowen St	AM	0.853	D	0.980	E	1.003	F	<b>0.023</b>	<b>YES</b>	0.931	-0.049	YES
		PM	0.798	C	0.938	E	0.956	E	<b>0.018</b>	<b>YES</b>	0.910	-0.028	YES
5	Fulton Ave & Vanowen St	AM	0.638	B	0.752	C	0.786	C	0.034	NO	0.781	0.029	N/A
		PM	0.609	B	0.751	C	0.812	D	<b>0.061</b>	<b>YES</b>	0.803	<b>0.052</b>	<b>NO</b>
6	Coldwater Canyon Av & Vanowen St	AM	0.617	B	0.725	C	0.791	C	<b>0.066</b>	<b>YES</b>	0.740	0.015	YES
		PM	0.710	C	0.841	D	0.882	D	<b>0.041</b>	<b>YES</b>	0.847	0.006	YES
7	Whitsett Av & Vanowen St	AM	0.728	C	0.847	D	0.859	D	0.012	NO	0.857	0.010	N/A
		PM	0.731	C	0.866	D	0.931	E	<b>0.065</b>	<b>YES</b>	0.865	-0.001	YES
8	Coldwater Canyon Av & Hamlin St	AM	0.814	D	0.909	E	0.971	E	<b>0.062</b>	<b>YES</b>	0.957	<b>0.048</b>	<b>NO</b>
		PM	0.777	C	0.917	E	1.047	F	<b>0.130</b>	<b>YES</b>	1.007	<b>0.090</b>	<b>NO</b>
9	Woodman Av & Victory Blvd	AM	0.859	D	0.995	E	1.025	F	<b>0.030</b>	<b>YES</b>	0.942	-0.053	YES
		PM	0.897	D	1.086	F	1.158	F	<b>0.072</b>	<b>YES</b>	1.093	0.007	YES
10	Fulton Ave & Victory Blvd	AM	0.639	B	0.763	C	0.846	D	<b>0.083</b>	<b>YES</b>	0.806	<b>0.043</b>	<b>NO</b>
		PM	0.635	B	0.818	D	0.939	E	<b>0.121</b>	<b>YES</b>	0.903	<b>0.085</b>	<b>NO</b>
11	Ethel Av & Victory Blvd	AM	0.407	A	0.505	A	0.664	B	0.159	NO	0.550	0.045	N/A
		PM	0.517	A	0.680	B	1.105	F	<b>0.425</b>	<b>YES</b>	0.882	0.202	YES
12	Morse Ave & Victory Blvd	AM	0.633	B	0.741	C	0.891	D	<b>0.150</b>	<b>YES</b>	0.597	-0.144	YES
		PM	0.620	B	0.789	C	1.257	F	<b>0.468</b>	<b>YES</b>	0.776	-0.013	YES
13	Coldwater Canyon Av & Victory Blvd	AM	0.778	C	0.910	E	1.031	F	<b>0.121</b>	<b>YES</b>	0.909	-0.001	YES
		PM	0.779	C	1.000	E	1.301	F	<b>0.301</b>	<b>YES</b>	1.103	<b>0.103</b>	<b>NO</b>
14	Whitsett Av & Victory Blvd	AM	0.720	C	0.856	D	0.928	E	<b>0.072</b>	<b>YES</b>	0.916	<b>0.060</b>	<b>NO</b>
		PM	0.853	D	1.058	F	1.146	F	<b>0.088</b>	<b>YES</b>	1.078	<b>0.020</b>	<b>NO</b>
15	170 FWY SB (North Side) & Victory Blvd	AM	0.563	A	0.666	B	0.699	B	0.033	NO	0.642	-0.024	N/A
		PM	0.674	B	0.856	D	0.882	D	<b>0.026</b>	<b>YES</b>	0.789	-0.067	YES
16	170 FWY SB (South Side) & Victory Blvd	AM	1.202	F	1.396	F	1.402	F	0.006	NO	0.817	-0.579	N/A
		PM	0.852	D	1.108	F	1.196	F	<b>0.088</b>	<b>YES</b>	0.941	-0.167	YES



Intersection No. 1		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>Fulton Av</b>		Critical Phases: 2 Capacity: 1500		Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500						
East/West Street: <b>Sherman Way</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 10%						
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				<input type="checkbox"/> In <input type="checkbox"/> Out <input type="checkbox"/> Total				Opposed Phasing: 0						
AM Peak: 7:30 AM																		
		Counts	Lane	Ambient	+ Related	= Total	Lane	+ Project	= Total	Lanes	Lane	Adjusted	Total	Lanes	Lane			
		Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume		Volume	Volume	Volume		Volume			
Northbound	Left	151	1	151	16	167	1	167	(3%)	2	169	1	169	0	168	1	168	
	Lt-Th		0	0		0	0	0			0	0	0		0	0	0	
	Thru	66	1	66	7	19	92	1	92	0%	0	92	1	92	0	92	1	92
	Th-Rt		0	0		0	0	0			0	0	0		0	0	0	
	Right	159	1	159	17	176	1	176	0%	0	176	1	176	0	176	1	176	
Shared		0	0		0	0	0			0	0	0		0	0	0		
Southbound	Left	30	1	30	3	33	1	33	0%	0	33	1	33	0	33	1	33	
	Lt-Th		0	0		0	0	0			0	0	0		0	0	0	
	Thru	42	1	69	4	24	70	1	101	0%	0	70	1	101	0	70	1	101
	Th-Rt		0	0		0	0	0			0	0	0		0	0	0	
	Right	28	0	0	3	30	0	0	0%	0	30	0	0	0	30	0	0	
Shared		0	0		0	0	0			0	0	0		0	0	0		
Eastbound	Left	44	1	44	5	48	1	48	0%	0	48	1	48	0	48	1	48	
	Lt-Th		0	0		0	0	0			0	0	0		0	0	0	
	Thru	1517	3	506	158	62	1737	3	579	0%	0	1737	3	579	0	1737	3	579
	Th-Rt		0	0		0	0	0			0	0	0		0	0	0	
	Right	137	1	137	14	151	1	151	3%	26	177	1	177	-4	173	1	173	
Shared		0	0		0	0	0			0	0	0		0	0	0		
Westbound	Left	150	1	150	16	166	1	166	0%	0	166	1	166	0	166	1	166	
	Lt-Th		0	0		0	0	0			0	0	0		0	0	0	
	Thru	1136	2	568	118	114	1369	2	684	0%	0	1369	2	684	0	1369	2	684
	Th-Rt		0	0		0	0	0			0	0	0		0	0	0	
	Right	79	1	79	8	87	1	87	0%	0	87	1	87	0	87	1	87	
Shared		0	0		0	0	0			0	0	0		0	0	0		
Critical Volumes:		North-South: 220				North-South: 267				North-South: 269			North-South: 269					
		East-West: 656				East-West: 744				East-West: 744			East-West: 744					
		Total: 876				Total: 1012				Total: 1014			Total: 1013					
Volume/capacity (v/c) ratio:		0.584						0.674				0.676						
v/c less ATSAC adjustment:		0.484						0.574				0.576						
Level of Service (LOS):		<b>A</b>						<b>A</b>				<b>A</b>						

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
 Developed 2005-2007 by Ken Aitchison

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

Intersection No. 1	2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION			
North/South Street: <b>Fulton Av</b>	Critical Phases: 2 Capacity: 1500		Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500			
East/West Street: <b>Sherman Way</b>	Signal System: 3 v/c reduction: 10%		from year: 2008 to year: 2013 + 2.0% Ambient Growth				<input type="checkbox"/> Adjacent AM In Out Total 853 83 936 PM 680 1442 2122				Signal System: 3 v/c reduction: 10%			
Analysis Date: 07/30/2008 PM Peak: 5:00 PM	Opposed Phasing: 0		Opposed Phasing: 0								Opposed Phasing: 0			
	Counts	Lane	Ambient	+ Related	= Total	Lane					Adjusted	Total	Lane	
	Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Volume	
<b>Northbound</b>														
Left	212	1   212	22		234	1   234	(3%)	43	277	1   277	-6	271	1   271	
Lt-Th		0   0				0   0				0   0			0   0	
Thru	58	1   58	6	40	104	1   104	0%	0	104	1   104	0	104	1   104	
Th-Rt		0   0				0   0				0   0			0   0	
Right	169	1   169	18		187	1   187	0%	0	187	1   187	0	187	1   187	
Shared		0   0				0   0				0   0			0   0	
<b>Southbound</b>														
Left	61	1   61	6		68	1   68	0%	0	68	1   68	0	68	1   68	
Lt-Th		0   0				0   0				0   0			0   0	
Thru	58	1   100	6	53	117	1   163	0%	0	117	1   163	0	117	1   163	
Th-Rt		0   0				0   0				0   0			0   0	
Right	42	0   0	4		46	0   0	0%	0	46	0   0	0	46	0   0	
Shared		0   0				0   0				0   0			0   0	
<b>Eastbound</b>														
Left	11	1   11	1		12	1   12	0%	0	12	1   12	0	12	1   12	
Lt-Th		0   0				0   0				0   0			0   0	
Thru	1346	2   673	140	115	1602	2   801	0%	0	1602	2   801	0	1602	3   534	
Th-Rt		0   0				0   0				0   0			0   0	
Right	155	1   155	16		171	1   171	3%	20	191	1   191	-3	188	1   188	
Shared		0   0				0   0				0   0			0   0	
<b>Westbound</b>														
Left	116	1   116	12		128	1   128	0%	0	128	1   128	0	128	1   128	
Lt-Th		0   0				0   0				0   0			0   0	
Thru	1513	2   520	157	86	1756	2   603	0%	0	1756	2   603	0	1756	2   878	
Th-Rt		1   520				1   603				1   603			0   0	
Right	47	0   0	5		52	0   0	0%	0	52	0   0	0	52	1   52	
Shared		0   0				0   0				0   0			0   0	
<b>Critical Volumes:</b>	North-South: 312 East-West: 789 Total: 1102		North-South: 398 East-West: 929 Total: 1327		North-South: 441 East-West: 929 Total: 1370		North-South: 434 East-West: 890 Total: 1325							
Volume/capacity (v/c) ratio:	0.734		0.885				0.913				0.883			
v/c less ATSAC adjustment:	0.634		0.785				0.813				0.783			
Level of Service (LOS):	<b>B</b>		<b>C</b>				<b>D</b>				<b>C</b>			

### PROJECT IMPACT

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.028	Δv/c after mitigation:	-0.002
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 2		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION			
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 2 Capacity: 1500		Apply ambient growth: from year: 2008 to year: 2013				Critical Phases: 2 Capacity: 1500				Critical Phases: 2 Capacity: 1500			
East/West Street: <b>Sherman Way</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 10%			
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0			
AM Peak: 7:30 AM				+ 2.0% Ambient Growth				+ Project Volume				Adjusted Volume			
		Counts	Lane	+ Related	= Total	Lane	+ Project	= Total	Lane	Adjusted	Total	Lane	Lane		
		Volume	Volume	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume		
Northbound	Left	117	1	12	130	1	0%	0	130	1	0	130	1	130	
	Lt-Th		0		0	0			0	0		0	0	0	
	Thru	445	1	46	504	1	(6%)	5	509	1	-1	508	2	254	
	Th-Rt		1	13	315	1			319	1		319	0	0	
	Right	113	0	1	126	0	(3%)	2	128	0	0	128	1	128	
Shared		0		0	0			0	0		0	0	0		
Southbound	Left	73	1	8	82	1	0%	0	82	1	0	82	1	82	
	Lt-Th		0	1	0	0			0	0		0	0	0	
	Thru	525	1	40	620	1	6%	51	671	1	-8	663	1	398	
	Th-Rt		1	40	376	1			401	1		398	1	398	
	Right	119	0	12	132	0	0%	0	132	0	0	132	0	0	
Shared		0		0	0			0	0		0	0	0		
Eastbound	Left	99	1	10	109	1	0%	0	109	1	0	109	1	109	
	Lt-Th		0		0	0			0	0		0	0	0	
	Thru	1398	2	62	1606	2	0%	0	1606	2	0	1606	2	574	
	Th-Rt		1	62	574	1			574	1		574	1	574	
	Right	105	0	11	116	0	0%	0	116	0	0	116	0	0	
Shared		0		0	0			0	0		0	0	0		
Westbound	Left	102	1	11	114	1	3%	26	140	1	-4	136	1	136	
	Lt-Th		0	1	0	0			0	0		0	0	0	
	Thru	1261	2	114	1506	2	0%	0	1506	2	0	1506	2	543	
	Th-Rt		1	114	543	1			543	1		543	1	543	
	Right	111	0	1	124	0	0%	0	124	0	0	124	0	0	
Shared		0		0	0			0	0		0	0	0		
Critical Volumes:		North-South: 440		North-South: 505		North-South: 531		North-South: 527							
		East-West: 603		East-West: 688		East-West: 714		East-West: 710							
		Total: 1043		Total: 1193		Total: 1244		Total: 1237							
Volume/capacity (v/c) ratio:		0.695		0.795		0.830		0.825							
v/c less ATSAC adjustment:		0.595		0.695		0.730		0.725							
Level of Service (LOS):		<b>A</b>		<b>B</b>		<b>C</b>		<b>C</b>							

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.035	Δv/c after mitigation:	0.030
Significantly impacted?	NO	Fully mitigated?	N/A



Intersection No. 2		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 2 Capacity: 1500		Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500						
East/West Street: <b>Sherman Way</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 10%						
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				AM				Opposed Phasing: 0						
PM Peak: 5:00 PM								PM										
		Counts	Lane	Ambient	+ Related	= Total	Lane											
		Volume	Volume	Growth	Projects	Volume	Volume		+ Project	Total	Total	Adjusted	Total	Total	Lane	Volume		
									Volume	Volume	Volume	Volume	Volume	Volume	Lanes	Volume		
Northbound	Left	112	1	112	12	124	1	124	0%	0	124	1	124	0	124	1	124	
	Lt-Th		0	0		0	0	0			0	0	0		0	0	0	
	Thru	515	1	314	54	15	584	1	355	(6%)	87	671	1	420	-13	658	2	329
	Th-Rt		1	314		1	355					1	420		0	0	0	
	Right	113	0	0	12	1	126	0	0	(3%)	43	169	0	0	-6	163	1	163
Shared		0	0			0	0				0	0		0	0	0	0	
Southbound	Left	121	1	121	13	1	135	1	135	0%	0	135	1	135	0	135	1	135
	Lt-Th		0	0		0	0	0			0	0	0		0	0	0	
	Thru	369	1	259	38	63	471	1	318	6%	41	512	1	338	-6	506	1	335
	Th-Rt		1	259		1	318					1	338		0	0	0	
	Right	149	0	0	15		164	0	0	0%	0	164	0	0	0	164	0	0
Shared		0	0			0	0				0	0		0	0	0	0	
Eastbound	Left	124	1	124	13		137	1	137	0%	0	137	1	137	0	137	1	137
	Lt-Th		0	0		0	0	0			0	0	0		0	0	0	
	Thru	1292	2	469	135	115	1542	2	556	0%	0	1542	2	556	0	1542	2	556
	Th-Rt		1	469		1	556					1	556		0	0	0	
	Right	114	0	0	12		126	0	0	0%	0	126	0	0	0	126	0	0
Shared		0	0			0	0				0	0		0	0	0	0	
Westbound	Left	101	1	101	11	1	112	1	112	3%	20	132	1	132	-3	129	1	129
	Lt-Th		0	0		0	0	0			0	0	0		0	0	0	
	Thru	1209	2	431	126	86	1421	2	505	0%	0	1421	2	505	0	1421	2	505
	Th-Rt		1	431		1	505					1	505		0	0	0	
	Right	85	0	0	9	1	94	0	0	0%	0	94	0	0	0	94	0	0
Shared		0	0			0	0				0	0		0	0	0	0	
Critical Volumes:		North-South: 436				North-South: 490			North-South: 555			North-South: 464						
		East-West: 570				East-West: 668			East-West: 688			East-West: 685						
		Total: 1005				Total: 1158			Total: 1243			Total: 1149						
Volume/capacity (v/c) ratio:		0.670		0.772				0.829				0.766						
v/c less ATSAC adjustment:		0.570		0.672				0.729				0.666						
Level of Service (LOS):		<b>A</b>		<b>B</b>				<b>C</b>				<b>B</b>						

### PROJECT IMPACT

Change in v/c due to project:	0.057	Δv/c after mitigation:	-0.006
Significantly impacted?	YES	Fully mitigated?	YES

Intersection No. 3		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION				
North/South Street: <b>Whitsett Ave</b>		Critical Phases: 3 Capacity: 1425		Apply ambient growth: from year: 2008 to year: 2013				Project: THE PLAZA AT THE GLEN				Critical Phases: 3 Capacity: 1425				
East/West Street: <b>Sherman Way</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 10%				
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				AM PM				Opposed Phasing: 0				
AM Peak: 7:30 AM				+ 2.0% Ambient Growth				+ Project Volume				Adjusted Volume				
		Counts	Lane	+ Related	= Total	+ Project	= Total	+ Project	= Total	Adjusted	Total	Lane	Lane			
		Volume	Volume	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume			
Northbound	Left	79	1	8	87	1	87	0%	0	87	1	87	0	87	1	87
	Lt-Th	0	0	0	0	0	0			0	0	0		0	0	0
	Thru	408	1	53	503	1	319	(7%)	6	509	1	322	-1	509	2	254
	Th-Rt	0	1	0	319	1	319			0	1	322		0	0	0
	Right	121	0	13	134	0	0	(1%)	1	135	0	0	0	0	135	1
Shared	0	0	0	0	0	0			0	0	0		0	0	0	0
Southbound	Left	384	2	6	429	2	236	0%	0	429	2	236	0	429	2	236
	Lt-Th	0	0	0	0	0	0			0	0	0		0	0	0
	Thru	454	1	45	546	1	311	7%	60	606	1	346	-9	597	1	341
	Th-Rt	0	1	0	311	1	311			0	1	346		0	0	0
	Right	66	0	3	76	0	0	1%	9	85	0	0	-1	84	0	0
Shared	0	0	0	0	0	0			0	0	0		0	0	0	0
Eastbound	Left	88	1	12	109	1	109	(1%)	1	110	1	110	0	110	1	110
	Lt-Th	0	0	0	0	0	0			0	0	0		0	0	0
	Thru	1471	2	58	1682	2	590	(2%)	2	1684	2	591	0	1684	2	591
	Th-Rt	0	1	0	590	1	590			0	1	591		0	1	591
	Right	81	0	8	89	0	0	0%	0	89	0	0	0	89	0	0
Shared	0	0	0	0	0	0			0	0	0		0	0	0	0
Westbound	Left	134	1	1	149	1	149	1%	9	158	1	158	-1	156	1	156
	Lt-Th	0	0	0	0	0	0			0	0	0		0	0	0
	Thru	1684	2	118	1977	2	779	2%	17	1994	2	785	-3	1992	2	784
	Th-Rt	0	1	0	779	1	779			0	1	785		0	1	784
	Right	326	0	34	360	0	0	0%	0	360	0	0	0	360	0	0
Shared	0	0	0	0	0	0			0	0	0		0	0	0	0
Critical Volumes:		North-South: 476		North-South: 555		North-South: 558		North-South: 558		North-South: 490				North-South: 490		
		East-West: 758		East-West: 888		East-West: 895		East-West: 895		East-West: 894				East-West: 894		
		Total: 1233		Total: 1443		Total: 1453		Total: 1453		Total: 1384				Total: 1384		
Volume/capacity (v/c) ratio:		0.866		1.013		1.020		1.020		0.971				0.971		
v/c less ATSAC adjustment:		0.766		0.913		0.920		0.920		0.871				0.871		
Level of Service (LOS):		<b>C</b>		<b>E</b>		<b>E</b>		<b>E</b>		<b>D</b>				<b>D</b>		

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project: 0.007  
 Significantly impacted? NO  
 Δv/c after mitigation: -0.042  
 Fully mitigated? N/A

Intersection No. 3		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Whitsett Ave</b>		Critical Phases: 3 Capacity: 1425		Apply ambient growth: from year: 2008 to year: 2013 + 2.0%				Critical Phases: 3 Capacity: 1425				Critical Phases: 3 Capacity: 1425					
East/West Street: <b>Sherman Way</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				Project: THE PLAZA AT THE GLEN				Signal System: 3 v/c reduction: 10%					
Analysis Date: 07/30/2008 PM Peak: 5:00 PM		Opposed Phasing: 0		Opposed Phasing: 0				<input type="checkbox"/> Adjacent				Opposed Phasing: 0					
		Counts		Ambient Growth		+ Related Projects		= Total		+ Project Volume		Adjusted Volume		Total Volume		Lane Volume	
		Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes
Northbound	Left	86	1	86		9		95	1	95	0%	0	95	1	95	0	95
	Lt-Th		0	0				0	0	0			0	0	0	0	0
	Thru	641	1	385		67	63	770	1	456	(7%)	101	871	1	514	-15	428
	Th-Rt		1	385				1	456				1	514		0	0
	Right	129	0	0		13		142	0	0	(1%)	14	156	0	0	-2	154
Shared		0	0				0	0	0			0	0	0	0	0	0
Southbound	Left	368	2	203		38	7	414	2	227	0%	0	414	2	227	0	227
	Lt-Th		0	0				0	0				0	0		0	0
	Thru	385	1	232		40	59	484	1	288	7%	48	532	1	315	-7	311
	Th-Rt		1	232				1	288				1	315		1	311
	Right	80	0	0		8	4	92	0	0	1%	7	99	0	0	-1	98
Shared		0	0				0	0	0			0	0	0	0	0	0
Eastbound	Left	96	1	96		10	12	118	1	118	(1%)	14	132	1	132	-2	130
	Lt-Th		0	0				0	0				0	0		0	0
	Thru	1664	2	581		173	112	1949	2	679	(2%)	29	1978	2	689	-4	687
	Th-Rt		1	581				1	679				1	689		1	687
	Right	80	0	0		8		88	0	0	0%	0	88	0	0	0	0
Shared		0	0				0	0	0			0	0	0	0	0	0
Westbound	Left	70	1	70		7	1	79	1	79	1%	7	86	1	86	-1	85
	Lt-Th		0	0				0	0				0	0		0	0
	Thru	1338	2	548		139	91	1569	2	635	2%	14	1583	2	640	-2	639
	Th-Rt		1	548				1	635				1	640		1	639
	Right	306	0	0		32		338	0	0	0%	0	338	0	0	0	0
Shared		0	0				0	0	0			0	0	0	0	0	0
Critical Volumes:		North-South: 587			North-South: 684			North-South: 741			North-South: 655						
		East-West: 651			East-West: 758			East-West: 774			East-West: 772						
		Total: 1239			Total: 1441			Total: 1515			Total: 1427						
Volume/capacity (v/c) ratio:		0.869		1.011		1.063		1.002									
v/c less ATSAC adjustment:		0.769		0.911		0.963		0.902									
Level of Service (LOS):		<b>C</b>		<b>E</b>		<b>E</b>		<b>E</b>									

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.052	Δv/c after mitigation:	-0.009
Significantly impacted?	YES	Fully mitigated?	YES

Intersection No. 4		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>Woodman Ave</b>		Critical Phases: 2 Capacity: 1500		Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500						
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 10%						
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				AM In Out Total 680 1442 2122				Opposed Phasing: 0						
AM Peak: 7:30 AM		Counts		+ 2.0% Ambient Growth		+ Related Projects		= Total		+ Project		= Total		Adjusted Volume		Total Volume		
		Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	
Northbound	Left	115	1	115	12	127	1	127	0%	0	127	1	127	0	127	1	127	
	Lt-Th		0	0		0	0	0			0	0	0		0	0	0	
	Thru	830	1	458	86	16	933	1	514	(3%)	2	935	1	515	0	934	1	515
	Th-Rt		1	458				1	514				1	515			1	515
	Right	86	0	0	9		95	0	0	0%	0	95	0	0	0	95	0	0
Shared		0	0				0	0				0	0		0	0	0	
Southbound	Left	107	1	107	11	118	1	118	0%	0	118	1	118	0	118	1	118	
	Lt-Th		0	0		0	0	0			0	0	0		0	0	0	
	Thru	1216	2	608	127	27	1369	2	685	3%	26	1395	2	698	-4	1391	2	696
	Th-Rt		0	0				0	0				0	0		0	0	0
	Right	177	1	177	18		196	1	196	0%	0	196	1	196	0	196	1	196
Shared		0	0				0	0				0	0		0	0	0	
Eastbound	Left	107	1	107	11	118	1	118	0%	0	118	1	118	0	118	1	118	
	Lt-Th		0	0		0	0	0			0	0	0		0	0	0	
	Thru	1028	1	608	107	56	1191	1	699	5%	43	1234	1	721	-6	1228	2	614
	Th-Rt		1	608				1	699				1	721			1	614
	Right	188	0	0	20		207	0	0	0%	0	207	0	0	0	207	1	207
Shared		0	0				0	0				0	0		0	0	0	
Westbound	Left	99	1	99	10	109	1	109	0%	0	109	1	109	0	109	1	109	
	Lt-Th		0	0		0	0	0			0	0	0		0	0	0	
	Thru	988	1	534	103	96	1187	1	638	(5%)	4	1191	1	640	-1	1191	2	595
	Th-Rt		1	534				1	638				1	640			1	595
	Right	80	0	0	8		88	0	0	0%	0	88	0	0	0	88	1	88
Shared		0	0				0	0				0	0		0	0	0	
Critical Volumes:		North-South: 723		North-South: 812				North-South: 825				North-South: 823						
		East-West: 707		East-West: 808				East-West: 830				East-West: 723						
		Total: 1430		Total: 1620				Total: 1655				Total: 1546						
Volume/capacity (v/c) ratio:		0.953		1.080				1.103				1.031						
v/c less ATSAC adjustment:		0.853		0.980				1.003				0.931						
Level of Service (LOS):		<b>D</b>		<b>E</b>				<b>F</b>				<b>E</b>						

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
 Developed 2005-2007 by Ken Aitchison

PROJECT IMPACT			
Change in v/c due to project:	0.023	Δv/c after mitigation:	-0.049
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 4		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION			
North/South Street: <b>Woodman Ave</b>		Critical Phases: 2 Capacity: 1500		Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500			
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 10%			
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				AM				Opposed Phasing: 0			
PM Peak: 5:00 PM								PM							
		Counts	Lane	Ambient	+ Related	= Total	Lane	+ Project	Total	Total	Total	Adjusted	Total	Lane	Lane
		Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume
Northbound	Left	133	1	14		146	1	0%	0	146	1	0	146	1	146
	Lt-Th		0			0	0				0			0	0
	Thru	899	1	94	39	1031	1	(3%)	43	1074	1	-6	1068	1	585
	Th-Rt		1			566	1			588	1			1	585
	Right	92	0	10		101	0	0%	0	101	0	0	101	0	0
Shared		0				0	0			0			0	0	
Southbound	Left	120	1	13		133	1	0%	0	133	1	0	133	1	133
	Lt-Th		0			0	0				0			0	0
	Thru	1029	2	107	31	1167	2	3%	20	1187	2	-3	1184	2	592
	Th-Rt		0			0	0				0			0	0
	Right	181	1	19		199	1	0%	0	199	1	0	199	1	199
Shared		0				0	0			0			0	0	
Eastbound	Left	115	1	12		127	1	0%	0	127	1	0	127	1	127
	Lt-Th		0			0	0				0			0	0
	Thru	1103	1	115	107	1324	1	5%	34	1358	1	-5	1353	2	677
	Th-Rt		1			728	1			745	1			0	0
	Right	118	0	12		131	0	0%	0	131	0	0	131	1	131
Shared		0			0	0				0			0	0	
Westbound	Left	90	1	9		99	1	0%	0	99	1	0	99	1	99
	Lt-Th		0			0	0				0			0	0
	Thru	1015	1	106	87	1208	1	(5%)	72	1280	1	-11	1269	2	634
	Th-Rt		1			679	1			715	1			0	0
	Right	137	0	14		151	0	0%	0	151	0	0	151	1	151
Shared		0			0	0				0			0	0	
Critical Volumes:		North-South: 647		North-South: 730		North-South: 740		North-South: 740		North-South: 739			North-South: 739		
		East-West: 700		East-West: 827		East-West: 844		East-West: 844		East-West: 776			East-West: 776		
		Total: 1347		Total: 1557		Total: 1584		Total: 1584		Total: 1514			Total: 1514		
Volume/capacity (v/c) ratio:		0.898		1.038		1.056		1.056		1.010			1.010		
v/c less ATSAC adjustment:		0.798		0.938		0.956		0.956		0.910			0.910		
Level of Service (LOS):		<b>C</b>		<b>E</b>		<b>E</b>		<b>E</b>		<b>E</b>			<b>E</b>		

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.018	Δv/c after mitigation:	-0.028
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 5		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION							
North/South Street: <b>Fulton Ave</b>		Critical Phases: 2 Capacity: 1500		Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500							
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 10%							
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				AM In Out Total 680 1442 2122				Opposed Phasing: 0							
AM Peak: 7:30 AM		Counts		+ 2.0% Ambient Growth		+ Related Projects		= Total		+ Project		= Total		Adjusted Volume		Total Volume		Lane Volume	
		Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes
Northbound	Left	85	1	85	1	97	1	97	1	(5%) 4	101	1	101	-1	101	1	101	1	101
	Lt-Th		0	0	0		0	0	0			0	0			0	0	0	0
	Thru	272	1	205	1	320	1	236	1	(3%) 2	322	1	237	0	321	1	237	1	237
	Th-Rt		1	205	1	236	1	236	1			1	237			1	237	1	237
	Right	138	0	0	0	14	1	153	0	0%	0	0	0	0	153	0	0	0	0
Shared		0	0	0	0		0	0	0		0	0	0		0	0	0	0	0
Southbound	Left	45	1	45	1	50	1	50	1	0%	0	1	50	0	50	1	50	1	50
	Lt-Th		0	0	0		0	0	0			0	0			0	0	0	0
	Thru	310	1	310	1	366	1	366	1	3%	26	1	392	-4	388	1	388	1	388
	Th-Rt		0	0	0		0	0	0			0	0			0	0	0	0
	Right	70	1	70	1	78	1	78	1	0%	0	1	78	0	78	1	78	1	78
Shared		0	0	0	0		0	0	0		0	0	0		0	0	0	0	0
Eastbound	Left	72	1	72	1	80	1	80	1	0%	0	1	80	0	80	1	80	1	80
	Lt-Th		0	0	0		0	0	0			0	0			0	0	0	0
	Thru	1118	1	600	1	1286	1	690	1	0%	0	1	712	0	1286	1	708	1	708
	Th-Rt		1	600	1	690	1	690	1			1	712			1	708	1	708
	Right	82	0	0	0	8	1	94	0	5%	43	0	0	-6	131	0	0	0	0
Shared		0	0	0	0		0	0			0	0			0	0	0	0	0
Westbound	Left	112	1	112	1	124	1	124	1	0%	0	1	124	0	124	1	124	1	124
	Lt-Th		0	0	0		0	0	0			0	0			0	0	0	0
	Thru	1028	1	547	1	1228	1	651	1	0%	0	1	651	0	1228	1	651	1	651
	Th-Rt		1	547	1	651	1	651	1			1	651			1	651	1	651
	Right	66	0	0	0	7	1	73	0	0%	0	0	0	0	73	0	0	0	0
Shared		0	0	0	0		0	0			0	0			0	0	0	0	0
Critical Volumes:		North-South: 395		North-South: 464		North-South: 494		North-South: 489				North-South: 489							
		East-West: 712		East-West: 814		East-West: 836		East-West: 832				East-West: 832							
		Total: 1107		Total: 1278		Total: 1329		Total: 1322				Total: 1322							
Volume/capacity (v/c) ratio:		0.738		0.852		0.886		0.881				0.881							
v/c less ATSAC adjustment:		0.638		0.752		0.786		0.781				0.781							
Level of Service (LOS):		<b>B</b>		<b>C</b>		<b>C</b>		<b>C</b>				<b>C</b>							

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project: 0.034  
Significantly impacted? NO  
Δv/c after mitigation: 0.029  
Fully mitigated? N/A



Intersection No. 5		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>Fulton Ave</b>		Critical Phases: 2 Capacity: 1500		Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500						
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 10%						
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				AM				Opposed Phasing: 0						
PM Peak: 5:00 PM								PM										
	Counts	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	
																		+ Project Volume
Northbound	Left	115	1	115	12	11	138	1	138	(5%)	72	210	1	210	-11	199	1	199
	Lt-Th		0	0			0	0				0	0		0	0	0	0
	Thru	294	1	211	31	40	364	1	253	(3%)	43	407	1	274	-6	401	1	271
	Th-Rt		1	211			253	1	253			274	1	274			1	271
	Right	128	0	0	13		141	0	0	0%	0	141	0	0	0	141	0	0
Shared		0	0			0	0	0			0	0	0	0	0	0	0	0
Southbound	Left	74	1	74	8		82	1	82	0%	0	82	1	82	0	82	1	82
	Lt-Th		0	0			0	0			0	0	0		0	0	0	0
	Thru	219	1	219	23	53	295	1	295	3%	20	315	1	315	-3	312	1	312
	Th-Rt		0	0			0	0			0	0	0		0	0	0	0
	Right	73	1	73	8		81	1	81	0%	0	81	1	81	0	81	1	81
Shared		0	0			0	0	0			0	0	0	0	0	0	0	0
Eastbound	Left	81	1	81	8		89	1	89	0%	0	89	1	89	0	89	1	89
	Lt-Th		0	0			0	0			0	0	0		0	0	0	0
	Thru	1048	1	577	109	97	1254	1	691	0%	0	1254	1	708	0	1254	1	705
	Th-Rt		1	577			691	1	691	0%	0	708	1	708		705	1	705
	Right	106	0	0	11	11	128	0	0	5%	34	162	0	0	-5	157	0	0
Shared		0	0			0	0	0			0	0		0	0	0	0	0
Westbound	Left	88	1	88	9	1	98	1	98	0%	0	98	1	98	0	98	1	98
	Lt-Th		0	0			0	0			0	0	0		0	0	0	0
	Thru	1192	1	649	124	76	1392	1	754	0%	0	1392	1	754	0	1392	1	754
	Th-Rt		1	649			754	1	754	0%	0	754	1	754		754	1	754
	Right	105	0	0	11		116	0	0	0%	0	116	0	0	0	116	0	0
Shared		0	0			0	0	0			0	0		0	0	0	0	0
Critical Volumes:		North-South: 335			North-South: 433			North-South: 525			North-South: 512							
		East-West: 729			East-West: 843			East-West: 843			East-West: 843							
		Total: 1064			Total: 1277			Total: 1369			Total: 1355							
Volume/capacity (v/c) ratio:		0.709		0.851				0.912				0.903						
v/c less ATSAC adjustment:		0.609		0.751				0.812				0.803						
Level of Service (LOS):		<b>B</b>		<b>C</b>				<b>D</b>				<b>D</b>						

**PROJECT IMPACT**

Change in v/c due to project:	0.061	Δv/c after mitigation:	0.052
Significantly impacted?	YES	Fully mitigated?	NO



Intersection No. 6		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 2 Capacity: 1500		Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 10%					
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				AM In Out Total 680 1442 2122				Opposed Phasing: 0					
AM Peak: 7:30 AM		Counts		+ 2.0% Ambient Growth		+ Related Projects		= Total		+ Project Volume		= Total		Adjusted Volume		Total Volume	
		Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes
Northbound	Left	101	1	101	1	111	1	111	1	111	1	111	1	111	1	111	1
	Lt-Th		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Thru	377	2	189	2	215	2	215	2	218	2	218	2	218	2	218	2
	Th-Rt		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	53	1	53	1	62	1	62	1	68	1	68	1	67	1	67	1
Shared		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Southbound	Left	91	1	91	1	100	1	100	1	100	1	100	1	100	1	100	1
	Lt-Th		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Thru	507	1	302	1	353	1	353	1	392	1	392	1	386	1	386	1
	Th-Rt		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	97	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Shared		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Eastbound	Left	95	1	95	1	105	1	105	1	105	1	105	1	105	1	105	1
	Lt-Th		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Thru	1038	1	575	1	661	1	661	1	661	1	661	1	599	2	599	2
	Th-Rt		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Shared		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Westbound	Left	98	1	98	1	112	1	112	1	172	1	172	1	163	1	163	1
	Lt-Th		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Thru	945	1	540	1	642	1	642	1	642	1	642	1	568	2	568	2
	Th-Rt		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	135	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Shared		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical Volumes:		North-South: 403		North-South: 465		North-South: 503		North-South: 498		East-West: 673		East-West: 833		East-West: 762		Total: 1076	Total: 1260
Volume/capacity (v/c) ratio:		0.717		0.825		0.891		0.840		v/c less ATSAC adjustment:	0.617	0.791		0.740			
Level of Service (LOS):		<b>B</b>		<b>C</b>		<b>C</b>		<b>C</b>									

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project: 0.066  
 Significantly impacted? YES  
 Δv/c after mitigation: 0.015  
 Fully mitigated? YES



Intersection No. 6		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 2 Capacity: 1500		Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 10%					
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				AM				Opposed Phasing: 0					
PM Peak: 5:00 PM								PM									
		Counts	Lane	Ambient	+ Related	= Total	Lane			In	Out	Total	Adjusted	Total	Lane	Lane	
		Volume	Volume	Growth	Projects	Volume	Volume	Volume		Volume	Volume	Volume	Volume	Volume	Volume	Volume	
Northbound	Left	125	1	125	13		139	1	139	0%	0	139	1	139	1	139	
	Lt-Th		0	0			0	0	0			0		0	0	0	
	Thru	575	2	288	60	15	650	2	325	(9%)	130	780	2	390	2	380	
	Th-Rt		0	0			0	0	0			0		0	0	0	
	Right	89	1	89	9	11	109	1	109	(7%)	101	210	1	210	1	195	
Shared		0	0			0	0	0			0		0	0	0	0	
Southbound	Left	107	1	107	11		118	1	118	0%	0	118	1	118	1	118	
	Lt-Th		0	0			0	0	0			0		0	0	0	
	Thru	511	1	339	53	63	627	1	406	9%	61	688	1	436	1	432	
	Th-Rt		0	0			0	0	0			0		0	0	0	
	Right	167	0	0	17		185	0	0	0%	0	185	0	0	0	0	
Shared		0	0			0	0	0			0		0	0	0	0	
Eastbound	Left	100	1	100	10		110	1	110	0%	0	110	1	110	1	110	
	Lt-Th		0	0			0	0	0			0		0	0	0	
	Thru	1152	1	613	120	97	1368	1	725	0%	0	1368	1	725	2	684	
	Th-Rt		0	0			0	0	0			0		0	0	0	
	Right	73	0	0	8		81	0	0	0%	0	81	0	0	1	81	
Shared		0	0			0	0	0			0		0	0	0	0	
Westbound	Left	104	1	104	11	10	125	1	125	7%	48	173	1	173	1	166	
	Lt-Th		0	0			0	0	0			0		0	0	0	
	Thru	1201	1	651	125	76	1401	1	756	0%	0	1401	1	756	2	701	
	Th-Rt		0	0			0	0	0			0		0	0	0	
	Right	101	0	0	11		111	0	0	0%	0	111	0	0	1	111	
Shared		0	0			0	0	0			0		0	0	0	0	
Critical Volumes:		North-South: 465					North-South: 544			North-South: 575			North-South: 570				
		East-West: 751					East-West: 867			East-West: 898			East-West: 850				
		Total: 1215					Total: 1411			Total: 1473			Total: 1420				
Volume/capacity (v/c) ratio:		0.810						0.941						0.982		0.947	
v/c less ATSAC adjustment:		0.710						0.841						0.882		0.847	
Level of Service (LOS):		<b>C</b>						<b>D</b>						<b>D</b>		<b>D</b>	

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.041	Δv/c after mitigation:	0.006
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 7		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION			
North/South Street: <b>Whitsett Av</b>		Critical Phases: 2 Capacity: 1500		Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500			
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%		from year: 2008 to year: 2013 + 2.0% Ambient Growth				<input type="checkbox"/> Adjacent AM 853 83 936 PM 680 1442 2122				Signal System: 3 v/c reduction: 10%			
Analysis Date: 07/30/2008 AM Peak: 7:30 AM		Opposed Phasing: 0		Opposed Phasing: 0								Opposed Phasing: 0			
		Counts	Lane	Ambient	+ Related	= Total	Lane	+ Project	= Total	Lane	Adjusted	Total	Lane		
		Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume		
Northbound	Left	125	1	125	13	139	1	139	0%	0	139	1	139		
	Lt-Th		0	0		0	0			0	0	0	0		
	Thru	300	2	150	31	52	2	192	(4%)	3	386	2	193		
	Th-Rt		0	0		0	0			0	0	0	0		
	Right	123	1	68	13	136	1	76	0%	0	136	1	76		
Shared		0	0		0	0	0			0	0	0			
Southbound	Left	145	1	145	15	160	1	160	0%	0	160	1	160		
	Lt-Th		0	0		0	0			0	0	0	0		
	Thru	801	2	400	83	45	2	465	4%	34	963	2	479		
	Th-Rt		0	0		0	0			0	0	0	0		
	Right	111	1	76	12	123	1	85	4%	34	157	1	112		
Shared		0	0		0	0	0			0	0	0			
Eastbound	Left	69	1	69	7	77	1	77	(4%)	3	80	1	79		
	Lt-Th		0	0		0	0			0	0	0	0		
	Thru	1213	2	606	126	55	2	697	(3%)	2	1396	2	698		
	Th-Rt		0	0		0	0			0	0	0	0		
	Right	240	1	177	25	265	1	196	0%	0	265	1	196		
Shared		0	0		0	0	0			0	0	0			
Westbound	Left	109	1	109	11	120	1	121	0%	0	120	1	121		
	Lt-Th		0	0		0	0			0	0	0	0		
	Thru	661	1	377	69	97	1	465	3%	26	853	1	424		
	Th-Rt		1	377			1	465				1	478		
	Right	94	0	0	10	104	0	0	0%	0	104	0	24		
Shared		0	0		0	0	0			0	0	0			
Critical Volumes:		North-South: 526			North-South: 603			North-South: 620			North-South: 617				
		East-West: 716			East-West: 818			East-West: 819			East-West: 818				
		Total: 1241			Total: 1421			Total: 1439			Total: 1436				
Volume/capacity (v/c) ratio:		0.828		0.947				0.959				0.957			
v/c less ATSAC adjustment:		0.728		0.847				0.859				0.857			
Level of Service (LOS):		<b>C</b>		<b>D</b>				<b>D</b>				<b>D</b>			

### PROJECT IMPACT

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.012	Δv/c after mitigation:	0.010
Significantly impacted?	NO	Fully mitigated?	N/A

Intersection No. 7		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>Whitsett Av</b>		Critical Phases: 2 Capacity: 1500		Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500						
East/West Street: <b>Vanowen St</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 10%						
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				AM				Opposed Phasing: 0						
PM Peak: 5:00 PM								PM										
		Counts	Lane	Ambient	+ Related	= Total	Lane			In	Out	Total	Adjusted	Total	Lane	Lane		
		Volume	Volume	Growth	Projects	Volume	Volume	Volume	+ Project	Volume	Volume	Volume	Volume	Volume	Volume	Volume		
Northbound	Left	195	1	195	20	215	1	215	0%	0	215	1	215	0	215	1	215	
	Lt-Th		0	0		0	0	0			0	0		0	0	0	0	
	Thru	647	2	323	67	61	775	2	387	(4%)	58	833	2	416	-9	824	2	412
	Th-Rt		0	0		0	0	0	0			0	0		0	0	0	0
	Right	148	1	96	15		163	1	106	0%	0	163	1	106	0	163	1	106
Shared		0	0			0	0	0			0	0		0	0	0	0	
Southbound	Left	152	1	152	16		168	1	168	0%	0	168	1	168	0	168	1	168
	Lt-Th		0	0		0	0	0			0	0		0	0	0	0	0
	Thru	352	2	176	37	59	448	2	224	4%	27	475	2	237	-4	470	2	235
	Th-Rt		0	0		0	0	0	0			0	0		0	0	0	0
	Right	70	1	13	7		78	1	15	4%	27	105	1	13	-4	101	1	13
Shared		0	0			0	0	0			0	0		0	0	0	0	
Eastbound	Left	114	1	114	12		126	1	126	(4%)	58	184	1	184	-9	175	1	175
	Lt-Th		0	0		0	0	0			0	0		0	0	0	0	0
	Thru	1183	2	592	123	108	1414	2	707	(3%)	43	1457	2	729	-6	1451	2	725
	Th-Rt		0	0		0	0	0	0			0	0		0	0	0	0
	Right	199	1	102	21		220	1	112	0%	0	220	1	112	0	220	1	112
Shared		0	0			0	0	0			0	0		0	0	0	0	
Westbound	Left	103	1	103	11		114	1	114	0%	0	114	1	114	0	114	1	114
	Lt-Th		0	0		0	0	0			0	0		0	0	0	0	0
	Thru	1161	1	657	121	86	1368	1	768	3%	20	1388	1	778	-3	1385	2	692
	Th-Rt		1	657			1	768			1	778		778		0	0	0
	Right	153	0	0	16		169	0	0	0%	0	169	0	0	0	169	1	85
Shared		0	0			0	0	0			0	0		0	0	0	0	
Critical Volumes:		North-South: 475				North-South: 555				North-South: 584			North-South: 580					
		East-West: 771				East-West: 894				East-West: 962			East-West: 868					
		Total: 1246				Total: 1450				Total: 1547			Total: 1448					
Volume/capacity (v/c) ratio:		0.831		0.966				1.031				0.965						
v/c less ATSAC adjustment:		0.731		0.866				0.931				0.865						
Level of Service (LOS):		<b>C</b>		<b>D</b>				<b>E</b>				<b>D</b>						

### PROJECT IMPACT

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.065	Δv/c after mitigation:	-0.001
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 8		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 0 Capacity: 1200		Apply ambient growth: from year: 2008 to year: 2013 + 2.0% Ambient Growth				Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Hamilin St</b>		Signal System: 1 v/c reduction: 0%		Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent In Out Total AM 853 83 936 PM 680 1442 2122 + Project = Total Volume Lanes Volume				Critical Phases: 0 Capacity: 1200					
Analysis Date: 07/30/2008 AM Peak: 7:30 AM		Opposed Phasing: 0		Opposed Phasing: 0								Signal System: 1 v/c reduction: 0%					
		Counts		+ Related		= Total		+ Project		= Total		Adjusted		Total			
		Volume	Lanes	Projects	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Lanes	Volume	Lanes		
Northbound	Left	16	0	2	18	0	0	0%	0	18	0	0	0	18	0	0	
	Lt-Th		1			1	433				1	440			1	439	
	Thru	787	1	82	17	886	1	487	(16%)	13	899	1	494	-2	897	1	493
	Th-Rt		0				0	0				0	0			0	0
	Right	14	0	1		16	0	0	0%	0	16	0	0	0	16	0	0
Shared		0				0	0				0	0			0	0	
Southbound	Left	102	0	11	113	0	0	0%	0	113	0	0	0	113	0	0	
	Lt-Th		1			1	231				1	299			1	289	
	Thru	564	1	59	44	667	1	569	16%	136	803	1	637	-20	782	1	627
	Th-Rt		0				0	0				0	0			0	0
	Right	18	0	2		20	0	0	0%	0	20	0	0	0	20	0	0
Shared		0				0	0				0	0			0	0	
Eastbound	Left	7	0	1	8	0	8	0%	0	8	0	8	0	8	1	8	
	Lt-Th		0			0	0				0	0			0	0	
	Thru	5	0	1	0	6	0	0	0%	0	6	0	0	0	6	0	0
	Th-Rt		0				0	0				0	0			15	
	Right	8	0	1		9	0	9	0%	0	9	0	9	0	9	0	9
Shared		1				1	23				1	23			0	0	
Westbound	Left	3	0	0	3	0	3	0%	0	3	0	3	0	3	0	0	
	Lt-Th		0			0	0				0	0			0	0	
	Thru	4	0	0	0	5	0	0	0%	0	5	0	0	0	5	0	0
	Th-Rt		0				0	0				0	0			0	0
	Right	60	0	6		66	0	66	0%	0	66	0	66	0	66	0	0
Shared		1				1	74				1	74			1	74	
Critical Volumes:		North-South: 896 East-West: 81 Total: 977		North-South: 1002 East-West: 89 Total: 1091				North-South: 1076 East-West: 89 Total: 1165				North-South: 1065 East-West: 83 Total: 1148					
Volume/capacity (v/c) ratio:		0.814		0.909				0.971				0.957					
v/c less ATSAC adjustment:		0.814		0.909				0.971				0.957					
Level of Service (LOS):		<b>D</b>		<b>E</b>				<b>E</b>				<b>E</b>					

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
 Developed 2005-2007 by Ken Aitchison

PROJECT		IMPACT	
Change in v/c due to project:	0.062	Δv/c after mitigation:	0.048
Significantly impacted?	YES	Fully mitigated?	NO



Intersection No. 8		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION			
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 0 Capacity: 1200		Apply ambient growth: from year: 2008 to year: 2013 + 2.0%				Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN			
East/West Street: <b>Hamlin St</b>		Signal System: 1 v/c reduction: 0%		Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent				Critical Phases: 0 Capacity: 1200			
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				AM				Signal System: 1			
PM Peak: 5:00 PM								PM				v/c reduction: 0%			
		Counts	Lane	Ambient	+ Related	= Total	Lane	+ Project	In	Out	Total	Adjusted	Total	Lane	Lane
		Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume
Northbound	Left	38	0	4		42	0	0	0	0	42	0	0	0	0
	Lt-Th		1				1							1	406
	Thru	682	0	71	26	779	0	(16%)	231	1010	0	-35	976	1	614
	Th-Rt		1				1							1	0
	Right	2	0	0		2	0	0%	0	2	0	0	2	0	0
Shared		0	0			0	0					0	0	0	0
Southbound	Left	44	0	5		48	0	0	0	0	48	0	0	0	0
	Lt-Th		1				1							1	531
	Thru	878	0	91	73	1043	0	16%	109	1152	0	-16	1135	1	676
	Th-Rt		1				1							1	0
	Right	21	0	2		24	0	0%	0	24	0	0	24	0	0
Shared		0	0			0	0					0	0	0	0
Eastbound	Left	14	0	1		16	0	0	0	16	0	0	16	1	16
	Lt-Th		0		0		0							0	0
	Thru	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
	Th-Rt		0		0		0							1	37
	Right	34	0	4		37	0	0%	0	37	0	0	37	0	0
Shared		1				1						0	0	0	0
Westbound	Left	5	0	1		6	0	0	0	6	0	0	6	1	6
	Lt-Th		0		0		0							0	0
	Thru	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
	Th-Rt		0		0		0							1	47
	Right	43	0	4		47	0	0%	0	47	0	0	47	0	0
Shared		1				1						0	0	0	0
Critical Volumes:		North-South: 842		North-South: 1001		North-South: 1156		North-South: 1145				North-South: 1145			
		East-West: 91		East-West: 100		East-West: 100		East-West: 63				East-West: 63			
		Total: 933		Total: 1101		Total: 1256		Total: 1208				Total: 1208			
Volume/capacity (v/c) ratio:		0.777		0.917		1.047		1.007				1.007			
v/c less ATSAC adjustment:		0.777		0.917		1.047		1.007				1.007			
Level of Service (LOS):		<b>C</b>		<b>E</b>		<b>F</b>		<b>F</b>				<b>F</b>			

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project: 0.130  
 Significantly impacted? YES  
 Δv/c after mitigation: 0.090  
 Fully mitigated? NO



Intersection No. 9		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION			
North/South Street: <b>Woodman Av</b>		Critical Phases: 3 Capacity: 1425		Apply ambient growth: from year: 2008 to year: 2013 + 2.0% Ambient Growth				Critical Phases: 3 Capacity: 1425				Project: THE PLAZA AT THE GLEN			
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Critical Phases: 3 Capacity: 1425			
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				AM In Out Total 680 1442 2122				Signal System: 3 v/c reduction: 10%			
AM Peak: 7:30 AM		Counts		+ Related Projects		= Total		+ Project		= Total		Adjusted		Total	
		Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes
Northbound	Left	97	1	97	1	107	1	107	1	107	1	107	1	107	1
	Lt-Th		0	0	0	0	0	0	0	0	0	0	0	0	0
	Thru	528	1	304	1	592	1	340	1	592	1	340	2	296	2
	Th-Rt		1	304	1	340	1	340	1	340	1	340	0	0	0
	Right	80	0	0	0	8	0	0	0	88	0	0	1	23	1
Shared		0	0	0	0	0	0	0	0	0	0	0	0	0	
Southbound	Left	151	1	151	1	175	1	175	1	201	1	201	1	197	1
	Lt-Th		0	0	0	0	0	0	3%	26	0	0	-4	0	
	Thru	1090	1	647	1	1222	1	724	0%	0	1	724	2	611	2
	Th-Rt		1	647	1	724	1	724	0%	0	1	724	0	0	0
	Right	204	0	0	0	21	0	0	0%	0	0	0	1	180	1
Shared		0	0	0	0	0	0	0	0	0	0	0	0	0	
Eastbound	Left	82	1	82	1	90	1	90	0%	0	1	90	1	90	1
	Lt-Th		0	0	0	0	0	0	0%	0	0	0	0	0	
	Thru	1370	2	504	2	1641	2	599	15%	128	2	642	2	636	2
	Th-Rt		1	504	1	599	1	599	15%	128	1	642	1	636	1
	Right	142	0	0	0	15	0	0	0%	0	0	0	0	0	
Shared		0	0	0	0	0	0	0%	0	0	0	0	0		
Westbound	Left	118	1	118	1	131	1	131	0%	0	1	131	1	131	1
	Lt-Th		0	0	0	0	0	0	0%	0	0	0	0	0	
	Thru	1385	2	497	2	1665	2	596	(15%)	12	2	601	2	600	2
	Th-Rt		1	497	1	596	1	596	(15%)	12	1	601	1	600	1
	Right	106	0	0	0	11	0	0	(3%)	2	0	0	0	0	
Shared		0	0	0	0	0	0	(3%)	2	0	0	0	0		
Critical Volumes:		North-South: 744		North-South: 831		North-South: 831		North-South: 831		North-South: 831		North-South: 718		North-South: 718	
		East-West: 622		East-West: 730		East-West: 730		East-West: 773		East-West: 773		East-West: 766		East-West: 766	
		Total: 1366		Total: 1560		Total: 1560		Total: 1603		Total: 1603		Total: 1484		Total: 1484	
Volume/capacity (v/c) ratio:		0.959		1.095		1.095		1.125		1.125		1.042		1.042	
v/c less ATSAC adjustment:		0.859		0.995		0.995		1.025		1.025		0.942		0.942	
Level of Service (LOS):		<b>D</b>		<b>E</b>		<b>E</b>		<b>F</b>		<b>F</b>		<b>E</b>		<b>E</b>	

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.030	Δv/c after mitigation:	-0.053
Significantly impacted?	YES	Fully mitigated?	YES

Intersection No. 9		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>Woodman Av</b>		Critical Phases: 3 Capacity: 1425		Apply ambient growth: from year: 2008 to year: 2013 + 2.0% Ambient Growth				Critical Phases: 3 Capacity: 1425				Project: THE PLAZA AT THE GLEN						
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Critical Phases: 3 Capacity: 1425						
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				AM				Signal System: 3						
PM Peak: 5:00 PM								PM				v/c reduction: 10%						
		Counts		+ Related Projects		= Total		+ Project Volume		Total Volume		Adjusted Volume		Total Volume				
		Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes			
Northbound	Left	123	1	123	13	136	1	136	0%	0	136	1	136	0	136	1	136	
	Lt-Th		0	0			0	0				0	0		0	0	0	
	Thru	924	1	532	96	16	1036	1	595	0%	0	1036	1	595	0	1036	2	518
	Th-Rt		1	532				1	595				1	595		0	0	0
	Right	140	0	0	15		154	0	0	0%	0	154	0	0	0	154	1	81
Shared		0	0				0	0				0	0		0	0	0	
Southbound	Left	102	1	102	11	20	133	1	133	3%	20	153	1	153	-3	150	1	150
	Lt-Th		0	0			0	0				0	0		0	0	0	0
	Thru	828	1	534	86	10	924	1	595	0%	0	924	1	595	0	924	2	462
	Th-Rt		1	534				1	595				1	595		0	0	0
	Right	240	0	0	25		265	0	0	0%	0	265	0	0	0	265	1	156
Shared		0	0				0	0				0	0		0	0	0	
Eastbound	Left	197	1	197	20		217	1	217	0%	0	217	1	217	0	217	1	217
	Lt-Th		0	0			0	0				0	0		0	0	0	0
	Thru	1693	2	609	176	325	2194	2	781	15%	102	2296	2	815	-15	2281	2	810
	Th-Rt		1	609				1	781				1	815		0	1	810
	Right	135	0	0	14		149	0	0	0%	0	149	0	0	0	149	0	0
Shared		0	0				0	0				0	0		0	0	0	
Westbound	Left	133	1	133	14		146	1	146	0%	0	146	1	146	0	146	1	146
	Lt-Th		0	0			0	0				0	0		0	0	0	0
	Thru	1497	2	566	156	328	1981	2	742	(15%)	216	2197	2	828	-32	2165	2	815
	Th-Rt		1	566				1	742				1	828		0	1	815
	Right	201	0	0	21	22	244	0	0	(3%)	43	287	0	0	-6	280	0	0
Shared		0	0				0	0				0	0		0	0	0	
Critical Volumes:		North-South: 657		North-South: 731				North-South: 748				North-South: 668						
		East-West: 763		East-West: 959				East-West: 1045				East-West: 1032						
		Total: 1420		Total: 1690				Total: 1793				Total: 1700						
Volume/capacity (v/c) ratio:		0.997		1.186				1.258				1.193						
v/c less ATSAC adjustment:		0.897		1.086				1.158				1.093						
Level of Service (LOS):		<b>D</b>		<b>F</b>				<b>F</b>				<b>F</b>						

### PROJECT IMPACT

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
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Change in v/c due to project:	0.072	Δv/c after mitigation:	0.007
Significantly impacted?	YES	Fully mitigated?	YES

<b>Intersection No. 10</b>		<b>2008, EXISTING</b>		<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>					
North/South Street: <b>Fulton Ave</b>		Critical Phases: 2 Capacity: 1500		Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 10%					
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0								Opposed Phasing: 0					
AM Peak: 7:30 AM																	
	<b>Counts</b>	<b>Volume</b>	<b>Lanes</b>	<b>Volume</b>	<b>Lanes</b>	<b>Volume</b>	<b>Lanes</b>	<b>Volume</b>	<b>Lanes</b>	<b>Volume</b>	<b>Lanes</b>	<b>Volume</b>	<b>Lanes</b>	<b>Volume</b>	<b>Lanes</b>	<b>Volume</b>	
Northbound	Left	81	1	81		8		89	1	89	0%	0	89	1	89	0	89
	Lt-Th		0	0			0	0	0	0		0	0	0	0	0	0
	Thru	364	1	364		38	11	413	1	413	0%	0	413	1	413	0	413
	Th-Rt		0	0			0	0	0	0		0	0	0	0	0	0
	Right	99	1	99		10		109	1	109	6%	51	160	1	160	-8	153
Shared		0	0				0	0	0			0	0	0	0	0	
Southbound	Left	121	1	121		13	1	135	1	135	8%	68	203	1	203	-10	193
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0
	Thru	383	1	383		40	18	440	1	440	0%	0	440	1	440	0	440
	Th-Rt		0	0			0	0	0	0		0	0	0	0	0	0
	Right	57	1	57		6	9	72	1	72	0%	0	72	1	72	0	72
Shared		0	0				0	0	0			0	0	0	0	0	
Eastbound	Left	49	1	49		5	0	54	1	54	0%	0	54	1	54	0	54
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0
	Thru	1472	2	528		153	155	1780	2	635	18%	154	1934	2	686	-23	1911
	Th-Rt		1	528			0	0	0	0		0	0	0	0	0	0
	Right	113	0	0		12		125	0	0	0%	0	125	0	0	0	125
Shared		0	0				0	0	0			0	0	0	0	0	
Westbound	Left	95	1	95		10	7	112	1	112	(6%)	5	117	1	117	-1	116
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0
	Thru	1549	2	540		161	150	1861	2	646	(18%)	15	1876	2	653	-2	1873
	Th-Rt		1	540			0	0	0	0		0	0	0	0	0	0
	Right	69	0	0		7	0	77	0	0	(8%)	7	84	0	0	-1	83
Shared		0	0				0	0	0			0	0	0	0	0	
Critical Volumes:		North-South: 486 East-West: 623 Total: 1109		North-South: 548 East-West: 747 Total: 1295				North-South: 616 East-West: 803 Total: 1419				North-South: 606 East-West: 753 Total: 1359					
Volume/capacity (v/c) ratio:		0.739		0.863				0.946				0.906					
v/c less ATSAC adjustment:		0.639		0.763				0.846				0.806					
Level of Service (LOS):		<b>B</b>		<b>C</b>				<b>D</b>				<b>D</b>					

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project: 0.083  
Significantly impacted? YES  
Δv/c after mitigation: 0.043  
Fully mitigated? NO





Intersection No. 10		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Fulton Ave</b>		Critical Phases: 2 Capacity: 1500		Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 10%					
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				AM In Out Total				Opposed Phasing: 0					
PM Peak: 5:00 PM								PM Total Total Total Total									
	Counts	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left		88	1	88	9		97	1	97	0%	0	97	1	97	0	97
	Lt-Th	N/B RTOR: Existing: 0% Projected: 0% Mitigated: 0%	0	0	0			0	0	0			0	0	0	0	0
	Thru		317	1	317	33	20	370	1	370	0%	0	370	1	370	0	370
	Th-Rt		0	0	0			0	0	0			0	0	0	0	0
	Right		100	1	100	10		110	1	110	6%	41	151	1	151	1	145
Shared		0	0	0			0	0	0			0	0	0	0	0	
Southbound	Left		111	1	111	12		123	1	123	8%	54	177	1	177	1	169
	Lt-Th	S/B RTOR: Existing: 0% Projected: 0% Mitigated: 0%	0	0	0			0	0	0			0	0	0	0	0
	Thru		302	1	302	31	33	366	1	366	0%	0	366	1	366	1	366
	Th-Rt		0	0	0			0	0	0			0	0	0	0	0
	Right		73	1	73	8	20	101	1	101	0%	0	101	1	101	1	101
Shared		0	0	0			0	0	0			0	0	0	0	0	
Eastbound	Left		79	1	79	8	1	88	1	88	0%	0	88	1	88	1	88
	Lt-Th	E/B RTOR: Existing: 0% Projected: 0% Mitigated: 0%	0	0	0			0	0	0			0	0	0	0	0
	Thru		1648	2	573	172	353	2173	2	750	18%	122	2295	2	790	3	759
	Th-Rt		0	1	573	7		77	0	0	0%	0	77	0	77	1	77
	Right		69	0	0			0	0	0			0	0	0	0	0
Shared		0	0	0			0	0	0			0	0	0	0	0	
Westbound	Left		101	1	101	11	22	133	1	133	(6%)	87	220	1	220	1	207
	Lt-Th	W/B RTOR: Existing: 0% Projected: 0% Mitigated: 0%	0	0	0			0	0	0			0	0	0	0	0
	Thru		1471	2	549	153	365	1989	2	728	(18%)	260	2249	2	853	3	737
	Th-Rt		0	1	549			1	728			1	853	1	853	1	728
	Right		176	0	0	18	1	196	0	0	(8%)	115	311	0	0	1	294
Shared		0	0	0			0	0	0			0	0	0	0	0	
Critical Volumes:		North-South: 428			North-South: 493			North-South: 547			North-South: 539			North-South: 539			
		East-West: 674			East-West: 883			East-West: 1011			East-West: 966			East-West: 966			
		Total: 1102			Total: 1376			Total: 1558			Total: 1505			Total: 1505			
Volume/capacity (v/c) ratio:		0.735		0.918		1.039		0.939		1.003		0.903		0.903		0.903	
v/c less ATSAC adjustment:		0.635		0.818		0.939		0.939		0.939		0.939		0.939		0.903	
Level of Service (LOS):		<b>B</b>		<b>D</b>		<b>E</b>		<b>E</b>		<b>E</b>		<b>E</b>		<b>E</b>		<b>E</b>	

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project: 0.121      Δv/c after mitigation: 0.085  
Significantly impacted? YES      Fully mitigated? NO

Intersection No. 11		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION			
North/South Street: <b>Ethel Av</b>		Critical Phases: 2 Capacity: 1500		Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500			
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%		from year: 2008 to year: 2013 + 2.0% Ambient Growth				<input type="checkbox"/> Adjacent AM 853 83 936 PM 680 1442 2122				Signal System: 3 v/c reduction: 10%			
Analysis Date: 07/30/2008 AM Peak: 7:30 AM		Opposed Phasing: 0		Opposed Phasing: 0								Opposed Phasing: 0			
		Counts	Lane	Ambient	+ Related	= Total	Lane	+ Project	= Total	Lane	Adjusted	Total	Lane	Lane	
		Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	
Northbound	Left	19	0	2		21	0	0%	0	21	0	0	0	0	
	Lt-Th		1				1			1			1		
	Thru		0		8		0	11%	94	129	0	-14	115	0	
	Th-Rt	24	0	3		35	0			0			0	0	
	Right		0				0			0			0	0	
Shared	80	1	8		88	1	0%	0	88	1	0	88	1		
			0				0			0			0	0	
Southbound	Left	102	1	11	24	137	1	(27%)	22	159	1	-53	105	1	
	Lt-Th		0				0			0			0		
	Thru		0		7		0	(11%)	9	41	1	-1	39	0	
	Th-Rt	22	1	2		32	1			0			0	0	
	Right		0				0			0			0	0	
Shared	77	0	8		84	0	(16%)	13	97	1	-2	96	1		
			0				0			0			0	0	
Eastbound	Left	95	1	10		105	1	16%	136	241	1	-20	220	1	
	Lt-Th		0				0			0			0		
	Thru		2	163	134	1867	2	16%	136	2003	2	-20	1983	2	
	Th-Rt	1570	1			646	1			692	1		685	1	
	Right		0	4	29	72	0	0%	0	72	0	0	72	0	
Shared	39	0				0			0			0	0		
			0				0			0			0	0	
Westbound	Left	66	1	7		73	1	0%	0	73	1	0	73	1	
	Lt-Th		0				0			0			0		
	Thru		2	161	133	1838	2	(16%)	13	1851	2	-2	1849	3	
	Th-Rt	1544	1			615	1			696	1		696	1	
	Right		0	1		8	0	27%	230	238	0	-35	203	1	
Shared	7	0				0			0			0	0		
			0				0			0			0	0	
Critical Volumes:		North-South: 149		North-South: 187		North-South: 209		North-South: 138							
		East-West: 612		East-West: 720		East-West: 937		East-West: 837							
		Total: 761		Total: 907		Total: 1146		Total: 974							
Volume/capacity (v/c) ratio:		0.507		0.605		0.764		0.650							
v/c less ATSAC adjustment:		0.407		0.505		0.664		0.550							
Level of Service (LOS):		<b>A</b>		<b>A</b>		<b>B</b>		<b>A</b>							

### PROJECT IMPACT

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project: 0.159  
 Significantly impacted? NO  
 Δv/c after mitigation: 0.045  
 Fully mitigated? N/A

Intersection No. 11		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION								
North/South Street: <b>Ethel Av</b>		Critical Phases: 2 Capacity: 1500		Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500								
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%		from year: 2008 to year: 2013 + 2.0% Ambient Growth				<input type="checkbox"/> Adjacent AM 853 83 936 PM 680 1442 2122				Signal System: 3 v/c reduction: 10%								
Analysis Date: 07/30/2008 PM Peak: 5:00 PM		Opposed Phasing: 0		Opposed Phasing: 0								Opposed Phasing: 0								
		Counts		Lanes	Volume	Ambient Growth	+ Related Projects	= Total		Lanes	Volume	+ Project Volume	Total Volume	Lanes	Volume	Adjusted Volume	Total Volume	Lanes	Volume	
		Volume	Lanes					Volume	Lanes											Volume
Northbound	Left	34	0	0	4			37	0	0	0%	0	37	0	0	0	37	0	0	
	Lt-Th		1	65				1	92				1	167			1	156		
	Thru	32	0	0	3	20		0	0		11%	75	130	0	0	-11	119	0	0	
	Th-Rt		0	0				0	0				0	0			0	0	0	
Right	61	1	38	6			1	68	1	42	0%	0	68	1	42	0	68	1	42	
Shared		0	0				0	0	0	0			0	0			0	0	0	
Southbound	Left	182	1	182	19	76		1	276			(27%)	389	665	1	665	-158	507	1	279
	Lt-Th		0	0				0	0				0	0			0	0	1	424
	Thru	35	1	182	4	22		1	222		(11%)	159	219	1	219	-24	195	0	0	
	Th-Rt		0	0				0	0				0	0			0	0	0	
Right	147	0	0	15			0	162	0	0	(16%)	231	393	1	265	-35	359	1	239	
Shared		0	0				0	0	0				0	0			0	0	0	
Eastbound	Left	134	1	134	14			1	148			16%	109	257	1	257	-16	240	1	240
	Lt-Th		0	0				0	0				0	0			0	0	0	
	Thru	1753	2	597	182	303		2	783		16%	109	2348	2	819	-16	2332	2	814	
	Th-Rt		1	597				1	783		16%	109	2348	1	819			1	814	
Right	37	0	0	4	70		0	0		0%	0	111	0	0	0	111	0	0		
Shared		0	0				0	0	0				0	0			0	0	0	
Westbound	Left	47	1	47	5			1	52			0%	0	52	1	52	0	52	1	52
	Lt-Th		0	0				0	0				0	0			0	0	0	
	Thru	1626	2	545	169	310		2	705		(16%)	231	2336	2	843	-35	2301	3	767	
	Th-Rt		1	545				1	705		(16%)	231	2336	1	843			0	0	
Right	9	0	0	1			0	0		27%	184	194	0	0	-28	167	1	0		
Shared		0	0				0	0	0				0	0			0	0	0	
Critical Volumes:		North-South: 247 East-West: 679 Total: 925		North-South: 318 East-West: 853 Total: 1171				North-South: 707 East-West: 1100 Total: 1807				North-South: 465 East-West: 1007 Total: 1473								
Volume/capacity (v/c) ratio:		0.617		0.780				1.205				0.982								
v/c less ATSAC adjustment:		0.517		0.680				1.105				0.882								
Level of Service (LOS):		<b>A</b>		<b>B</b>				<b>F</b>				<b>D</b>								

### PROJECT IMPACT

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project: 0.425  
 Significantly impacted? YES  
 Δv/c after mitigation: 0.202  
 Fully mitigated? NO

Intersection No. 12		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION				
North/South Street: <b>Morse Ave</b>		Critical Phases: 0 Capacity: 1200		Apply ambient growth: from year: 2008 to year: 2013 + 2.0% Ambient Growth				Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN				
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%		Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent				Critical Phases: 2 Capacity: 1500				
Analysis Date: 07/30/2008		Opposed Phasing: 1		Opposed Phasing: 1				In Out Total				Signal System: 3 v/c reduction: 10%				
AM Peak: 7:30 AM								+ Project Volume = Total Volume				Opposed Phasing: 1				
	Counts	Lanes	Lane Volume	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	19	0	19	2	21	0	21	0%	0	21	0	21	0	0	
	Lt-Th		0	0		0	0	0		0	0	0	0	0	0	
	Thru	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	
	Th-Rt		0	0		0	0	0		0	0	0	0	0	0	
	Right	46	0	46	5	51	0	51	0%	0	51	0	51	0	0	
Shared		1	65		1	72				1	72	0	51	1	72	
Southbound	Left	0	0	0	0	0	0	0	(30%)	25	25	0	25	1	39	
	Lt-Th		0	0		0	0	0		0	0	0	0	1	32	
	Thru	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	
	Th-Rt		0	0		0	0	0		0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	(16%)	13	13	0	13	1	11	
Shared		1	0		1	0				1	38	-2	11	0	0	
Eastbound	Left	0	0	0	0	0	0	0	16%	136	136	0	0	0	0	
	Lt-Th		0	0		0	0	0		0	0	0	0	0	0	
	Thru	1959	2	662	204	150	2313	2	781	(27%)	22	2335	2	788	2	787
	Th-Rt		1	662		150	2313	1	781		0	29	0	0	1	787
	Right	26	0	0	3	29	0	0	0%	0	29	0	0	0	0	0
Shared		0	0		0	0				0	0	0	29	0	0	
Westbound	Left	33	1	33	3	36	1	36	0%	0	36	1	36	1	36	
	Lt-Th		0	0		0	0	0		0	0	0	0	0	0	
	Thru	2030	2	677	211	150	2391	2	797	27%	230	2621	2	959	2	935
	Th-Rt		1	677		150	2391	1	797		0	256	0	0	1	935
	Right	0	0	0	0	0	0	0	30%	256	256	0	0	0	0	0
Shared		0	0		0	0				0	0	-38	218	0	0	
Critical Volumes:		North-South: 65 East-West: 695 Total: 760		North-South: 72 East-West: 817 Total: 889				North-South: 110 East-West: 959 Total: 1069				North-South: 111 East-West: 935 Total: 1046				
Volume/capacity (v/c) ratio:		0.633		0.741				0.891				0.697				
v/c less ATSAC adjustment:		0.633		0.741				0.891				0.597				
Level of Service (LOS):		<b>B</b>		<b>C</b>				<b>D</b>				<b>A</b>				

### PROJECT IMPACT

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.150	Δv/c after mitigation:	-0.144
Significantly impacted?	YES	Fully mitigated?	YES

Intersection No. 12		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>Morse Ave</b>		Critical Phases: 0 Capacity: 1200		Apply ambient growth: Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500						
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%		Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 10%						
Analysis Date: 07/30/2008		Opposed Phasing: 1		Opposed Phasing: 1				AM In Out Total				Opposed Phasing: 1						
PM Peak: 5:00 PM								PM Total 680 1442 2122										
		Counts		+ 2.0% Ambient Growth		+ Related Projects		= Total		+ Project		Adjusted Volume		Total Volume		Lane Volume		
		Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	
Northbound	Left	12	0	12	1			13	0	13	0	0	0	0	13	0	0	
	Lt-Th		0	0				0	0	0	0	0	0	0	0	0	0	
	Thru	0	0	0	0			0	0	0	0	0	0	0	0	0	0	
	Th-Rt		0	0				0	0	0	0	0	0	0	0	0	0	
	Right	39	0	39	4			43	0	43	0	0	0	0	43	0	0	
Shared		1	51				1	56		1	56	0	1	56	1	56		
Southbound	Left	0	0	0	0			0	0	0	(30%)	433	433	1	433	35	468	
	Lt-Th		0	0				0	0	0		0	0	0	0	1	211	
	Thru	0	0	0	0			0	0	0	0%	0	0	1	231	0	0	
	Th-Rt		0	0				0	0	0		0	0	0	0	0	0	
	Right	0	0	0	0			0	0	0	(16%)	231	231	0	231	-35	196	
Shared		1	0				1	0			0	0	0	0	0	0		
Eastbound	Left	0	0	0	0			0	0	0	16%	109	109	0	0	-16	93	
	Lt-Th		0	0				0	0	0		0	0	0	0	0	0	
	Thru	1807	2	615	188	368	2363	2	802	(27%)	389	2752	2	932	-58	2694	2	912
	Th-Rt		1	615				1	802				1	932		1	912	
	Right	39	0	0	4		43	0	0	0%	0	43	0	0	0	43	0	0
Shared		0	0				0	0			0	0	0	0	0	0		
Westbound	Left	17	1	17	2			19	1	19	0%	0	19	1	19	0	19	
	Lt-Th		0	0				0	0	0		0	0	0	0	0	0	
	Thru	2079	2	693	216	375	2670	2	890	27%	184	2854	2	1019	-28	2827	2	1000
	Th-Rt		1	693				1	890				1	1019		1	1000	
	Right	0	0	0	0		0	0	0	30%	204	204	0	0	-31	173	0	0
Shared		0	0				0	0			0	0	0	0	0	0		
Critical Volumes:		North-South: 51 East-West: 693 Total: 744		North-South: 56 East-West: 890 Total: 946				North-South: 489 East-West: 1019 Total: 1509				North-South: 314 East-West: 1000 Total: 1314						
Volume/capacity (v/c) ratio:		0.620		0.789				1.257				0.876						
v/c less ATSAC adjustment:		0.620		0.789				1.257				0.776						
Level of Service (LOS):		<b>B</b>		<b>C</b>				<b>F</b>				<b>C</b>						

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cmal\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.468	Δv/c after mitigation:	-0.013
Significantly impacted?	YES	Fully mitigated?	YES

Intersection No. 13		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 3 Capacity: 1425		Apply ambient growth: from year: 2008 to year: 2013		Critical Phases: 3 Capacity: 1425		Project: THE PLAZA AT THE GLEN				Critical Phases: 3 Capacity: 1425						
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%		<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 10%						
Analysis Date: 07/30/2008		Opposed Phasing: 0		+ 2.0% Ambient Growth		Opposed Phasing: 0		AM In Out Total				Opposed Phasing: 0						
AM Peak: 7:30 AM		Counts Volume Lanes Volume		+ Related Projects		= Total Volume Lanes Volume		+ Project Volume = Total Volume Lanes Volume				Adjusted Volume Total Volume Lanes Volume						
Northbound	Left	101	1	101	11	4	115	1	115	11%	94	209	1	209	-14	195	1	195
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0
	Thru	461	1	311	48	10	519	1	348	0%	0	519	1	348	0	519	2	260
	Th-Rt		1	311				1	348				1	348			0	0
	Right	160	0	0	17		177	0	0	0%	0	177	0	0	0	177	1	60
Shared		0	0			0	0	0			0	0	0		0	0	0	
Southbound	Left	137	1	137	14		151	1	151	0%	0	151	1	151	0	151	1	151
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0
	Thru	580	1	329	60	36	677	1	385	0%	0	677	1	453	0	677	2	338
	Th-Rt		1	329				1	385				1	453			0	0
	Right	78	0	0	8	8	94	0	0	16%	136	230	0	0	-20	209	1	152
Shared		0	0			0	0	0			0	0	0		0	0	0	
Eastbound	Left	88	1	88	9	7	104	1	104	(16%)	13	117	1	117	-2	115	1	115
	Lt-Th		0	0			0	0				0	0		0	0	0	0
	Thru	1671	2	593	174	148	1993	2	705	(30%)	25	2018	2	716	-4	2014	3	671
	Th-Rt		1	593				1	705				1	716			0	0
	Right	108	0	0	11	3	122	0	0	(11%)	9	131	0	0	-1	130	1	130
Shared		0	0			0	0	0			0	0	0		0	0	0	
Westbound	Left	211	1	211	22		233	1	233	0%	0	233	1	233	0	233	1	233
	Lt-Th		0	0			0	0				0	0		0	0	0	0
	Thru	1539	2	538	160	150	1849	2	644	30%	256	2105	2	729	-38	2067	3	689
	Th-Rt		1	538				1	644				1	729			0	0
	Right	74	0	0	8		82	0	0	0%	0	82	0	0	0	82	1	82
Shared		0	0			0	0	0			0	0	0		0	0	0	
Critical Volumes:		North-South: 447 East-West: 804 Total: 1251		North-South: 501 East-West: 938 Total: 1439				North-South: 663 East-West: 949 Total: 1612				North-South: 534 East-West: 904 Total: 1438						
Volume/capacity (v/c) ratio:		0.878		1.010				1.131				1.009						
v/c less ATSAC adjustment:		0.778		0.910				1.031				0.909						
Level of Service (LOS):		<b>C</b>		<b>E</b>				<b>F</b>				<b>E</b>						

### PROJECT IMPACT

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.121	Δv/c after mitigation:	-0.001
Significantly impacted?	YES	Fully mitigated?	YES

Intersection No. 13		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION															
North/South Street: <b>Coldwater Canyon Av</b>		Critical Phases: 3 Capacity: 1425		Apply ambient growth: from year: 2008 to year: 2013		Critical Phases: 3 Capacity: 1425		Project: THE PLAZA AT THE GLEN				Critical Phases: 3 Capacity: 1425															
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%		<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 10%															
Analysis Date: 07/30/2008 PM Peak: 5:00 PM		Opposed Phasing: 0		+ 2.0% Ambient Growth		Opposed Phasing: 0		<table border="1"> <tr><td>AM</td><td>In</td><td>Out</td><td>Total</td></tr> <tr><td></td><td>853</td><td>83</td><td>936</td></tr> <tr><td>PM</td><td>680</td><td>1442</td><td>2122</td></tr> </table>				AM	In	Out	Total		853	83	936	PM	680	1442	2122	Opposed Phasing: 0			
AM	In	Out	Total																								
	853	83	936																								
PM	680	1442	2122																								
	Counts	Lane Volume	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume											
Northbound	Left	137	1	137	14	10	161	1	161	11%	75	236	1	236	-11	225	1	225									
	Lt-Th		0	0			0	0				0	0		0	0	0	0									
	Thru	415	1	252	43	4	462	1	280	0%	0	462	1	280	0	462	2	231									
	Th-Rt		1	252			1	280				1	280			0	0	0									
	Right	89	0	0	9		98	0	0	0%	0	98	0	0	0	98	1	19									
Shared		0	0			0	0	0			0	0		0	0	0	0										
Southbound	Left	125	1	125	13		139	1	139	0%	0	139	1	139	0	139	1	139									
	Lt-Th		0	0			0	0			0	0		0	0	0	0	0									
	Thru	430	1	315	45	53	528	1	384	0%	0	528	1	438	0	528	2	264									
	Th-Rt		1	315			1	384				1	438			0	0	0									
	Right	199	0	0	21	20	240	0	0	16%	109	349	0	0	-16	332	1	70									
Shared		0	0			0	0	0			0	0		0	0	0	0										
Eastbound	Left	277	1	277	29	22	328	1	328	(16%)	231	559	1	559	-35	525	1	525									
	Lt-Th		0	0			0	0			0	0		0	0	0	0	0									
	Thru	1738	2	603	181	347	2266	2	785	(30%)	433	2699	2	983	-65	2634	3	878									
	Th-Rt		1	603			1	785				1	983			0	0	0									
	Right	71	0	0	7	11	90	0	0	(11%)	159	249	0	0	-24	225	1	225									
Shared		0	0			0	0	0			0	0		0	0	0	0										
Westbound	Left	143	1	143	15		158	1	158	0%	0	158	1	158	0	158	0	158									
	Lt-Th		0	0			0	0			0	0		0	0	0	0	0									
	Thru	1430	2	524	149	350	1929	2	695	30%	204	2133	2	763	-31	2102	3	701									
	Th-Rt		1	524			1	695				1	763			0	0	0									
	Right	141	0	0	15		155	0	0	0%	0	155	0	0	0	155	1	155									
Shared		0	0			0	0	0			0	0		0	0	0	0										
Critical Volumes:		North-South: 451 East-West: 801 Total: 1252		North-South: 545 East-West: 1023 Total: 1568		North-South: 674 East-West: 1322 Total: 1996		North-South: 489 East-West: 1225 Total: 1714																			
Volume/capacity (v/c) ratio:		0.879		1.100		1.401		1.203																			
v/c less ATSAC adjustment:		0.779		1.000		1.301		1.103																			
Level of Service (LOS):		<b>C</b>		<b>E</b>		<b>F</b>		<b>F</b>																			

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
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Change in v/c due to project:	0.301	Δv/c after mitigation:	0.103
Significantly impacted?	YES	Fully mitigated?	NO



Intersection No. 14		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>Whitsett Av</b>		Critical Phases: 3 Capacity: 1425		Apply ambient growth: Critical Phases: 3 Capacity: 1425				Project: THE PLAZA AT THE GLEN				Critical Phases: 3 Capacity: 1425						
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 10%						
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				AM In Out Total				Opposed Phasing: 0						
AM Peak: 7:30 AM								PM In Out Total										
		Counts		+ 2.0% Ambient Growth		+ Related Projects		= Total		+ Project		= Total		Adjusted		Total		
		Volume Lanes Volume		Growth Projects		Volume Lanes Volume		Volume Lanes Volume		Volume Lanes Volume		Volume Lanes Volume		Volume Lanes Volume		Volume Lanes Volume		
Northbound	Left	79	1	79	8		87	1	87	4%	34	121	1	121	-5	116	1	116
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
	Thru	333	1	245	35	51	418	1	296	0%	0	418	1	296	0	418	1	296
	Th-Rt		1	245				1	296				1	296			1	296
	Right	158	0	0	16		175	0	0	0%	0	175	0	0	0	175	0	0
Shared		0	0				0	0				0	0	0	0	0	0	
Southbound	Left	176	1	176	18	4	199	1	199	0%	0	199	1	199	0	199	2	109
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
	Thru	757	1	409	79	43	879	1	474	0%	0	879	1	491	0	879	1	488
	Th-Rt		1	409				1	474				1	491			1	488
	Right	60	0	0	6	2	68	0	0	4%	34	102	0	0	-5	97	0	0
Shared		0	0				0	0				0	0	0	0	0	0	
Eastbound	Left	50	1	50	5	1	56	1	56	(4%)	3	59	1	59	0	59	1	59
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
	Thru	1724	2	607	179	144	2047	2	718	(22%)	18	2065	2	725	-3	2063	2	724
	Th-Rt		1	607				1	718				1	725			1	724
	Right	96	0	0	10	1	107	0	0	(4%)	3	110	0	0	0	109	0	0
Shared		0	0				0	0				0	0	0	0	0	0	
Westbound	Left	75	1	75	8		83	1	83	0%	0	83	1	83	0	83	1	83
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
	Thru	1790	2	618	186	150	2126	2	732	22%	188	2314	2	795	-28	2286	2	785
	Th-Rt		1	618				1	732				1	795			1	785
	Right	63	0	0	7		70	0	0	0%	0	70	0	0	0	70	0	0
Shared		0	0				0	0				0	0	0	0	0	0	
Critical Volumes:		North-South: 487		North-South: 560				North-South: 611				North-South: 604						
		East-West: 682		East-West: 801				East-West: 854				East-West: 844						
		Total: 1169		Total: 1362				Total: 1465				Total: 1448						
Volume/capacity (v/c) ratio:		0.820		0.956				1.028				1.016						
v/c less ATSAC adjustment:		0.720		0.856				0.928				0.916						
Level of Service (LOS):		<b>C</b>		<b>D</b>				<b>E</b>				<b>E</b>						

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.072	Δv/c after mitigation:	0.060
Significantly impacted?	YES	Fully mitigated?	NO





Intersection No. 14		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>Whitsett Av</b>		Critical Phases: 3 Capacity: 1425		Apply ambient growth: from year: 2008 to year: 2013		Critical Phases: 3 Capacity: 1425		Project: THE PLAZA AT THE GLEN				Critical Phases: 3 Capacity: 1425						
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%				Signal System: 3 v/c reduction: 10%		<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 10%						
Analysis Date: 07/30/2008		Opposed Phasing: 0		+ 2.0%		Opposed Phasing: 0		AM				Opposed Phasing: 0						
PM Peak: 5:00 PM		Counts		+ Related		= Total		PM				Adjusted						
		Volume	Lanes	Volume	Projects	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes			
Northbound	Left	112	1	112	12	124	1	124	4%	27	151	1	151	-4	147	1	147	
	Lt-Th		0	0		0	0	0			0	0	0		0	0	0	
	Thru	684	1	443	71	57	813	1	518	0%	0	813	1	518	0	813	1	518
	Th-Rt		1	443			518	1	518			518	1	518		518	1	518
	Right	202	0	0	21		223	0	0	0%	0	223	0	0	0	223	0	0
Shared		0	0			0	0	0			0	0	0		0	0	0	
Southbound	Left	147	1	147	15	10	172	1	172	0%	0	172	1	172	0	172	2	95
	Lt-Th		0	0			0	0			0	0	0		0	0	0	
	Thru	391	1	226	41	55	486	1	279	0%	0	486	1	292	0	486	1	290
	Th-Rt		1	226			279	1	279			292	1	292		290	1	290
	Right	61	0	0	6	4	72	0	0	4%	27	99	0	0	-4	95	0	0
Shared		0	0			0	0	0			0	0	0		0	0	0	
Eastbound	Left	104	1	104	11	4	119	1	119	(4%)	58	177	1	177	-9	168	1	168
	Lt-Th		0	0			0	0			0	0	0		0	0	0	
	Thru	1881	2	654	196	336	2413	2	836	(22%)	317	2730	2	961	-48	2682	2	942
	Th-Rt		1	654			836	1	836			961	1	961		942	1	942
	Right	82	0	0	8	4	94	0	0	(4%)	58	152	0	0	-9	143	0	0
Shared		0	0			0	0	0			0	0	0		0	0	0	
Westbound	Left	113	1	113	12		125	1	125	0%	0	125	1	125	0	125	1	125
	Lt-Th		0	0			0	0			0	0	0		0	0	0	
	Thru	1494	2	540	156	350	2000	2	713	22%	150	2150	2	763	-23	2127	2	756
	Th-Rt		1	540			713	1	713			763	1	763		756	1	756
	Right	126	0	0	13		140	0	0	0%	0	140	0	0	0	140	0	0
Shared		0	0			0	0	0			0	0	0		0	0	0	
Critical Volumes:		North-South: 590		North-South: 690		North-South: 690		North-South: 690		North-South: 690		North-South: 613						
		East-West: 767		East-West: 961		East-West: 961		East-West: 1086		East-West: 1086		East-West: 1067						
		Total: 1357		Total: 1651		Total: 1651		Total: 1776		Total: 1776		Total: 1679						
Volume/capacity (v/c) ratio:		0.953		1.158		1.158		1.246		1.246		1.178						
v/c less ATSAC adjustment:		0.853		1.058		1.058		1.146		1.146		1.078						
Level of Service (LOS):		<b>D</b>		<b>F</b>		<b>F</b>		<b>F</b>		<b>F</b>		<b>F</b>						

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
 Developed 2005-2007 by Ken Aitchison

	<b>PROJECT IMPACT</b>		
Change in v/c due to project:	0.088	Δv/c after mitigation:	0.020
Significantly impacted?	YES	Fully mitigated?	NO



Intersection No. 15		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE			2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>170 FWY SB (North Side)</b>		Critical Phases: 0 Capacity: 1200			Critical Phases: 0 Capacity: 1200			Project: THE PLAZA AT THE GLEN				Critical Phases: 0 Capacity: 1200					
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%			<input type="checkbox"/> Adjacent				Signal System: 1 v/c reduction: 0%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0							Opposed Phasing: 0					
AM Peak: 7:30 AM																	
	Counts	Lanes	Lane Volume	+ 2.0% Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	N/B RTOR: Existing: 0%	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Thru	Projected: 0%	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Th-Rt	Mitigated: 0%	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Right		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
Shared																	
Southbound	Left		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	S/B RTOR: Existing: 0%	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Thru	Projected: 0%	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Th-Rt	Mitigated: 0%	496	1	496	52	6	553	1	553	8%	68	621	1	621	-10	611
	Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Shared																	
Eastbound	Left		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	E/B RTOR: Existing: 0%	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Thru	Projected: 0%	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Th-Rt	Mitigated: 0%	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Right		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
Shared																	
Westbound	Left		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	W/B RTOR: Existing: 100%	1883	2	675	196	130	2209	2	799	14%	119	2328	2	839	-18	2310
	Thru	Projected: 100%		1	675				1	675				1	839		0
	Th-Rt	Mitigated: 100%	142	0	0	15	32	189	0	0	0%	0	189	0	0	0	189
	Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Shared																	
Critical Volumes:		North-South: 0 East-West: 675 Total: 675			North-South: 0 East-West: 799 Total: 799			North-South: 0 East-West: 839 Total: 839				North-South: 0 East-West: 770 Total: 770					
Volume/capacity (v/c) ratio:		0.563			0.666			0.699				0.642					
v/c less ATSAC adjustment:		0.563			0.666			0.699				0.642					
Level of Service (LOS):		<b>A</b>			<b>B</b>			<b>B</b>				<b>B</b>					

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.033	Δv/c after mitigation:	-0.024
Significantly impacted?	NO	Fully mitigated?	N/A

Intersection No. 15		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>170 FWY SB (North Side)</b>		Critical Phases: 0 Capacity: 1200			Apply ambient growth: from year: 2008 to year: 2013 + 2.0%				Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN Critical Phases: 0 Capacity: 1200					
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent AM In Out Total 680 83 936 PM 680 1442 2122				Signal System: 1 v/c reduction: 0%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0								Opposed Phasing: 0					
PM Peak: 5:00 PM																		
	Counts	Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total		+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume		
							Volume	Lanes										
Northbound	Left	0	0	0	0		0	0	0%	0	0	0	0	0	0	0		
	Lt-Th	0	0	0	0		0	0	0%	0	0	0	0	0	0	0		
	Thru	0	0	0	0		0	0	0%	0	0	0	0	0	0	0		
	Th-Rt	0	0	0	0		0	0	0%	0	0	0	0	0	0	0		
	Right	0	0	0	0		0	0	0%	0	0	0	0	0	0	0		
Shared																		
Southbound	Left	0	0	0	0		0	0	0%	0	0	0	0	0	0	0		
	Lt-Th	0	0	0	0		0	0	0%	0	0	0	0	0	0	0		
	Thru	0	0	0	0		0	0	0%	0	0	0	0	0	0	0		
	Th-Rt	264	1	264	28	21	313	1	313	8%	54	367	1	367	-8	359	1	359
	Right																	
Shared																		
Eastbound	Left	0	0	0	0		0	0	0%	0	0	0	0	0	0	0		
	Lt-Th	0	0	0	0		0	0	0%	0	0	0	0	0	0	0		
	Thru	0	0	0	0		0	0	0%	0	0	0	0	0	0	0		
	Th-Rt	0	0	0	0		0	0	0%	0	0	0	0	0	0	0		
	Right	0	0	0	0		0	0	0%	0	0	0	0	0	0	0		
Shared																		
Westbound	Left	0	0	0	0		0	0	0%	0	0	0	0	0	0	0		
	Lt-Th	2210	2	808	230	319	2759	2	1027	14%	95	2854	2	1059	-14	2839	3	947
	Thru		1	808				1	1027									
	Th-Rt	215	0	0	22	85	323	0	0	0%	0	323	0	0	0	323	1	323
	Right																	
Shared																		
Critical Volumes:		North-South: 0 East-West: 808 Total: 808			North-South: 0 East-West: 1027 Total: 1027				North-South: 0 East-West: 1059 Total: 1059				North-South: 0 East-West: 947 Total: 947					
Volume/capacity (v/c) ratio:		0.674			0.856				0.882				0.789					
v/c less ATSAC adjustment:		0.674			0.856				0.882				0.789					
Level of Service (LOS):		<b>B</b>			<b>D</b>				<b>D</b>				<b>C</b>					

Filename: I:\cnas\0\cna\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
 Developed 2005-2007 by Ken Aitchison

PROJECT		IMPACT	
Change in v/c due to project:	0.026	Δv/c after mitigation:	-0.067
Significantly impacted?	YES	Fully mitigated?	YES



Intersection No. 16		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>170 FWY SB (South Side)</b>		Critical Phases: 0 Capacity: 1200		Apply ambient growth: from year: 2008 to year: 2013 + 2.0% Ambient Growth				Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%		Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent In Out Total AM 853 83 936 PM 680 1442 2122				Critical Phases: 0 Capacity: 1200					
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				+ Project Volume = Total Volume Lane Volume Lanes Volume				Signal System: 1 v/c reduction: 0%					
AM Peak: 7:30 AM												Opposed Phasing: 0					
	Counts	Lane Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	
Northbound	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Lt-Th	N/B RTOR:		0	0	0	0	0	0	0	0	0	0	0	0	0	
	Thru	Existing: 0%		0	0	0	0	0	0	0	0	0	0	0	0	0	
	Th-Rt	Projected: 0%		0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	Mitigated: 0%		718	1	718	75	28	821	1	821	0%	0	821	1	821	0
Shared																	
Southbound	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Lt-Th	S/B RTOR:		0	0	0	0	0	0	0	0	0	0	0	0	0	
	Thru	Existing: 0%		0	0	0	0	0	0	0	0	0	0	0	0	0	
	Th-Rt	Projected: 0%		0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	Mitigated: 0%		0	0	0	0	0	0	0	0	0	0	0	0	0	
Shared																	
Eastbound	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Lt-Th	E/B RTOR:		1628	2	724	169	153	1951	2	855	0%	0	0	0	0	0
	Thru	Existing: 0%									(14%)	12	1963	2	861	-2	1961
	Th-Rt	Projected: 0%									(8%)	7	620	0	0	-1	619
	Right	Mitigated: 0%		543	0	0	56	14	613	0	0						
Shared																	
Westbound	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Lt-Th	W/B RTOR:		0	0	0	0	0	0	0	0	0	0	0	0	0	
	Thru	Existing: 0%		0	0	0	0	0	0	0	0	0	0	0	0	0	
	Th-Rt	Projected: 0%		0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	Mitigated: 0%		0	0	0	0	0	0	0	0	0	0	0	0	0	
Shared																	
Critical Volumes:		North-South: 718		North-South: 821				North-South: 821				North-South: 0					
		East-West: 724		East-West: 855				East-West: 861				East-West: 980					
		Total: 1442		Total: 1676				Total: 1682				Total: 980					
Volume/capacity (v/c) ratio:		1.202		1.396				1.402				0.817					
v/c less ATSAC adjustment:		1.202		1.396				1.402				0.817					
Level of Service (LOS):		<b>F</b>		<b>F</b>				<b>F</b>				<b>D</b>					

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
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Change in v/c due to project: 0.006  
Significantly impacted? NO

Δv/c after mitigation: -0.579  
Fully mitigated? N/A

Intersection No. 16		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>170 FWY SB (South Side)</b>		Critical Phases: 0 Capacity: 1200		Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN				Critical Phases: 0 Capacity: 1200						
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%		Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent				Signal System: 1 v/c reduction: 0%						
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				AM				Opposed Phasing: 0						
PM Peak: 5:00 PM								PM										
		Counts		+ 2.0% Ambient Growth		+ Related Projects		= Total		+ Project Volume		Adjusted Volume		Total Volume		Lane Volume		
		Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	
Northbound	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Lt-Th	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Th-Rt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	280	1	280	29	87	396	1	396	0%	0	396	1	396	0	396	1	0
Shared	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
Southbound	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Lt-Th	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Th-Rt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Shared	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Eastbound	Left	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Thru	1600	2	743	166	321	2087	2	933	(14%)	202	2289	2	1039	-30	2259	2	1129
	Th-Rt	630	1	743	66	17	713	0	0	(8%)	115	828	0	0	-17	811	1	0
	Right	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
Shared	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
Westbound	Left	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Th-Rt	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
Shared	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
Critical Volumes:		North-South: 280 East-West: 743 Total: 1023		North-South: 396 East-West: 933 Total: 1329				North-South: 396 East-West: 1039 Total: 1435				North-South: 0 East-West: 1129 Total: 1129						
Volume/capacity (v/c) ratio:		0.852		1.108				1.196				0.941						
v/c less ATSAC adjustment:		0.852		1.108				1.196				0.941						
Level of Service (LOS):		<b>D</b>		<b>F</b>				<b>F</b>				<b>E</b>						

### PROJECT IMPACT

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 A - adj(-15%).xls  
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Change in v/c due to project:	0.088	Δv/c after mitigation:	-0.167
Significantly impacted?	YES	Fully mitigated?	YES

# Project: THE PLAZA AT THE GLEN

DOT Case Number:

Year of counts: 2008

Project buildout: 2013

Ambient growth: 2.0% per year

Project Trip Generation	Adjacent to Project			Not Adjacent		
	In	Out	Total	In	Out	Total
AM Peak Hour	808	18	826	853	83	936
PM Peak Hour	652	1440	2092	680	1442	2122

Filename: \\Otcnas\Otcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 B- adj(-15%).xls

## Level of Service and Volume to Capacity Ratio Summary

No.	Intersection	Peak Hour	Existing (2008)		Cumulative Base		Future with project		Project Impact		After mitigation		
			v/c	LOS	v/c	LOS	v/c	LOS	Δ v/c	significant?	v/c	Δ v/c	mitigated?
1	170 FWY NB ( North Side ) & Victory Blvd	AM	0.603	B	0.718	C	0.739	C	0.021	NO	1.426	0.708	N/A
		PM	0.735	C	0.940	E	0.957	E	<b>0.017</b>	<b>YES</b>	1.766	<b>0.826</b>	<b>NO</b>
2	170 FWY NB ( South Side ) & Victory Blvd	AM	0.835	D	0.988	E	0.991	E	0.003	NO	0.923	-0.065	N/A
		PM	0.753	C	0.993	E	1.049	F	<b>0.056</b>	<b>YES</b>	0.957	-0.036	YES
3	Laurel Canyon Blvd & Victory Blvd	AM	0.715	C	0.917	E	0.927	E	<b>0.010</b>	<b>YES</b>	0.858	-0.059	YES
		PM	0.768	C	1.062	F	1.084	F	<b>0.022</b>	<b>YES</b>	0.947	-0.115	YES
4	Fulton Way & Erwin St	AM	0.603	B	0.717	C	0.721	C	0.004	NO	--	--	N/A
		PM	0.286	A	0.381	A	0.494	A	0.113	NO	--	--	N/A
5	Fulton Way & Oxnard St	AM	0.679	B	0.796	C	0.803	D	0.007	NO	0.800	0.004	N/A
		PM	0.563	A	0.680	B	0.756	C	<b>0.076</b>	<b>YES</b>	0.745	<b>0.065</b>	<b>NO</b>
6	Coldwater Canyon Ave & Oxnard St	AM	0.643	B	0.754	C	0.798	C	<b>0.044</b>	<b>YES</b>	0.791	0.037	YES
		PM	0.564	A	0.665	B	0.757	C	<b>0.092</b>	<b>YES</b>	0.743	<b>0.078</b>	<b>NO</b>
7	Whitsett Ave & Oxnard St	AM	0.763	C	0.886	D	0.889	D	0.003	NO	0.863	-0.023	N/A
		PM	0.782	C	0.884	D	0.927	E	<b>0.043</b>	<b>YES</b>	0.898	0.014	YES
8	Coldwater Canyon Ave & Burbank Blvd	AM	0.736	C	0.855	D	0.857	D	0.002	NO	--	--	N/A
		PM	0.535	A	0.674	B	0.692	B	0.018	NO	--	--	N/A
9	NS Ave & EW St	AM	0.000	A	0.000	A	0.000	A	0.000	NO	--	--	N/A
		PM	0.000	A	0.000	A	0.000	A	0.000	NO	--	--	N/A
10	NS Ave & EW St	AM	0.000	A	0.000	A	0.000	A	0.000	NO	--	--	N/A
		PM	0.000	A	0.000	A	0.000	A	0.000	NO	--	--	N/A
11	NS Ave &	AM	0.000	A	0.000	A	0.000	A	0.000	NO	--	--	N/A

Intersection No. 1		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE			2013, WITH PROJECT			2013, WITH TRAFFIC MITIGATION			
North/South Street: <b>170 FWY NB ( North Side )</b>		Critical Phases: 0 Capacity: 1200			Critical Phases: 0 Capacity: 1200			Project: THE PLAZA AT THE GLEN			Critical Phases: 0 Capacity: 1200			
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%			<input type="checkbox"/> Adjacent			Signal System: 1 v/c reduction: 0%			
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0			AM In Out Total			Opposed Phasing: 0			
AM Peak: 7:30 AM		Counts			+ 2.0% Ambient Growth			+ Project Volume			Adjusted Volume			
		Volume	Lanes	Lane Volume	+ Related Projects	= Total Volume	Lanes	Lane Volume	= Total Volume	Lanes	Lane Volume	Total Volume	Lanes	Lane Volume
Northbound	Left	0	0	0	0	0	0	0	0%	0	0	0	0	0
	Lt-Th	0	0	0	0	0	0	0	0%	0	0	0	0	0
	Thru	0	0	0	0	0	0	0	0%	0	0	0	0	0
	Th-Rt	0	0	0	0	0	0	0	0%	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0%	0	0	0	0	0
Shared	0	0	0	0	0	0	0	0%	0	0	0	0	0	0
Southbound	Left	0	0	0	0	0	0	0	0%	0	0	0	0	0
	Lt-Th	0	0	0	0	0	0	0	0%	0	0	0	0	0
	Thru	0	0	0	0	0	0	0	0%	0	0	0	0	0
	Th-Rt	0	0	0	0	0	0	0	0%	0	0	0	0	0
	Right	731	1	0	76	7	815	1	0	8%	68	883	1	0
Shared	0	0	0	0	0	0	0	0%	0	0	-10	872	1	828
Eastbound	Left	80	1	80	8	0	88	1	88	0%	0	88	1	88
	Lt-Th	0	0	0	0	0	0	0	0%	0	0	0	0	0
	Thru	0	0	0	0	0	0	0	0%	0	0	0	0	0
	Th-Rt	0	0	0	0	0	0	0	0%	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0%	0	0	0	0	0
Shared	0	0	0	0	0	0	0	0%	0	0	0	0	0	0
Westbound	Left	0	0	0	0	0	0	0	0%	0	0	0	0	0
	Lt-Th	0	0	0	0	0	0	0	0%	0	0	0	0	0
	Thru	1289	2	644	134	124	1547	2	773	6%	51	1598	2	799
	Th-Rt	0	0	0	0	0	0	0	0%	0	0	0	0	0
	Right	258	1	0	27	32	317	1	0	0%	0	317	1	317
Shared	0	0	0	0	0	0	0	0%	0	0	0	0	0	0
Critical Volumes:		North-South: 0			North-South: 0			North-South: 0			North-South: 828			
		East-West: 724			East-West: 861			East-West: 887			East-West: 883			
		Total: 724			Total: 861			Total: 887			Total: 1711			
Volume/capacity (v/c) ratio:		0.603			0.718			0.739			1.426			
v/c less ATSAC adjustment:		0.603			0.718			0.739			1.426			
Level of Service (LOS):		<b>B</b>			<b>C</b>			<b>C</b>			<b>F</b>			

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 B- adj (15%).xls  
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Change in v/c due to project: 0.021  
 Significantly impacted? NO  
 Δv/c after mitigation: 0.708  
 Fully mitigated? N/A

Intersection No. 1	2008, EXISTING			2013, PROJECTED CUMULATIVE BASE			2013, WITH PROJECT			2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>170 FWY NB (North Side)</b>	Critical Phases: 0 Capacity: 1200			Critical Phases: 0 Capacity: 1200			Project: THE PLAZA AT THE GLEN			Critical Phases: 0 Capacity: 1200						
East/West Street: <b>Victory Blvd</b>	Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%			<input type="checkbox"/> Adjacent			Signal System: 1 v/c reduction: 0%						
Analysis Date: 07/30/2008	Opposed Phasing: 0			Opposed Phasing: 0						Opposed Phasing: 0						
PM Peak: 5:00 PM																
	Counts	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
Northbound	Left	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
	Lt-Th	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
	Thru	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
	Th-Rt	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
Shared	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
Southbound	Left	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
	Lt-Th	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
	Thru	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
	Th-Rt	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
	Right	872	1	0	91	21	984	1	0	8%	54	1038	1	-8	1030	1
Shared	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
Eastbound	Left	102	1	102	11	0	113	1	0%	0	113	1	0	113	1	113
	Lt-Th	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
	Thru	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
	Th-Rt	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
Shared	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
Westbound	Left	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
	Lt-Th	1561	2	780	162	307	2030	2	6%	41	2071	2	-6	2065	2	1033
	Thru	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
	Th-Rt	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
	Right	267	1	0	28	85	380	1	0%	0	380	1	0	380	1	380
Shared	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0
Critical Volumes:	North-South: 0 East-West: 882 Total: 882			North-South: 0 East-West: 1128 Total: 1128			North-South: 0 East-West: 1148 Total: 1148			North-South: 974 East-West: 1145 Total: 2119						
Volume/capacity (v/c) ratio:	0.735			0.940			0.957			1.766						
v/c less ATSAC adjustment:	0.735			0.940			0.957			1.766						
Level of Service (LOS):	<b>C</b>			<b>E</b>			<b>E</b>			<b>F</b>						

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 B- adj (15%).xls  
Developed 2005-2007 by Ken Aitchison

PROJECT IMPACT			
Change in v/c due to project:	0.017	Δv/c after mitigation:	0.826
Significantly impacted?	YES	Fully mitigated?	NO





Intersection No. 2		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>170 FWY NB ( South Side )</b>		Critical Phases: 0 Capacity: 1200		Apply ambient growth: from year: 2008 to year: 2013 + 2.0% Ambient Growth				Critical Phases: 0 Capacity: 1200				Project: THE PLAZA AT THE GLEN					
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%		Signal System: 1 v/c reduction: 0%				<input type="checkbox"/> Adjacent				Critical Phases: 0 Capacity: 1200					
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				AM In Out Total 680 1442 2122				Signal System: 1 v/c reduction: 0%					
AM Peak: 7:30 AM								PM + Project = Total Volume Volume Lanes Volume				Opposed Phasing: 0					
	Counts	Lanes	Lane Volume	+ 2.0% Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	N/B RTOR: Existing: 0%	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Thru	Projected: 0%	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Th-Rt	Mitigated: 0%	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Right		248	1	248	26	28	302	1	302	0%	0	302	1	302	0	302
Shared			0	0			0					0		0		0	
Southbound	Left		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Lt-Th	S/B RTOR: Existing: 0%	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Thru	Projected: 0%	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Th-Rt	Mitigated: 0%	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Shared			0	0			0					0		0		0	
Eastbound	Left		80	1	80	8		88	1	88	0%	0	88	1	88	0	88
	Lt-Th	E/B RTOR: Existing: 0%		0	0			0	0	0	0%	0	0	0	0	0	0
	Thru	Projected: 0%	2,060	2	754	214	138	2412	2	883	(6%)	5	2417	2	887	-1	2416
	Th-Rt	Mitigated: 0%		1	754			1	883				1	887		0	0
	Right		203	0	0	21	14	238	0	0	(8%)	7	245	0	0	1	244
Shared			0	0			0					0		0		0	
Westbound	Left		0	0	0	0		0	0	0%	0	0	0	0	0	0	0
	Lt-Th	W/B RTOR: Existing: 0%	0	0	0	0		0	0	0%	0	0	0	0	0	0	0
	Thru	Projected: 0%	0	0	0	0		0	0	0%	0	0	0	0	0	0	0
	Th-Rt	Mitigated: 0%	0	0	0	0		0	0	0%	0	0	0	0	0	0	0
	Right		0	0	0	0		0	0	0%	0	0	0	0	0	0	0
Shared			0	0			0					0		0		0	
Critical Volumes:		North-South: 248 East-West: 754 Total: 1002		North-South: 302 East-West: 883 Total: 1185				North-South: 302 East-West: 887 Total: 1189				North-South: 302 East-West: 805 Total: 1107					
Volume/capacity (v/c) ratio:		0.835		0.988				0.991				0.923					
v/c less ATSAC adjustment:		0.835		0.988				0.991				0.923					
Level of Service (LOS):		<b>D</b>		<b>E</b>				<b>E</b>				<b>E</b>					

### PROJECT IMPACT

Change in v/c due to project:	0.003	Δv/c after mitigation:	-0.065
Significantly impacted?	NO	Fully mitigated?	N/A

Intersection No. 2		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE			2013, WITH PROJECT			2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>170 FWY NB ( South Side )</b>		Critical Phases: 0 Capacity: 1200			Critical Phases: 0 Capacity: 1200			Project: THE PLAZA AT THE GLEN			Critical Phases: 0 Capacity: 1200					
East/West Street: <b>Victory Blvd</b>		Signal System: 1 v/c reduction: 0%			Signal System: 1 v/c reduction: 0%			<input type="checkbox"/> Adjacent			Signal System: 1 v/c reduction: 0%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0			AM			Opposed Phasing: 0					
PM Peak: 5:00 PM								PM								
		Counts	Lane	Lane	Ambient	+ Related	= Total	Lane	Lane	In	Out	Total	Adjusted	Total	Lane	Lane
		Volume	Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume
Northbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0
	Lt-Th	0	0	0	0		0	0	0	0%	0	0	0	0	0	0
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0
	Th-Rt	0	0	0	0		0	0	0	0%	0	0	0	0	0	0
	Right	313	1	313	33	87	433	1	433	0%	0	433	1	433	0	433
Shared																
Southbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0
	Lt-Th	0	0	0	0		0	0	0	0%	0	0	0	0	0	0
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0
	Th-Rt	0	0	0	0		0	0	0	0%	0	0	0	0	0	0
	Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	0
Shared																
Eastbound	Left	102	1	102	11		113	1	113	0%	0	113	1	113	0	113
	Lt-Th		0	0			0	0	0	0%	0	0	0	0	0	0
	Thru	1602	2	590	167	304	2072	2	759	(6%)	87	2159	2	826	-13	2146
	Th-Rt		1	590				1	759				1	826		0
	Right	169	0	0	18	17	204	0	0	(8%)	115	319	0	0	-17	302
Shared																
Westbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0
	Lt-Th	0	0	0	0		0	0	0	0%	0	0	0	0	0	0
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0
	Th-Rt	0	0	0	0		0	0	0	0%	0	0	0	0	0	0
	Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	0
Shared																
Critical Volumes:		North-South: 313			North-South: 433			North-South: 433			North-South: 433					
		East-West: 590			East-West: 759			East-West: 826			East-West: 715					
		Total: 904			Total: 1192			Total: 1259			Total: 1148					
Volume/capacity (v/c) ratio:		0.753			0.993			1.049			0.957					
v/c less ATSAC adjustment:		0.753			0.993			1.049			0.957					
Level of Service (LOS):		<b>C</b>			<b>E</b>			<b>F</b>			<b>E</b>					

### PROJECT IMPACT

Filename: I:\cnas\0\cna\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 B- adj (15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.056	Δv/c after mitigation:	-0.036
Significantly impacted?	YES	Fully mitigated?	YES

Intersection No. 3		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>Laurel Canyon Blvd</b>		Critical Phases: 4 Capacity: 1375		Apply ambient growth: Critical Phases: 4 Capacity: 1375				Project: THE PLAZA AT THE GLEN				Critical Phases: 4 Capacity: 1375						
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent AM 853 83 936 PM 680 1442 2122				Signal System: 3 v/c reduction: 10%						
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0								Opposed Phasing: 0						
AM Peak: 7:30 AM																		
	Counts	Lane Volume	Lanes	Lane Volume	+ 2.0% Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	121	1	121	13	65	199	1	199	1%	9	208	1	208	-1	207	2	114
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0
	Thru	428	1	259	45	49	522	1	311	0%	0	522	1	311	0	522	1	311
	Th-Rt		1	259				1	311				1	311			1	311
	Right	90	0	0	9		99	0	0	0%	0	99	0	0	0	99	0	0
Shared		0	0				0	0				0	0		0	0	0	
Southbound	Left	156	1	156	16		172	1	172	0%	0	172	1	172	0	172	2	95
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0
	Thru	779	1	460	81	42	902	1	528	0%	0	902	1	533	0	902	1	532
	Th-Rt		1	460				1	528				1	533			1	532
	Right	140	0	0	15		154	0	0	1%	9	163	0	0	-1	162	0	0
Shared		0	0				0	0				0	0		0	0	0	
Eastbound	Left	97	1	97	10	0	107	1	107	(1%)	1	108	1	108	0	108	1	108
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0
	Thru	1,168	2	436	122	54	1343	2	556	(4%)	3	1346	2	557	0	1346	2	557
	Th-Rt		1	436				1	556				1	557			1	557
	Right	141	0	0	15	168	323	0	0	(1%)	1	324	0	0	0	324	0	0
Shared		0	0				0	0				0	0		0	0	0	
Westbound	Left	104	1	104	11		115	1	115	0%	0	115	1	115	0	115	1	115
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0
	Thru	1,041	2	362	108	29	1179	2	409	4%	34	1213	2	421	-5	1208	2	419
	Th-Rt		1	362				1	409				1	421			1	419
	Right	45	0	0	5		50	0	0	0%	0	50	0	0	0	50	0	0
Shared		0	0				0	0				0	0		0	0	0	
Critical Volumes:		North-South: 581 East-West: 540 Total: 1121		North-South: 727 East-West: 670 Total: 1398				North-South: 741 East-West: 672 Total: 1413				North-South: 646 East-West: 672 Total: 1317						
Volume/capacity (v/c) ratio:		0.815		1.017				1.027				0.958						
v/c less ATSAC adjustment:		0.715		0.917				0.927				0.858						
Level of Service (LOS):		<b>C</b>		<b>E</b>				<b>E</b>				<b>D</b>						

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 B- adj (15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.010	Δv/c after mitigation:	-0.059
Significantly impacted?	YES	Fully mitigated?	YES

Intersection No. 3		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION							
North/South Street: <b>Laurel Canyon Blvd</b>		Critical Phases: 4 Capacity: 1375		Apply ambient growth: from year: 2008 to year: 2013		Critical Phases: 4 Capacity: 1375		Project: THE PLAZA AT THE GLEN				Critical Phases: 4 Capacity: 1375							
East/West Street: <b>Victory Blvd</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%		<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 10%							
Analysis Date: 07/30/2008 PM Peak: 5:00 PM		Opposed Phasing: 0		+ 2.0% Ambient Growth		Opposed Phasing: 0		<input type="checkbox"/> In <input type="checkbox"/> Out <input type="checkbox"/> Total AM 853 83 936 PM 680 1442 2122				Opposed Phasing: 0							
		Counts	Lane	Ambient	+ Related	= Total	Lane	+ Project	Total	Lanes	Lane	Adjusted	Total	Lanes	Lane				
		Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume				
Northbound	Left	209	1	209	22	169	400	1	400	1%	7	407	1	407	-1	406	2	223	
	Lt-Th		0	0			0	0					0			0	0	0	
	Thru	713	1	418	74	56	843	1	490	0%	0	843	1	490	0	843	1	490	
	Th-Rt		1	418				1	490				1	490			1	490	
	Right	123	0	0	13		136	0	0	0%	0	136	0	0	0	136	0	0	
Shared		0	0				0	0				0	0			0	0		
Southbound	Left	120	1	120	13		133	1	133	0%	0	133	1	133	0	133	2	73	
	Lt-Th		0	0			0	0				0	0			0	0	0	
	Thru	565	1	363	59	54	678	1	427	0%	0	678	1	431	0	678	1	430	
	Th-Rt		1	363				1	427				1	431			1	430	
	Right	160	0	0	17		177	0	0	1%	7	184	0	0	-1	183	0	0	
Shared		0	0				0	0				0	0			0	0		
Eastbound	Left	179	1	179	19		197	1	197	(1%)	14	211	1	211	-2	209	1	209	
	Lt-Th		0	0			0	0				0	0			0	0	0	
	Thru	1112	2	408	116	44	1272	2	636	(4%)	58	1330	2	662	-9	1321	2	659	
	Th-Rt		1	408				1	644				1	662			1	659	
	Right	111	0	0	12	521	644	0	0	(1%)	14	658	0	0	-2	656	0	0	
Shared		0	0				0	0				0	0			0	0		
Westbound	Left	115	1	115	12		127	1	127	0%	0	127	1	127	0	127	1	127	
	Lt-Th		0	0			0	0				0	0			0	0	0	
	Thru	1230	2	443	128	64	1422	2	510	4%	27	1449	2	519	-4	1445	2	518	
	Th-Rt		1	443				1	510				1	519			1	518	
	Right	98	0	0	10		108	0	0	0%	0	108	0	0	0	108	0	0	
Shared		0	0				0	0				0	0			0	0		
Critical Volumes:		North-South: 572					North-South: 827				North-South: 838				North-South: 654				
		East-West: 621					East-West: 771				East-West: 790				East-West: 786				
		Total: 1193					Total: 1598				Total: 1627				Total: 1440				
Volume/capacity (v/c) ratio:		0.868				1.162				1.184				1.047					
v/c less ATSAC adjustment:		0.768				1.062				1.084				0.947					
Level of Service (LOS):		<b>C</b>				<b>F</b>				<b>F</b>				<b>E</b>					

### PROJECT IMPACT

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9-B-adj(15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.022	Δv/c after mitigation:	-0.115
Significantly impacted?	YES	Fully mitigated?	YES

Intersection No. 4		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>Fulton Way</b>		Critical Phases: 2 Capacity: 1500		Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500						
East/West Street: <b>Erwin St</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 10%						
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				AM In Out Total				Opposed Phasing: 0						
AM Peak: 7:30 AM								PM In Out Total										
		Counts		+ 2.0% Ambient Growth		+ Related Projects		= Total		+ Project		= Total		Adjusted Volume		Total Volume		
		Volume Lanes		Volume Lanes		Volume Lanes		Volume Lanes		Volume Lanes		Volume Lanes		Volume Lanes		Volume Lanes		
Northbound	Left	47	1	47	5		52	1	52	0%	0	52	1	52	0	52	1	52
	Lt-Th		0	0			0	0	0			0	0	0		0	0	0
	Thru	450	1	233	47	26	523	1	270	6%	51	574	1	325	-8	566	1	317
	Th-Rt		1	233			1	270				1	325				1	317
	Right	15	0	0	2		17	0	0	7%	60	77	0	0	-9	68	0	0
Shared		0	0			0	0	0			0	0	0		0	0	0	
Southbound	Left	60	1	60	6		66	1	66	0%	0	66	1	66	0	66	1	66
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0
	Thru	637	0	0	66	42	745	1	826	(6%)	5	750	0	0	-1	750	1	830
	Th-Rt		1	710			1	826				1	831				1	830
	Right	73	0	0	8		81	0	0	0%	0	81	0	0	0	81	0	0
Shared		0	0			0	0	0			0	0	0		0	0	0	
Eastbound	Left	104	0	104	11		115	0	115	0%	0	115	0	115	0	115	0	115
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0
	Thru	60	0	0	6	19	85	0	0	0%	0	85	0	0	0	85	0	0
	Th-Rt		0	0			0	0	0			0	0		0	0	0	0
	Right	93	0	93	10		103	0	103	0%	0	103	0	103	0	103	0	103
Shared		1	257			1	303				1	303			1	303		
Westbound	Left	31	0	31	3		34	0	34	(7%)	6	40	0	40	-1	39	0	39
	Lt-Th		0	0			0	0	0			0	0		0	0	0	0
	Thru	65	0	0	7	17	89	0	0	0%	0	89	0	0	0	89	0	0
	Th-Rt		0	0			0	0	0			0	0		0	0	0	0
	Right	41	0	41	4		45	0	45	0%	0	45	0	45	0	45	0	45
Shared		1	137			1	168				1	174			1	173		
Critical Volumes:		North-South: 757 East-West: 298 Total: 1055		North-South: 878 East-West: 348 Total: 1226				North-South: 883 East-West: 348 Total: 1231				North-South: 882 East-West: 348 Total: 1230						
Volume/capacity (v/c) ratio:		0.703		0.817				0.821				0.820						
v/c less ATSAC adjustment:		0.603		0.717				0.721				0.720						
Level of Service (LOS):		<b>B</b>		<b>C</b>				<b>C</b>				<b>C</b>						

### PROJECT IMPACT

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 B- adj (15%).xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project: 0.004  
Significantly impacted? NO  
Δv/c after mitigation: 0.003  
Fully mitigated? N/A



Bureau of Planning and Land Use Development

# CMACalc - Critical Movement Analysis Calculator

Using Circular 212 method



Intersection No. 4		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Fulton Way</b>		Critical Phases: 2 Capacity: 1500		Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Erwin St</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 10%					
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				AM				Opposed Phasing: 0					
PM Peak: 5:00 PM								PM									
		Counts		+ 2.0% Ambient Growth		+ Related Projects		= Total		+ Project Volume		Adjusted Volume		Total Volume		Lane Volume	
		Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes
Northbound	Left	25	1	25	1	28	1	28	1	28	1	28	1	28	1	28	1
	Lt-Th	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Thru	582	1	309	1	697	1	368	1	413	1	413	1	731	1	406	1
	Th-Rt	36	0	0	0	40	0	0	0	48	0	0	0	81	0	0	0
	Shared	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Southbound	Left	31	1	31	1	34	1	34	1	34	1	34	1	34	1	34	1
	Lt-Th	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Thru	413	1	440	1	518	1	548	1	605	1	635	1	592	1	622	1
	Th-Rt	27	0	0	0	30	0	0	0	30	0	0	0	30	0	0	0
	Shared	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Eastbound	Left	27	0	27	0	30	0	30	0	30	0	30	0	30	0	30	0
	Lt-Th	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Thru	23	0	0	0	45	0	0	0	45	0	0	0	45	0	0	0
	Th-Rt	33	0	33	0	36	0	36	0	36	0	36	0	36	0	36	0
	Shared	0	1	83	1	112	1	112	1	112	1	112	1	112	1	112	1
Westbound	Left	15	0	15	0	17	0	17	0	118	0	118	0	102	0	102	0
	Lt-Th	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Thru	11	0	0	0	37	0	0	0	37	0	0	0	37	0	0	0
	Th-Rt	31	0	31	0	34	0	34	0	34	0	34	0	34	0	34	0
	Shared	0	1	57	1	88	1	88	1	189	1	189	1	174	1	174	1
Critical Volumes:		North-South: 465		North-South: 575		North-South: 662		North-South: 649		East-West: 114		East-West: 229		East-West: 214		Total: 579	Total: 863
Volume/capacity (v/c) ratio:		0.386		0.481		0.594		0.576		0.286		0.494		0.476			
v/c less ATSAC adjustment:		0.286		0.381		0.494		0.476									
Level of Service (LOS):		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>									

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 B- adj (15%).xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.113	Δv/c after mitigation:	0.095
Significantly impacted?	NO	Fully mitigated?	N/A



Bureau of Planning and Land Use Development

# CMACalc - Critical Movement Analysis Calculator

## Using Circular 212 method



Intersection No. 5		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION															
North/South Street: <b>Fulton Way</b>		Critical Phases: 2 Capacity: 1500		Apply ambient growth: from year: 2008 to year: 2013		Critical Phases: 2 Capacity: 1500		Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500															
East/West Street: <b>Oxnard St</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%		<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 10%															
Analysis Date: 07/30/2008		Opposed Phasing: 0		+ 2.0% Ambient Growth		Opposed Phasing: 0		<table border="1"> <tr> <th></th> <th>In</th> <th>Out</th> <th>Total</th> </tr> <tr> <td>AM</td> <td>853</td> <td>83</td> <td>936</td> </tr> <tr> <td>PM</td> <td>680</td> <td>1442</td> <td>2122</td> </tr> </table>					In	Out	Total	AM	853	83	936	PM	680	1442	2122	Opposed Phasing: 0			
	In	Out	Total																								
AM	853	83	936																								
PM	680	1442	2122																								
AM Peak: 7:30 AM		Counts		+ Related Projects		= Total		+ Project				Adjusted															
		Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes	Volume	Lanes												
Northbound	Left	47	1	47	1	52	1	52	1	52	1	52	1	52	1												
	Lt-Th		0	0	0	0	0	0	0	0	0	0	0	0	0												
	Thru	335	2	167	2	389	2	195	2	229	2	229	2	224	2												
	Th-Rt		0	0	0	0	0	0	0	0	0	0	0	0	0												
	Right	121	1	12	1	134	1	14	1	14	1	14	1	14	1												
Shared		0	0	0	0	0	0	0	0	0	0	0	0	0	0												
Southbound	Left	111	1	111	1	123	1	123	1	123	1	123	1	123	1												
	Lt-Th		0	0	0	0	0	0	0	0	0	0	0	0	0												
	Thru	482	1	482	1	569	1	569	1	576	1	576	1	575	1												
	Th-Rt		0	0	0	0	0	0	0	0	0	0	0	0	0												
	Right	52	1	36	1	60	1	40	1	22	1	22	1	26	1												
Shared		0	0	0	0	0	0	0	0	0	0	0	0	0	0												
Eastbound	Left	33	1	33	1	40	1	40	1	83	1	83	1	77	1												
	Lt-Th		0	0	0	0	0	0	0	0	0	0	0	0	0												
	Thru	732	1	422	1	846	1	484	1	484	1	484	1	484	1												
	Th-Rt		0	0	0	0	0	0	0	0	0	0	0	0	0												
	Right	111	0	0	0	123	0	0	0	123	0	0	0	123	0												
Shared		0	0	0	0	0	0	0	0	0	0	0	0	0	0												
Westbound	Left	217	1	217	1	240	1	240	1	240	1	240	1	240	1												
	Lt-Th		0	0	0	0	0	0	0	0	0	0	0	0	0												
	Thru	1063	1	569	1	644	1	644	1	644	1	644	1	644	1												
	Th-Rt		0	0	0	0	0	0	0	0	0	0	0	0	0												
	Right	75	0	0	0	83	0	0	0	83	0	0	0	83	0												
Shared		0	0	0	0	0	0	0	0	0	0	0	0	0	0												
Critical Volumes:		North-South: 529		North-South: 620		North-South: 627		North-South: 626				North-South: 626															
		East-West: 639		East-West: 724		East-West: 727		East-West: 724				East-West: 724															
		Total: 1168		Total: 1345		Total: 1354		Total: 1350				Total: 1350															
Volume/capacity (v/c) ratio:		0.779		0.896		0.903		0.900				0.900															
v/c less ATSAC adjustment:		0.679		0.796		0.803		0.800				0.800															
Level of Service (LOS):		<b>B</b>		<b>C</b>		<b>D</b>		<b>C</b>				<b>C</b>															

### PROJECT IMPACT

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9-B-adj(15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.007	Δv/c after mitigation:	0.004
Significantly impacted?	NO	Fully mitigated?	N/A



Intersection No. 5		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION			
North/South Street: <b>Fulton Way</b>		Critical Phases: 2 Capacity: 1500		Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500			
East/West Street: <b>Oxnard St</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 10%			
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				AM				Opposed Phasing: 0			
PM Peak: 5:00 PM								PM							
		Counts	Lane	Ambient	+ Related	= Total	Lane	+ Project	In	Out	Total	Adjusted	Total	Lane	Lane
		Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume
Northbound	Left	50	1	5		55	1	0%	0	55	1	0	55	1	55
	Lt-Th		0				0				0			0	0
	Thru	439	2	46	42	526	2	8%	54	580	2	-8	572	2	286
	Th-Rt		0				0				0			0	0
	Right	65	1	7		72	1	0%	0	72	1	0	72	1	9
Shared		0				0				0			0	0	
Southbound	Left	78	1	8		86	1	0%	0	86	1	0	86	1	86
	Lt-Th		0				0				0			0	0
	Thru	273	1	28	49	351	1	(8%)	115	466	1	-17	449	1	449
	Th-Rt		0				0				0			0	0
	Right	48	1	5	11	64	1	(5%)	72	136	1	-11	125	1	91
Shared		0				0				0			0	0	
Eastbound	Left	27	1	3	10	39	1	5%	34	73	1	-5	68	1	68
	Lt-Th		0				0				0			0	0
	Thru	1106	1	115	46	1267	1	0%	0	1267	1	0	1267	1	637
	Th-Rt		1				1	0%	0	637	1	0	637	1	637
	Right	7	0	1		8	0	0%	0	8	0	0	8	0	0
Shared		0				0				0			0	0	
Westbound	Left	114	1	12		126	1	0%	0	126	1	0	126	1	126
	Lt-Th		0				0				0			0	0
	Thru	1047	1	109	53	1208	1	0%	0	1208	1	0	1208	1	652
	Th-Rt		1				1	0%	0	652	1	0	652	1	652
	Right	86	0	9		95	0	0%	0	95	0	0	95	0	0
Shared		0				0				0			0	0	
Critical Volumes:		North-South: 323				North-South: 406				North-South: 521				North-South: 504	
		East-West: 671				East-West: 763				East-West: 763				East-West: 763	
		Total: 994				Total: 1169				Total: 1284				Total: 1267	
Volume/capacity (v/c) ratio:		0.663				0.780				0.856				0.845	
v/c less ATSAC adjustment:		0.563				0.680				0.756				0.745	
Level of Service (LOS):		<b>A</b>				<b>B</b>				<b>C</b>				<b>C</b>	

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9-B-adj(15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.076	Δv/c after mitigation:	0.065
Significantly impacted?	YES	Fully mitigated?	NO





<b>Intersection No. 6</b>		<b>2008, EXISTING</b>		<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>						
North/South Street: <b>Coldwater Canyon Ave</b>		Critical Phases: 2 Capacity: 1500		Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500						
East/West Street: <b>Oxnard St</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 10%						
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				AM In Out Total 680 1442 2122				Opposed Phasing: 0						
AM Peak: 7:30 AM								PM In Out Total 680 1442 2122										
	Counts	Lane	Lane	+ 2.0%	+ Related	= Total	Lane	+ Project	= Total	Lane	Lane	Adjusted	Total	Lane	Lane			
	Volume	Volume	Volume	Ambient	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume			
<b>Northbound</b>	Left	59	1	59	6	4	69	1	69	4%	34	103	1	103	-5	98	1	98
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
	Thru	492	1	278	51	18	561	1	316	4%	34	595	1	333	-5	590	1	330
	Th-Rt		1	278			316	1	316			333	1	333		330	1	330
	Right	64	0	0	7		71	0	0	0%	0	71	0	0	0	71	0	0
Shared		0	0			0	0	0			0	0	0	0	0	0	0	0
<b>Southbound</b>	Left	57	1	57	6		63	1	63	(7%)	6	69	1	69	-1	68	1	68
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
	Thru	616	1	389	64	60	740	1	460	(4%)	3	743	1	461	0	743	1	461
	Th-Rt		1	389			460	1	460			461	1	461		461	1	461
	Right	162	0	0	17		179	0	0	0%	0	179	0	0	0	179	0	0
Shared		0	0			0	0	0			0	0	0	0	0	0	0	0
<b>Eastbound</b>	Left	90	1	90	9		99	1	99	0%	0	99	1	99	0	99	1	99
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
	Thru	765	1	463	80	40	885	1	532	0%	0	885	1	534	0	885	1	533
	Th-Rt		1	463			532	1	532			534	1	534		533	1	533
	Right	160	0	0	17	3	180	0	0	(4%)	3	183	0	0	0	182	0	0
Shared		0	0			0	0	0			0	0	0	0	0	0	0	0
<b>Westbound</b>	Left	96	1	96	10		106	1	106	0%	0	106	1	106	0	106	1	106
	Lt-Th		0	0			0	0	0			0	0	0	0	0	0	0
	Thru	1093	1	576	114	35	1242	1	653	0%	0	1242	1	683	0	1242	1	679
	Th-Rt		1	576			653	1	653			683	1	683		679	1	679
	Right	58	0	0	6		64	0	0	7%	60	124	0	0	-9	115	0	0
Shared		0	0			0	0	0			0	0	0	0	0	0	0	
Critical Volumes:		North-South: 448		North-South: 529				North-South: 564				North-South: 559						
		East-West: 666		East-West: 752				East-West: 782				East-West: 778						
		Total: 1114		Total: 1281				Total: 1347				Total: 1337						
Volume/capacity (v/c) ratio:		0.743		0.854				0.898				0.891						
v/c less ATSAC adjustment:		0.643		0.754				0.798				0.791						
Level of Service (LOS):		<b>B</b>		<b>C</b>				<b>C</b>				<b>C</b>						

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9-B-adj(15%).xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.044	Δv/c after mitigation:	0.037
Significantly impacted?	YES	Fully mitigated?	YES

<b>Intersection No. 6</b>		<b>2008, EXISTING</b>		<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>							
North/South Street: <b>Coldwater Canyon Ave</b>		Critical Phases: 2 Capacity: 1500		Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500							
East/West Street: <b>Oxnard St</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 10%							
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0								Opposed Phasing: 0							
PM Peak: 5:00 PM																			
	Counts	Lanes	Lane Volume	+ 2.0% Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume			
<b>Northbound</b>	Left		64	1	64	7	10	81	1	81	4%	27	108	1	108	-4	104	1	104
	Lt-Th	N/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	
	Thru		516	1	308	54	31	601	1	355	4%	27	628	1	369	-4	624	1	367
	Th-Rt		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	
	Right		99	0	0	10	0	0	109	0	0	0%	0	109	0	0	0	0	
Shared		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0		
<b>Southbound</b>	Left		69	1	69	7	0	77	1	77	(7%)	101	178	1	178	-15	162	1	162
	Lt-Th	S/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	
	Thru		431	1	273	45	70	546	1	337	(4%)	58	604	1	366	-9	596	1	361
	Th-Rt		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	
	Right		115	0	0	12	0	0	127	0	0	0%	0	127	0	0	0	0	
Shared		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0		
<b>Eastbound</b>	Left		87	1	87	9	0	96	1	96	0%	0	96	0	0	0	96	1	96
	Lt-Th	E/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	
	Thru		991	1	519	103	57	1152	1	607	0%	0	1152	1	636	0	1152	1	632
	Th-Rt		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	
	Right		47	0	0	5	11	63	0	0	(4%)	58	121	0	0	-9	112	0	0
Shared		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0		
<b>Westbound</b>	Left		59	1	59	6	0	65	1	65	0%	0	65	0	0	0	65	1	65
	Lt-Th	W/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	
	Thru		983	1	533	102	63	1149	1	620	0%	0	1149	1	644	0	1149	1	640
	Th-Rt		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	
	Right		83	0	0	9	0	0	91	0	0	7%	48	139	0	0	-7	132	0
Shared		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0		
Critical Volumes:		North-South: 377		North-South: 432				North-South: 546				North-South: 529							
		East-West: 620		East-West: 716				East-West: 740				East-West: 736							
		Total: 997		Total: 1147				Total: 1286				Total: 1265							
Volume/capacity (v/c) ratio:		0.664		0.765				0.857				0.843							
v/c less ATSAC adjustment:		0.564		0.665				0.757				0.743							
Level of Service (LOS):		<b>A</b>		<b>B</b>				<b>C</b>				<b>C</b>							

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 B- adj (15%).xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project: 0.092      Δv/c after mitigation: 0.078  
Significantly impacted? YES      Fully mitigated? NO



Intersection No. 7		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION			
North/South Street: <b>Whitsett Ave</b>		Critical Phases: 2 Capacity: 1500		Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500			
East/West Street: <b>Oxnard St</b>		Signal System: 3 v/c reduction: 10%		from year: 2008 to year: 2013 + 2.0% Ambient Growth				<input type="checkbox"/> Adjacent AM 853 83 936 PM 680 1442 2122				Signal System: 3 v/c reduction: 10%			
Analysis Date: 07/30/2008 AM Peak: 7:30 AM		Opposed Phasing: 0		Opposed Phasing: 0								Opposed Phasing: 0			
		Counts	Lane	Ambient	+ Related	= Total	Lane	+ Project	= Total	Lane	Adjusted	Total	Lane		
		Volume	Volume	Growth	Projects	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume		
Northbound	Left	63	1	7		70	1	0%	0	70	1	0	70		
	Lt-Th		0				0				0		0		
	Thru	466	1	49	62	577	1	4%	34	611	1	-5	389		
	Th-Rt		0				0				0		0		
	Right	152	0	16		168	0	0%	0	168	0	0	168		
Shared		0				0				0		0			
Southbound	Left	109	1	11		120	1	0%	0	120	1	0	121		
	Lt-Th		0				0				0		0		
	Thru	985	1	103	64	1152	1	(4%)	3	1155	1	0	636		
	Th-Rt		0				0				0		0		
	Right	106	0	11		117	0	0%	0	117	0	0	117		
Shared		0				0				0		0			
Eastbound	Left	83	1	9		91	1	0%	0	91	1	0	91		
	Lt-Th		0				0				0		0		
	Thru	979	1	102	37	1118	1	(7%)	6	1124	1	-1	627		
	Th-Rt		0				0				0		0		
	Right	118	0	12		131	0	0%	0	131	0	0	131		
Shared		0				0				0		0			
Westbound	Left	137	1	14		151	1	0%	0	151	1	0	151		
	Lt-Th		0				0				0		0		
	Thru	1035	1	108	31	1174	1	7%	60	1234	1	-9	653		
	Th-Rt		0				0				0		0		
	Right	64	0	7		71	0	0%	0	71	0	0	71		
Shared		0				0				0		0			
Critical Volumes:		North-South: 609		North-South: 704		North-South: 706		North-South: 706		North-South: 706		North-South: 706			
		East-West: 685		East-West: 775		East-West: 778		East-West: 778		East-West: 778		East-West: 739			
		Total: 1294		Total: 1480		Total: 1484		Total: 1484		Total: 1484		Total: 1445			
Volume/capacity (v/c) ratio:		0.863		0.986		0.989		0.989		0.989		0.963			
v/c less ATSAC adjustment:		0.763		0.886		0.889		0.889		0.889		0.863			
Level of Service (LOS):		<b>C</b>		<b>D</b>		<b>D</b>		<b>D</b>		<b>D</b>		<b>D</b>			

**PROJECT IMPACT**

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 B- adj (15%).xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project: 0.003  
Significantly impacted? NO  
Δv/c after mitigation: -0.023  
Fully mitigated? N/A

Intersection No. 7		2008, EXISTING		2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION						
North/South Street: <b>Whitsett Ave</b>		Critical Phases: 2 Capacity: 1500		Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500						
East/West Street: <b>Oxnard St</b>		Signal System: 3 v/c reduction: 10%		Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent				Signal System: 3 v/c reduction: 10%						
Analysis Date: 07/30/2008		Opposed Phasing: 0		Opposed Phasing: 0				<input type="checkbox"/> In <input type="checkbox"/> Out <input type="checkbox"/> Total				Opposed Phasing: 0						
PM Peak: 5:00 PM																		
	Counts	Lane Volume	Lanes	Lane Volume	+ 2.0% Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	119	1	119	12		132	1	132	0%	0	132	1	132	0	132	1	132
	Lt-Th		0	0			0	0	0		0	0	0		0	0	0	0
	Thru	760	1	443	79	26	865	1	502	4%	27	892	1	515	-4	888	1	513
	Th-Rt		1	443			502	1	502			515	1	515			1	513
	Right	125	0	0	13		139	0	0	0%	0	139	0	0	0	139	0	0
Shared		0	0			0	0	0			0	0	0		0	0	0	
Southbound	Left	96	1	96	10		106	1	106	0%	0	106	1	106	0	106	1	106
	Lt-Th		0	0			0	0	0		0	0	0		0	0	0	0
	Thru	457	1	253	48	30	535	1	294	(4%)	58	593	1	323	-9	584	1	319
	Th-Rt		1	253			294	1	294			323	1	323			1	319
	Right	49	0	0	5		54	0	0	0%	0	54	0	0	0	54	0	0
Shared		0	0			0	0	0			0	0	0		0	0	0	
Eastbound	Left	95	1	95	10		105	1	105	0%	0	105	1	105	0	105	1	105
	Lt-Th		0	0			0	0	0		0	0	0		0	0	0	0
	Thru	1196	1	629	125	6	1327	1	697	(7%)	101	1428	1	748	-15	1413	2	706
	Th-Rt		1	629			697	1	697			748	1	748			1	706
	Right	61	0	0	6		68	0	0	0%	0	68	0	0	0	68	1	2
Shared		0	0			0	0	0			0	0	0		0	0	0	
Westbound	Left	155	1	155	16		171	1	171	0%	0	171	1	171	0	171	1	171
	Lt-Th		0	0			0	0	0		0	0	0		0	0	0	0
	Thru	1155	1	633	120	12	1287	1	705	7%	48	1335	1	729	-7	1328	1	726
	Th-Rt		1	633			705	1	705			729	1	729			1	726
	Right	112	0	0	12		124	0	0	0%	0	124	0	0	0	124	0	0
Shared		0	0			0	0	0			0	0	0		0	0	0	
Critical Volumes:		North-South: 539 East-West: 784 Total: 1322		North-South: 608 East-West: 868 Total: 1476				North-South: 621 East-West: 919 Total: 1540				North-South: 619 East-West: 878 Total: 1497						
Volume/capacity (v/c) ratio:		0.882		0.984				1.027				0.998						
v/c less ATSAC adjustment:		0.782		0.884				0.927				0.898						
Level of Service (LOS):		<b>C</b>		<b>D</b>				<b>E</b>				<b>D</b>						

### PROJECT IMPACT

Filename: \\01cnas\01cnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc 3.9 B- adj (15%).xls  
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.043	Δv/c after mitigation:	0.014
Significantly impacted?	YES	Fully mitigated?	YES

<b>Intersection No. 8</b>		<b>2008, EXISTING</b>			<b>2013, PROJECTED CUMULATIVE BASE</b>				<b>2013, WITH PROJECT</b>				<b>2013, WITH TRAFFIC MITIGATION</b>			
North/South Street: <b>Coldwater Canyon Ave</b> East/West Street: <b>Burbank Blvd</b> Analysis Date: 07/30/2008 AM Peak: 7:30 AM		Critical Phases: 2 Capacity: 1500 Signal System: 3 v/c reduction: 10% Opposed Phasing: 0			Apply ambient growth: from year: 2008 to year: 2013 + 2.0% Ambient Growth + Related Projects = Total				Critical Phases: 2 Capacity: 1500 Signal System: 3 v/c reduction: 10% Opposed Phasing: 0 Project: THE PLAZA AT THE GLEN <input type="checkbox"/> Adjacent AM In Out Total 853 83 936 PM 680 1442 2122 + Project = Total Volume Volume Lanes Volume				Critical Phases: 2 Capacity: 1500 Signal System: 3 v/c reduction: 10% Opposed Phasing: 0 Adjusted Total Lane Volume Volume Lanes Volume			
		Counts	Lane		Ambient	+ Related	= Total		+ Project	= Total		Adjusted	Total	Lane		
		Volume	Volume		Growth	Projects	Volume	Lanes	Volume	Volume	Lanes	Volume	Volume	Volume		
Northbound	Left	90	1	90	9		99	1	99	0%	0	99	1	99	0	
	Lt-Th		0	0			0	0	0			0	0	0	0	
	Thru	329	1	203	34	18	382	1	236	8%	68	450	1	270	-10	
	Th-Rt		1	203			1	236				1	270		1	265
	Right	78	0	0	8	4	90	0	0	0%	0	90	0	0	0	
	Shared		0	0			0	0			0	0	0	0	0	
Southbound	Left	52	1	52	5		57	1	57	0%	0	57	1	57	0	
	Lt-Th		0	0			0	0	0			0	0	0	0	
	Thru	659	1	452	69	25	753	1	512	(8%)	7	760	1	515	-1	
	Th-Rt		1	452			1	512				1	515		1	515
	Right	246	0	0	26		271	0	0	0%	0	271	0	0	0	
	Shared		0	0			0	0			0	0	0	0	0	
Eastbound	Left	53	1	53	6		59	1	59	0%	0	59	1	59	0	
	Lt-Th		0	0			0	0	0			0	0	0	0	
	Thru	850	2	425	88	81	1019	2	510	0%	0	1019	2	510	0	
	Th-Rt		0	0			0	0	0			0	0	0	0	
	Right	37	1	0	4		41	1	0	0%	0	41	1	0	0	
	Shared		0	0			0	0			0	0	0	0	0	
Westbound	Left	153	1	153	16	17	186	1	186	0%	0	186	1	186	0	
	Lt-Th		0	0			0	0	0			0	0	0	0	
	Thru	1317	2	658	137	72	1526	2	763	0%	0	1526	2	763	0	
	Th-Rt		0	0			0	0	0			0	0	0	0	
	Right	32	1	6	3		35	1	6	0%	0	35	1	6	0	
	Shared		0	0			0	0			0	0	0	0	0	
Critical Volumes:		North-South: 542			North-South: 611				North-South: 615				North-South: 614			
		East-West: 711			East-West: 822				East-West: 822				East-West: 822			
		Total: 1254			Total: 1433				Total: 1436				Total: 1436			
Volume/capacity (v/c) ratio:		0.836				0.955				0.957				0.957		
v/c less ATSAC adjustment:		0.736				0.855				0.857				0.857		
Level of Service (LOS):		<b>C</b>				<b>D</b>				<b>D</b>				<b>D</b>		

### PROJECT IMPACT

Filename: \\olcnas1\olcnas1\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 B- adj(-15%).xls  
 Developed 2005-2007 by Ken Aitchison

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

Intersection No. 8		2008, EXISTING			2013, PROJECTED CUMULATIVE BASE				2013, WITH PROJECT				2013, WITH TRAFFIC MITIGATION					
North/South Street: <b>Coldwater Canyon Ave</b>		Critical Phases: 2 Capacity: 1500			Apply ambient growth: Critical Phases: 2 Capacity: 1500				Project: THE PLAZA AT THE GLEN				Critical Phases: 2 Capacity: 1500					
East/West Street: <b>Burbank Blvd</b>		Signal System: 3 v/c reduction: 10%			Signal System: 3 v/c reduction: 10%				<input type="checkbox"/> Adjacent    In    Out    Total AM    853    83    936 PM    680    1442    2122				Signal System: 3 v/c reduction: 10%					
Analysis Date: 07/30/2008		Opposed Phasing: 0			Opposed Phasing: 0								Opposed Phasing: 0					
PM Peak: 5:00 PM		Counts			+ 2.0%				+ Project				Adjusted					
		Volume	Lanes	Lane Volume	Ambient Growth	+ Related Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	109	1	109	11		120	1	121	0%	0	120	1	121	0	120	1	121
	Lt-Th		0	0				0	0				0	0			0	0
	Thru	597	1	355	62	31	690	1	415	8%	54	744	1	442	-8	736	1	438
	Th-Rt		1	355				1	415				1	442			1	438
Southbound	Right	114	0	0	12	15	141	0	0	0%	0	141	0	0	0	141	0	0
	Shared		0	0				0	0				0	0			0	0
	Left	34	1	34	4		37	1	37	0%	0	37	1	37	0	37	1	37
	Lt-Th		0	0				0	0				0	0			0	0
Eastbound	Thru	378	1	245	39	26	444	1	283	(8%)	115	559	1	341	-17	542	1	332
	Th-Rt		1	245				1	283				1	341			1	332
	Right	111	0	0	12		123	0	0	0%	0	123	0	0	0	123	0	0
	Shared		0	0				0	0				0	0			0	0
Westbound	Left	109	1	109	11		120	1	121	0%	0	120	1	121	0	120	1	121
	Lt-Th		0	0				0	0				0	0			0	0
	Thru	949	2	474	99	157	1204	2	602	0%	0	1204	2	602	0	1204	2	602
	Th-Rt		0	0				0	0				0	0			0	0
Northbound	Right	66	1	11	7		73	1	13	0%	0	73	1	13	0	73	1	13
	Shared		0	0				0	0				0	0			0	0
	Left	90	1	90	9	7	106	1	106	0%	0	106	1	106	0	106	1	106
	Lt-Th		0	0				0	0				0	0			0	0
Southbound	Thru	910	2	455	95	108	1113	2	556	0%	0	1113	2	556	0	1113	2	556
	Th-Rt		0	0				0	0				0	0			0	0
	Right	20	1	3	2		23	1	4	0%	0	23	1	4	0	23	1	4
	Shared		0	0				0	0				0	0			0	0
Critical Volumes:		North-South: 389			North-South: 453				North-South: 480				North-South: 476					
		East-West: 564			East-West: 708				East-West: 708				East-West: 708					
		Total: 953			Total: 1161				Total: 1188				Total: 1184					
Volume/capacity (v/c) ratio:		0.635			0.774				0.792				0.789					
v/c less ATSAC adjustment:		0.535			0.674				0.692				0.689					
Level of Service (LOS):		<b>A</b>			<b>B</b>				<b>B</b>				<b>B</b>					

### PROJECT IMPACT

Filename: \\Olcnas\Olcnas\Share\Project 2008\Victory Plaza\cma\Mitigation evaluations\7-25-08\CMACalc: 3.9 B- adj(-15%).xls  
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project:	0.018	Δv/c after mitigation:	0.015
Significantly impacted?	NO	Fully mitigated?	N/A

**CITY OF LOS ANGELES  
INTER-DEPARTMENTAL CORRESPONDENCE**

13007-13075 Victory Boulevard  
DOT Case No. SFV-07-189

Date: October 6, 2008

To: Mike Young, Associate Zoning Administrator  
Department of City Planning

From: Sergio D. Valdez, Transportation Engineer  
Department of Transportation

Subject: **REVISED TRAFFIC ASSESSMENT FOR THE PLAZA AT THE GLEN DEVELOPMENT  
LOCATED AT 13007-13075 VICTORY BOULEVARD**

The Department of Transportation (DOT) has completed the traffic assessment for the proposed 1,500,000 square foot mixed-use project to replace an existing shopping center on the north side of Victory Boulevard east of Ethel Avenue and the Tujunga Wash. This traffic assessment is based on a revised traffic study prepared by Overland Traffic Consultants, Inc. dated July 30, 2008, and an additional mitigation evaluation submitted by the consultant on October 2, 2008. After careful review of the pertinent data, DOT has determined that the traffic study, as revised by DOT, adequately describes the project related traffic impacts of the proposed development. Traffic generated by the proposed project will significantly impact twenty-two of the twenty-four study intersections.

#### **DISCUSSION AND FINDINGS**

The project site is located along the north side of Victory Boulevard from west of Morse Avenue to Ethel Avenue in the Van Nuys-North Sherman Oaks community of the City of Los Angeles. The proposed project consists of the construction of an approximate 1,500,000 square-foot development including 150 unit condominiums, a hotel with 230 rooms, a 450,000 square foot office, a 100,000 square foot of medical office, a 45,000 square foot health club and fitness center, a 2,700-seat theater, and a 285,000 square foot shopping center. Currently, the project site is occupied by a 70,917 square foot of retail, a 32,000 square foot C.V.S. Pharmacy, a 4,524 square foot Golan Restaurant, a 3,324 square foot Citibank, and a 41,141 square foot health/fitness club. The proposed project will generate approximately 18,763 net daily trips, 1,144 new a.m. peak hour trips and 1,712 new p.m. peak hour trips, as shown in Table 1. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 7th Edition, 2003.

In addition to The Plaza at the Glen project, this traffic report evaluates the potential traffic impacts associated with four added areas where a General Plan Amendment would be incorporated along with this project. Although no development is currently proposed, the add area projects are developments which theoretically could be proposed by others.

The add area projects evaluated as part of this report are:

Add Area 1: The area is located at 13005 Victory Boulevard east of the project site along the southwest side of Morse Avenue and northwest of Area 2. The existing 18,414 square foot self-storage building could be replaced with a four story, 39-unit condominium project. It is estimated that such project could potentially add 183 daily trips, 14 a.m. peak hour trips and 17 p.m. peak hour trips, as shown in Table 2.

Add Area 2: The area is located at 13001 Victory Boulevard immediately east of the project site along the north side of Victory Boulevard northerly to Hamlin Street and west of Add Area 3 and 4. The existing school and church would remain; therefore, there would be no change in vehicular trips, shown in Table 3.

Add Area 3: The area is located at 6455 Coldwater Canyon Avenue on the southwest corner of Coldwater Canyon Avenue and Hamlin Street east of Add Area 2 and north of Add Area 4. The existing 43,026 square foot private school could be replaced with a mixed-use development including 36,000 square foot shopping center, 56,000 square foot office and 143 units of multi family housing. It is estimated that such project could potentially add 1,887 daily trips with 306 fewer during the a.m. peak hour trips and 246 more p.m. peak hour trips, as shown in Table 4.

Add Area 4: The area is located at 12091-12929 Victory Boulevard on the northwest corner of Coldwater Canyon Avenue and Victory Boulevard south of Add Area 3 and east of Add Area 2. The existing 4,792 square foot fast food restaurant and 5,766 square foot retail could be replaced with a 21,000 square foot shopping center and 112,000 square foot office building. It is estimated that such project could potentially add 550 daily trips, 84 a.m. peak hour trips and 147 p.m. peak hour trips, as shown in Table 5.

The traffic study reviewed 24 intersections and 2 residential street segments for traffic impacts:

- Fulton Avenue and Sherman Way
- Coldwater Canyon Avenue and Sherman Way
- Whitsett Avenue and Sherman Way
- Woodman Avenue and Vanowen Street
- Fulton Avenue and Vanowen Street
- Coldwater Canyon Avenue and Vanowen Street
- Whitsett Avenue and Vanowen Street
- Coldwater Canyon Avenue and Hamlin Street
- Victory Boulevard and Woodman Avenue
- Fulton Avenue and Victory Boulevard
- Ethel Avenue and Victory Boulevard
- Coldwater Cyn Avenue and Victory Boulevard
- Whitsett Avenue and Victory Boulevard
- Victory Boulevard and US 170 SB (North Side)
- Victory Boulevard and US 170 SB (South Side)
- Victory Boulevard and US 170 NB (North Side)
- Victory Boulevard and US 170 NB (South Side)
- Erwin Street and Fulton Avenue
- Fulton Avenue and Oxnard Street
- Coldwater Canyon Avenue and Oxnard Street
- Oxnard Street and Whitsett Avenue
- Coldwater Cyn Avenue and Burbank Boulevard
- Laurel Canyon Boulevard and Victory Boulevard
- Morse Avenue and Victory Boulevard

Residential street segments:

- Erwin Street east of Fulton Avenue
- Ethel Avenue south of Victory Boulevard

The project will consist of three scenarios with mitigation packages for both *Project Only* and *Project + Add Areas*:

**Scenario 1** includes area wide credits for the construction of an on-site multi-modal transit center as part of the development with 5% reduction away from the site and 10% reduction along the Victory Boulevard intersections close to the site. Additionally, this scenario incorporates a 20% project transit credit reduction based upon Congestion Management Program Credits (CMP), a Transportation Demand Management Plan (TDM) with a 5% credit, and physical roadway improvements at four intersections.

**Scenario 2** includes the same area wide credits, TDM and the same physical roadway improvements as Scenario 1 but it reduces the transit credits from 20% to 10% reduction of project trips.

**Scenario 3** does not include area wide credits for the construction of an on-site transit center as part of the development. This scenario incorporates a 10% project transit credit reduction, a 5% credit for TDM, and roadway improvements at seventeen intersections. The proposed transit center would be smaller than the one being proposed under Scenarios 1 & 2. Some of the same elements will be incorporated but the land mass and amenities dedicated to the center will be minimized. This scenario was later revised by the consultant on October 2, 2008 by deleting the 5% credit for TDM and deleting some of the proposed physical improvements that were not feasible because they would result in sub-standard sidewalks that



would not meet ADA guidelines. As a result, Scenario 3 offered traffic mitigation measures for only six intersections.

After a review of the pertinent data, DOT has determined that **Scenarios 1, 2 and 3** are not valid scenarios. The proposed 5% and 10% area wide transit credits under Scenarios 1 and 2 for the construction of the transit center were never approved by DOT and cannot be used. This credit was never approved of for use by the consultant in the MOU that scoped the parameters of the traffic study.

Scenario 1 is also not acceptable to DOT since it incorporates a 20% project transit credit reduction based on CMP credits. This 20% CMP credit can be used as long as the project floor area devoted to residential uses is 30% minimum. The report indicates that the adjoining site to the west constructed by the same developer has sufficient residential units to comply with this requirement. However, the adjoining site is a mixed-use development with 90,000 square feet of office, 20,000 square feet of retail, 10,000 square feet of restaurant and 110 apartments. Considering all the different uses for the adjoining site, the 30% minimum requirement for residential use is not met. Furthermore, another CMP qualifying criteria dictates that the uses must be located in the same parcel. This credit was never approved of for use by the consultant in the MOU that scoped the parameters of the traffic study.

The proposed 5% TDM credit being proposed for all three scenarios is not acceptable to DOT since a Transportation Management Office (TMO) is not currently available near the proposed project site. A TMO is necessary to implement an effective and successful TDM plan. Additionally, a TDM reduction in trips is generally achieved through encouraging transit use. In the case of this proposed project, DOT is already allowing a 10% transit credit for the construction of the transit center. This credit was never approved of for use by the consultant in the MOU that scoped the parameters of the traffic study.

The traffic study was revised by DOT to accurately reflect the level of service (LOS) methodology and significant impact criteria used by DOT for the studied intersections, as shown in Table 6. As previously indicated, TDM and area wide credits are not acceptable to DOT. The only acceptable credit is the 10% transit credit. The proposed *Project Only* will have significant impacts at twenty-two of the twenty-four studied intersections, as shown in Table 8, which is a summary of the volume-to-capacity (V/C) ratios and levels of service (LOS) at the study intersections. Additionally, the proposed *Project + Added Areas* will also have significant impacts at twenty-two of the twenty-four studied intersections, as shown in Table 9. Even with the proposed traffic mitigation measures at six intersections for both *Project Only and Project + Added Areas*, nineteen intersections will need a statement of overriding considerations.

DOT also determined that the proposed project would have significant traffic impacts at the two residential street segments studied, as shown in Table 7. The project proposes to install neighborhood protection measures such as speed bumps along Ethel Avenue south of Victory Boulevard to Erwin Street and along Erwin Street from Fulton Avenue to Ethel Avenue. The developer must work with the community to develop a neighborhood protection plan that is agreeable and discourages cut through traffic.

DOT recognizes that the project may result in a reduction in traffic in the general area if the transit center is built and it is successful. How much traffic in the general area will be reduced cannot be determined since it will involve many factors that cannot be determined at this time, such as the price of fuel, and the willingness of residents in the area to avail themselves of this public transit station. It will also depend on the ability of the DASH bus and MTA buses to be rerouted.

DOT recommends that the following *Project Only and Project + Added Areas* Requirements be adopted as conditions of project approval in order to mitigate some of the project's traffic impact to less than significant levels. In the event that some of these mitigation measures turn out to be not feasible, the developer must provide alternative mitigations to mitigate the project impact at these locations. These transportation improvements shall be guaranteed through the B-Permit process of the Bureau of Engineering, Department

of Public Works (BOE). Any improvements shall be constructed and completed before the issuance of the final certificate of occupancy, to the satisfaction of DOT and BOE. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor to contact DOT's B-Permit Coordinator at (213) 928-9663, to arrange a pre-design meeting to finalize the design for the required transportation improvements.

**A. PROJECT ONLY AND PROJECT + ADD AREAS REQUIREMENTS WITHOUT TDM CREDIT**

▪ **Mitigation Measures for Ethel Avenue and Victory Boulevard**

This intersection will be partially mitigated to a less-than-significant level by installing a westbound right-turn lane and southbound left, shared left/through lane and right-turn lane. A further mitigation measure at this intersection includes a shift in traffic from this intersection to Morse Avenue and Victory Boulevard due to a change in striping at that intersection. In the event that these mitigation measures turn out to be not feasible, the developer must provide alternative mitigations to mitigate the project impact at this location.

▪ **Mitigation Measures for Morse Avenue and Victory Boulevard**

This stop controlled intersection will be fully mitigated to a less-than-significant level by installing a new traffic signal if found to be warranted by DOT. DOT is also concerned with the Church driveway on the north side of the street, with potentially high volumes at times, this driveway may also have to be signalized as part of this intersection. A further mitigation at this intersection requires that there be a southbound left and shared left/right turn lane installed at the shopping center driveway on the north side of Victory Boulevard. A detailed striping/layout plan is required prior to signal approval. In the event that the signal is found to be not warranted, the applicant shall identify a substitute mitigation measure that must receive the approval of DOT.

▪ **Mitigation Measures for Coldwater Canyon Avenue and Victory Boulevard**

This intersection will be fully mitigated to a less-than-significant level by providing left-turn phasing for northbound and southbound directions. In the event that these mitigation measures turn out to be not feasible, the developer must provide alternative mitigations to mitigate the project impact at this location.

▪ **Mitigation Measures for US 170 SB ramps (north side) of Victory Boulevard**

This intersection will be partially mitigated to a less-than significant level by installing a westbound right-turn lane on the southbound freeway ramp from the existing curb lane within the existing right-of-way. Buffer the right-turn westerly with striping to provide a free right-turn lane from the of ramp. These improvements will require Caltrans approval and must be completed before the issuance of the final certificate of occupancy. In the event that these mitigation measures turn out to be not feasible, the developer must provide alternative mitigations to mitigate the project impact at this location.

▪ **Mitigation Measures for US 170 SB ramps (south side) of Victory Boulevard**

This intersection will be fully mitigated to a less-than significant level by converting the existing eastbound through/right curb lane to a right-turn lane. Buffer the lane to the east to provide a free right at the off-ramp. These improvements will require Caltrans approval and must be completed before the issuance of the final certificate of occupancy. In the event that these mitigation measures turn out to be not feasible, the developer must provide alternative mitigations to mitigate the project impact at this location.

▪ **Mitigation Measures for US 170 NB ramps (south side) of Victory Boulevard**

This intersection will be partially mitigated to a less-than significant level by converting the existing eastbound through/right curb lane to a dedicated right-turn lane. Shadow this lane beyond the turn to provide a free right-turn lane at the off-ramp. The developer must check with Caltrans to determine the feasibility of this improvement. In the event that these mitigation measures turn out to be not

feasible, the developer must provide alternative mitigations to mitigate the project impact at this location.

#### **B. Transportation Demand Management (TDM)**

The project involves the construction of more than 25,000 square feet of new nonresidential gross floor area and must comply with all the requirements of the Citywide TDM Ordinance No. 168,700. Prior to any building permit, the owner/applicant shall agree, by way of a covenant that runs with the land, to provide and maintain in a state of good repair the management and trip reduction measures required by Ordinance No. 168,700.

#### **C. Neighborhood Traffic Impact Mitigation**

The applicant is required to deposit \$800,000 into Neighborhood Traffic Management Plan fund to be used for neighborhood traffic mitigation measures prior to the issuance of any building permit. All community outreach efforts to solicit input from residents shall be coordinated through DOT and the Council Office. Potential mitigation measures may include, but are not limited to: installation of speed humps, diverters, turn restrictions, enforcement, geometric changes, signing and marking. Upon the expiration of three years after the issuance of the final certificate of occupancy of the entire project, the applicant may request a refund from DOT of any unused portion of these funds. However, the refund shall only be granted if DOT and the Council Office determine that all of the provisions of the Plan have been fully complied with and no additional improvements are necessary.

#### **D. Highway Dedications and Improvements**

**Victory Boulevard** is a designated Major Highway Class II in the Streets and Highways Element of the City's General Plan. Currently Victory Boulevard consists of a 50-foot half right-of-way, with a 37-foot half roadway and a 13-foot sidewalk. The standard cross-section for a Major Highway Class II is a 52-foot half right-of-way with a 40-foot half roadway and a 12-foot sidewalk. Therefore, a 2-foot dedication and a 3-foot widening along the remaining project frontage is required to bring the right-of-way and sidewalk up to the standard required by the General Plan.

**Ethel Avenue** is a designated Alley in the Streets and Highways Element of the City's General Plan. Currently Ethel Avenue consists of an existing 38-foot and variable width roadway in a variable width right-of-way. The west side of the alley does not have a sidewalk (no border) and a 19-foot half roadway in a variable width right-of-way. The east side of the alley has a 5-foot sidewalk and a 19-foot half roadway in a variable width right-of-way. Therefore, a variable width dedication is required to allow the construction of a 10-foot sidewalk. Remodel the intersection with the alley as necessary.

The applicant should contact BOE to determine exact dedication and widening standards and to ensure compliance of these requirements of the municipal code. The street dedication shall be completed through Edmond Yew in the Land Development Group, (213) 977-7095. The applicant should contact BOE to determine any other required street improvements. The above mentioned improvements shall be guaranteed through the B-Permit process of BOE. Any improvements shall be constructed and completed before the issuance of the final certificate of occupancy, to the satisfaction of DOT and BOE. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor to contact DOT's B-Permit Coordinator at (213) 928-9663, to arrange a pre-design meeting to finalize the design for the required transportation improvements.

#### **E. Site Access and Internal Circulation**

This determination does not include final approval of the project's driveways, internal circulation, and parking scheme. However, the following general comments do apply:

1. All loading/unloading of goods shall be accomplished on site and shown on the site plan.
2. Two-way driveways shall be 30 feet wide and one-way driveways shall be 16 feet wide, exclusive of side slopes. To minimize conflict between vehicles using adjoining driveways, a minimum of 50-feet of full-height curb shall be provided between driveways.

3. To avoid vehicles encroaching onto the public right-of-way, a minimum 40-foot reservoir space (distance between property line and first parking stall) shall be provided at all ingress driveways for lots containing 100 to 300 spaces, and a minimum 60-foot reservoir space shall be provided at all ingress driveways for lots containing more than 300 spaces.

Final DOT approval shall be obtained prior to issuance of any building permits. This should be accomplished by submitting a detailed site and/or driveway plan, at a scale of at least 1" = 40', to DOT's Valley Development Review Section at 6262 Van Nuys Boulevard, Suite 320, Van Nuys, 91401, prior to submittal of building plans for plan check to the Department of Building and Safety.

If you have any questions, you may contact me or Vicente Cordero of my staff at (818) 374-4699.

c:      Second Council District  
         Brian Gallagher, DOT East Valley District  
         John Varghese, Signal Design  
         Tim Conger, Geometric Design  
         Guido Marucut, DOT Accounting  
         Vi Mugol, DOT Accounting  
         Edmond Yew, BOE Land Development Group  
         Ali Nahass, BOE Valley District  
         Moe Irilian, BOE Valley District  
         Liz Culhane, Overland Traffic Consultants, Inc.

**Table 1**  
**Project Trip Generation Estimates**

<b>Proposed Mixed Use Project</b>			<b>AM Peak Hour</b>			<b>PM Peak Hour</b>		
<b>Description</b>	<b>Size</b>	<b>Daily</b>	<b>Total</b>	<b>In</b>	<b>Out</b>	<b>Total</b>	<b>In</b>	<b>Out</b>
Shopping Center	285,000 sf	13,415	293	179	114	1,250	600	650
Pass By	10%	(1,342)	(29)	(18)	(11)	(125)	(60)	(65)
Subtotal		12,073	264	161	103	1,125	540	585
Hotel	230 rooms	1,879	129	78	51	135	71	64
Internal Capture	20%	(376)	(26)	(16)	(10)	27	(14)	(13)
Subtotal		1,503	103	62	41	108	57	51
Office	450,000 sf	4,248	625	550	75	583	99	484
Medical Office	100,000 sf	3,613	248	196	52	372	100	272
Health/Fitness Club	45,000 sf	1,482	55	23	32	182	93	89
Internal Capture	20%	(296)	(11)	(5)	(6)	(37)	(19)	(18)
Pass By	20%	(237)	(8)	(4)	(4)	(29)	(15)	(14)
Subtotal		949	36	14	22	116	59	57
Theater	2,700 seat	4,752	27	27	0	189	81	108
Internal Capture	20%	(950)	(5)	(5)	0	(38)	(16)	(22)
Pass By	10%	(380)	(2)	(2)	0	(16)	(7)	(9)
Subtotal		3,422	20	20	0	135	58	77
Condominium	150 units	1,008	77	15	62	93	60	33
Subtotal		1,008	77	15	62	93	60	33
<b>Proposed PROJECT TOTAL</b>		<b>28,817</b>	<b>1,378</b>	<b>1,018</b>	<b>365</b>	<b>2,092</b>	<b>899</b>	<b>1,193</b>
<b>Existing Shopping Center</b>			<b>AM Peak Hour</b>			<b>PM Peak Hour</b>		
<b>Description</b>	<b>Size</b>	<b>Daily</b>	<b>Total</b>	<b>In</b>	<b>Out</b>	<b>Total</b>	<b>In</b>	<b>Out</b>
<b>MISC Retail</b>								
Misc Retail TOTAL	70,817 sf	5,427	127	77	50	499	240	259
Pass By	10%	(543)	(13)	(8)	(5)	(50)	(24)	(26)
Subtotal		4,884	114	69	45	449	216	233
CVS Pharmacy	32,000 sf	2,882	102	60	42	270	135	135
Internal Capture	20%	(576)	(20)	(12)	(8)	(54)	(27)	(27)
Pass By	40%	(922)	(33)	(19)	(14)	(86)	(43)	(43)
Subtotal		1,384	49	29	20	130	65	65
GOLAN RESTAURANT	4,524 sf	407	4	2	2	34	23	11
Internal Capture	10%	(41)	0	0	0	(3)	(2)	(1)
Pass By	10%	(37)	0	0	0	(3)	(2)	(1)
Subtotal		329	4	2	2	28	19	9
CITIBANK	3,324 sf	819	41	23	18	152	76	76
Internal Capture	10%	(82)	(4)	(2)	(2)	(16)	(8)	(8)
Pass By	20%	(147)	(7)	(4)	(3)	(28)	(14)	(14)
Subtotal		590	30	17	13	108	54	54
Health/Fitness Club	41,141 sf	1,355	50	21	29	165	84	81
Internal Capture	20%	(271)	(10)	(4)	(6)	(34)	(18)	(16)
Pass By	20%	(217)	(8)	(3)	(5)	(26)	(13)	(13)
Subtotal		867	32	14	18	105	53	52
<b>EXISTING TOTAL</b>	<b>151,806 sf</b>	<b>8,054</b>	<b>229</b>	<b>131</b>	<b>98</b>	<b>820</b>	<b>407</b>	<b>413</b>
<b>Net TOTAL</b>		<b>18,763</b>	<b>1,144</b>	<b>887</b>	<b>257</b>	<b>1,712</b>	<b>566</b>	<b>1,146</b>



**Table 4  
Add Area 3 Project Trip Generation Estimates**

Description	ITE Code	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Apartment	220	6.72	0.51	0.10	0.41	0.62	0.40	0.22
Shopping Center (rate)	820	42.94	1.03	0.63	0.40	3.75	1.80	1.95
Office	710	LN(T) = 0.77LN(X)+3.65	LN(T) = 0.8LN(X)+1.55	88%	12%	T = 1.12(X)+78.81	17%	83%
Private School	534/520/SANDAG	14.49	11.91	6.55	5.36	1.01	0.30	0.71

Rates are per 1,000sf

Proposed Mixed Use			AM Peak Hour			PM Peak Hour		
Description	Size	Daily	Total	In	Out	Total	In	Out
Shopping Center	36,000 sf	1,546	37	23	14	135	65	70
Internal Capture	10%	(155)	(3)	(2)	(1)	(14)	(7)	(7)
Pass By	50%	(696)	(18)	(11)	(7)	(61)	(29)	(32)
Subtotal		695	16	10	6	60	29	31
Office	56,000 sf	854	118	104	14	142	25	117
Subtotal		854	118	104	14	142	25	117
Multi-family Housing	143 unit	961	73	14	59	88	57	31
<b>Proposed PROJECT TOTAL</b>		<b>2,619</b>	<b>207</b>	<b>126</b>	<b>79</b>	<b>299</b>	<b>125</b>	<b>148</b>

Existing			AM Peak Hour			PM Peak Hour		
Description	Size	Daily	Total	In	Out	Total	In	Out
Private School	43,026 sf	623	513	282	231	44	13	31
<b>EXISTING TOTAL</b>		<b>623</b>	<b>513</b>	<b>282</b>	<b>231</b>	<b>44</b>	<b>13</b>	<b>31</b>
<b>Net TOTAL</b>		<b>1,887</b>	<b>(306)</b>	<b>(154)</b>	<b>(152)</b>	<b>246</b>	<b>98</b>	<b>148</b>

**Table 5  
Add Area 4 Project Trip Generation Estimates**

Description	ITE Code	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Shopping Center (rate)	820	42.94	1.03	0.63	0.40	3.75	1.80	1.95
Office	710	LN(T) = 0.77LN(X)+3.65	LN(T) = 0.8LN(X)+1.55	88%	12%	T = 1.12(X)+78.81	17%	83%
Fast Food With Drive Thru	934	496.12	53.11	27.09	26.02	34.64	18.01	16.63

Rates are per 1,000sf for shopping center &amp; office, per unit for housing

Proposed Mixed Use			AM Peak Hour			PM Peak Hour		
Description	Size	Daily	Total	In	Out	Total	In	Out
Shopping Center	21,000 sf	902	21	13	8	79	38	41
Internal Capture	10%	(90)	(2)	(1)	(1)	(8)	(4)	(4)
Pass By	50%	(406)	(10)	(6)	(4)	(36)	(17)	(19)
Subtotal		406	9	6	3	35	17	18
Office	112,000 sf	1,456	205	180	25	205	35	170
<b>Proposed PROJECT TOTAL</b>		<b>1,882</b>	<b>216</b>	<b>106</b>	<b>29</b>	<b>299</b>	<b>62</b>	<b>143</b>

Existing Shopping Center			AM Peak Hour			PM Peak Hour		
Description	Size	Daily	Total	In	Out	Total	In	Out
Fast Food	4,792 sf	2,377	255	130	125	166	86	80
Pass By	50%	(1,189)	(128)	(65)	(63)	(83)	(43)	(40)
Subtotal		1,188	127	65	62	83	43	40
Shopping Center	5,766 sf	248	6	4	2	21	10	11
Pass By	50%	(124)	(3)	(2)	(1)	(11)	(5)	(6)
Subtotal		124	3	2	1	10	5	5
<b>EXISTING TOTAL</b>		<b>1,312</b>	<b>130</b>	<b>67</b>	<b>63</b>	<b>93</b>	<b>48</b>	<b>45</b>
<b>Net TOTAL</b>		<b>550</b>	<b>84</b>	<b>119</b>	<b>(35)</b>	<b>147</b>	<b>4</b>	<b>143</b>

**Table 6: Significant Transportation Impact Thresholds**

Level of Service	Projected Future Volume to Capacity Ratio (V/C), Including Project	Project-Related Impact ( $\Delta$ V/C)
C	between 0.701 and 0.800	$\geq 0.040$
D	between 0.801 and 0.900	$\geq 0.020$
E, F	$\geq 0.901$	$\geq 0.010$

**Table 7: Residential Street Impact Analysis**

Location	Year 2008 Existing ADT	Year 2013 Without Project ADT	Year 2013 Project Traffic	Year 2013 With Project ADT	Year 2013 % Project Traffic	Significant Impact
Erwin Street east of Fulton Avenue	1,661	1,827	1,314	3,141	42%	YES
Ethel Avenue south of Victory Boulevard	3,503	3,854	2,064	5,918	35%	YES



**Table 8: Summary of Volume to Capacity Ratios (v/c) and Levels of Service (LOS)  
The Plaza at The Glen (Project Only with no TDM credit)**

Intersection	Peak Hour	Year 2008 Existing		Year 2013 w/o Project		Year 2013 w/ Project		Project Impact $\Delta$ v/c	Year 2013 w/Project Only After Mitigation		
		v/c	LOS	v/c	LOS	v/c	LOS		v/c	Mit ?	$\Delta$ v/c
1. Fulton Av & Sherman Way	AM	0.484	A	0.574	A	0.580	A	0.006	0.579	N/A	0.005
	PM	0.634	B	0.785	C	0.807	D	<b>0.022*</b>	0.805	NO	<b>0.020</b>
2. Coldwater Cyn Av & Sherman Way	AM	0.595	A	0.695	B	0.731	C	0.036	0.727	N/A	0.032
	PM	0.570	A	0.672	B	0.718	C	<b>0.046*</b>	0.713	NO	<b>0.041</b>
3. Whitsett Av & Sherman Way	AM	0.766	C	0.913	E	0.926	E	<b>0.013*</b>	0.925	NO	<b>0.012</b>
	PM	0.769	C	0.911	E	0.953	E	<b>0.042*</b>	0.949	NO	<b>0.038</b>
4. Woodman Av & Vanowen St	AM	0.853	D	0.980	E	1.004	E	<b>0.024*</b>	1.002	NO	<b>0.022</b>
	PM	0.798	C	0.938	E	0.953	E	<b>0.015*</b>	0.951	NO	<b>0.013</b>
5. Fulton Av & Vanowen St	AM	0.638	B	0.752	C	0.793	C	<b>0.041*</b>	0.789	YES	0.037
	PM	0.609	B	0.751	C	0.800	C	<b>0.049*</b>	0.795	NO	<b>0.044</b>
6. Coldwater Cyn Av & Vanowen St	AM	0.609	B	0.725	C	0.793	C	<b>0.068*</b>	0.786	NO	<b>0.061</b>
	PM	0.617	B	0.841	D	0.873	D	<b>0.032*</b>	0.869	NO	<b>0.028</b>
7. Whitsett Av & Vanowen St	AM	0.728	C	0.847	D	0.861	D	0.014	0.860	N/A	0.013
	PM	0.731	C	0.866	D	0.918	E	<b>0.052*</b>	0.913	NO	<b>0.047</b>
8. Coldwater Cyn Av & Hamlin St	AM	0.814	D	0.909	E	0.985	E	<b>0.076*</b>	0.978	NO	<b>0.069</b>
	PM	0.777	C	0.917	E	1.031	F	<b>0.114*</b>	1.020	NO	<b>0.103</b>
9. Woodman Av & Victory Bl	AM	0.859	D	0.995	E	1.026	F	<b>0.031*</b>	1.023	NO	<b>0.028</b>
	PM	0.897	D	1.086	F	1.144	F	<b>0.058*</b>	1.138	NO	<b>0.052</b>
10. Fulton Av & Victory Bl	AM	0.639	B	0.763	C	0.856	D	<b>0.093*</b>	0.847	NO	<b>0.084</b>
	PM	0.635	B	0.818	D	0.916	E	<b>0.098*</b>	0.906	NO	<b>0.088</b>
11. Ethel Av & Victory Bl	AM	0.407	A	0.505	A	0.708	C	<b>0.203*</b>	0.587	YES	0.082
	PM	0.517	A	0.680	B	1.022	F	<b>0.342*</b>	0.833	NO	<b>0.153</b>
12. Morse Av & Victory Bl	AM	0.633	B	0.741	C	0.963	E	<b>0.222*</b>	0.624	YES	-0.117
	PM	0.620	B	0.789	C	1.165	F	<b>0.376*</b>	0.740	YES	-0.049

\* Project Traffic Impact considered significant prior to mitigation.

**Table 8 (Cont'd): Summary of Volume to Capacity Ratios (v/c) and Levels of Service (LOS)  
The Plaza at The Glen (Project Only with no TDM credit)**

Intersection	Peak Hour	Year 2008 Existing		Year 2013 w/o Project		Year 2013 w/ Project		Project Impact	Year 2013 w/Project Only After Mitigation		
		v/c	LOS	v/c	LOS	v/c	LOS	Δ v/c	v/c	Mit ?	Δ v/c
13. Coldwater Cyn & Victory Bl	AM	0.778	C	0.910	E	1.053	F	<b>0.143*</b>	0.964	NO	<b>0.054</b>
	PM	0.779	C	1.000	E	1.244	F	<b>0.244*</b>	1.113	NO	<b>0.113</b>
14. Whitsett Av & Victory Bl	AM	0.720	E	1.127	F	1.221	F	<b>0.094*</b>	0.927	NO	<b>0.071</b>
	PM	0.894	D	1.117	F	1.176	F	<b>0.059*</b>	1.121	NO	<b>0.063</b>
15. 170 Fwy SB (N side) & Victory Bl	AM	0.976	A	0.666	B	0.701	C	0.035	0.967	YES	-0.160
	PM	0.674	B	0.856	D	0.878	D	<b>0.022*</b>	1.179	NO	<b>0.062</b>
16. 170 Fwy SB (S side) & Victory Bl	AM	1.202	F	1.396	F	1.412	F	<b>0.016*</b>	0.826	YES	-0.570
	PM	0.852	D	1.108	F	1.178	F	<b>0.070*</b>	0.930	YES	-0.178
17. 170 Fwy NB (N side) & Victory Bl	AM	0.603	B	0.718	C	0.740	C	0.022	0.738	N/A	0.020
	PM	0.735	C	0.940	E	0.954	E	<b>0.014*</b>	0.953	NO	<b>0.013</b>
18. 170 Fwy NB (S side) & Victory Bl	AM	0.835	D	0.988	E	0.998	E	<b>0.010*</b>	1.011	NO	<b>0.023</b>
	PM	0.753	C	0.993	E	1.038	F	<b>0.045*</b>	0.889	YES	-0.104
19. Laurel Cyn Bl Victory Bl	AM	0.715	C	0.917	E	0.930	E	<b>0.013*</b>	0.928	NO	<b>0.011</b>
	PM	0.768	C	1.062	F	1.079	F	<b>0.017*</b>	1.077	NO	<b>0.015</b>
20. Fulton Way & Erwin St	AM	0.603	B	--		--		--	--	N/A	--
	PM	0.286	A	--		--		--	--	N/A	--
21. Fulton Way & Oxnard St	AM	0.679	B	0.796	C	0.813	D	0.017	0.809	N/A	0.013
	PM	0.563	A	0.680	B	0.741	C	<b>0.061*</b>	0.735	NO	<b>0.055</b>
22. Coldwater Cyn & Oxnard St	AM	0.643	B	0.754	C	0.802	D	<b>0.048*</b>	0.797	NO	<b>0.043</b>
	PM	0.564	A	0.665	B	0.739	C	<b>0.074*</b>	0.732	NO	<b>0.067</b>
23. Whitsett Av & Oxnard St	AM	0.763	C	0.886	D	0.896	D	0.010	0.895	N/A	0.009
	PM	0.782	C	0.884	D	0.918	E	<b>0.034*</b>	0.915	NO	<b>0.031</b>
24. Coldwater Cyn & Burbank Bl	AM	0.736	C	--		--		--	--	N/A	--
	PM	0.535	A	--		--		--	--	N/A	--

\* Project Traffic Impact considered significant prior to mitigation.

**Table 9: Summary of Volume to Capacity Ratios (v/c) and Levels of Service (LOS)  
The Plaza at The Glen (Project + Add Areas)**

Intersection	Peak Hour	Year 2008 Existing		Year 2013 w/o Project		Yr 2013 w/Proj. + Add Areas		Project Impact	Yr 2013 w/Proj.+ Add Areas After Mitigation		
		v/c	LOS	v/c	LOS	v/c	LOS	Δ v/c	v/c	Mit ?	Δ v/c
1. Fulton Av & Sherman Way	AM	0.484	A	0.574	A	0.576	A	0.002	0.576	N/A	0.002
	PM	0.634	B	0.785	C	0.813	D	<b>0.028*</b>	0.810	<b>NO</b>	<b>0.025</b>
2. Coldwater Cyn Av & Sherman Way	AM	0.595	A	0.695	B	0.730	C	0.035	0.726	N/A	0.031
	PM	0.570	A	0.672	B	0.729	C	<b>0.057*</b>	0.723	<b>NO</b>	<b>0.051</b>
3. Whitsett Av & Sherman Way	AM	0.766	C	0.913	E	0.920	E	0.007	0.919	N/A	0.006
	PM	0.769	C	0.911	E	0.963	E	<b>0.052*</b>	0.958	<b>NO</b>	<b>0.047</b>
4. Woodman Av & Vanowen St	AM	0.853	D	0.980	E	1.003	F	<b>0.023*</b>	1.001	<b>NO</b>	<b>0.021</b>
	PM	0.798	C	0.938	E	0.956	E	<b>0.018*</b>	0.954	<b>NO</b>	<b>0.016</b>
5. Fulton Av & Vanowen St	AM	0.638	B	0.752	C	0.786	C	0.034	0.783	N/A	0.031
	PM	0.609	B	0.751	C	0.812	D	<b>0.061*</b>	0.806	<b>NO</b>	<b>0.055</b>
6. Coldwater Cyn Av & Vanowen St	AM	0.609	B	0.725	C	0.791	C	<b>0.066*</b>	0.784	<b>NO</b>	<b>0.059</b>
	PM	0.617	B	0.841	D	0.882	D	<b>0.041*</b>	0.877	<b>NO</b>	<b>0.036</b>
7. Whitsett Av & Vanowen St	AM	0.728	C	0.847	D	0.859	D	0.012	0.858	N/A	0.011
	PM	0.731	C	0.866	D	0.931	E	<b>0.065*</b>	0.925	<b>NO</b>	<b>0.059</b>
8. Coldwater Cyn Av & Hamlin St	AM	0.814	D	0.909	E	0.971	E	<b>0.062*</b>	0.965	<b>NO</b>	<b>0.056</b>
	PM	0.777	C	0.917	E	1.047	F	<b>0.130*</b>	1.045	<b>NO</b>	<b>0.128</b>
9. Woodman Av & Victory Bl	AM	0.859	D	0.995	E	1.025	F	<b>0.030*</b>	1.022	<b>NO</b>	<b>0.027</b>
	PM	0.897	D	1.086	F	1.158	F	<b>0.072*</b>	1.151	<b>NO</b>	<b>0.065</b>
10. Fulton Av & Victory Bl	AM	0.639	B	0.763	C	0.846	D	<b>0.083*</b>	0.838	<b>NO</b>	<b>0.075</b>
	PM	0.635	B	0.818	D	0.939	E	<b>0.121*</b>	0.927	<b>NO</b>	<b>0.109</b>
11. Ethel Av & Victory Bl	AM	0.407	A	0.505	A	0.664	B	0.159	0.547	YES	0.042
	PM	0.517	A	0.680	B	1.105	F	<b>0.425*</b>	0.895	<b>NO</b>	<b>0.215</b>
12. Morse Av & Victory Bl	AM	0.633	B	0.741	C	0.891	D	<b>0.150*</b>	0.591	YES	-0.150
	PM	0.620	B	0.789	C	1.257	F	<b>0.468*</b>	0.782	YES	-0.007

\* Project Traffic Impact considered significant prior to mitigation.

**Table 9 (Cont'd): Summary of Volume to Capacity Ratios (v/c) and Levels of Service (LOS)  
The Plaza at The Glen (Project + Add Areas)**

Intersection	Peak Hour	Year 2008 Existing		Year 2013 w/o Project		Yr 2013 w/Proj. + Add Areas		Project Impact	Yr 2013 w/Proj.+ Add Areas After Mitigation		
		v/c	LOS	v/c	LOS	v/c	LOS	Δ v/c	v/c	Mit ?	Δ v/c
13. Coldwater Cyn & Victory Bl	AM	0.778	C	0.910	E	1.031	F	<b>0.121*</b>	0.950	NO	<b>0.040</b>
	PM	0.779	C	1.000	E	1.301	F	<b>0.301*</b>	1.160	NO	<b>0.160</b>
14. Whitsett Av & Victory Bl	AM	0.720	C	0.856	D	0.928	E	<b>0.072*</b>	0.920	NO	<b>0.064</b>
	PM	0.853	D	1.058	F	1.146	F	<b>0.088*</b>	1.137	NO	<b>0.079</b>
15. 170 Fwy SB (N side) & Victory Bl	AM	0.563	A	0.666	B	0.699	B	0.033	0.965	YES	-0.162
	PM	0.674	B	0.856	D	0.882	D	<b>0.026*</b>	1.185	NO	<b>0.068</b>
16. 170 Fwy SB (S side) & Victory Bl	AM	1.202	F	1.396	F	1.402	F	0.006	0.817	N/A	-0.579
	PM	0.852	D	1.108	F	1.196	F	<b>0.088*</b>	0.945	YES	-0.163
17. 170 Fwy NB (N side) & Victory Bl	AM	0.603	B	0.718	C	0.739	C	0.021	0.737	N/A	0.019
	PM	0.735	C	0.940	E	0.957	E	<b>0.017*</b>	0.955	NO	<b>0.015</b>
18. 170 Fwy NB (S side) & Victory Bl	AM	0.835	D	0.988	E	0.991	E	0.003	1.007	N/A	0.019
	PM	0.753	C	0.993	E	1.049	F	<b>0.056*</b>	0.896	YES	-0.097
19. Laurel Cyn Bl Victory Bl	AM	0.715	C	0.917	E	0.927	E	<b>0.010*</b>	0.926	YES	0.009
	PM	0.768	C	1.062	F	1.084	F	<b>0.022*</b>	1.081	NO	<b>0.019</b>
20. Fulton Way & Erwin St	AM	0.603	B	--		--		--	--	N/A	--
	PM	0.286	A	--		--		--	--	N/A	--
21. Fulton Way & Oxnard St	AM	0.679	B	0.796	C	0.803	D	0.007	0.801	N/A	0.005
	PM	0.563	A	0.680	B	0.756	C	<b>0.076*</b>	0.749	NO	<b>0.069</b>
22. Coldwater Cyn & Oxnard St	AM	0.643	B	0.754	C	0.798	C	<b>0.044*</b>	0.793	YES	0.039
	PM	0.564	A	0.665	B	0.757	C	<b>0.092*</b>	0.748	NO	<b>0.083</b>
23. Whitsett Av & Oxnard St	AM	0.763	C	0.886	D	0.889	D	0.003	0.889	N/A	0.003
	PM	0.782	C	0.884	D	0.927	E	<b>0.043*</b>	0.922	NO	<b>0.038</b>
24. Coldwater Cyn & Burbank Bl	AM	0.736	C	--		--		--	--	N/A	--
	PM	0.535	A	--		--		--	--	N/A	--

\* Project Traffic Impact considered significant prior to mitigation.



Overland Traffic Consultants  
27201 Tourney Road # 206  
Santa Clarita, CA 91355  
Phone (661) 799 - 8423  
Fax: (661) 799 - 8456  
E-mail: liz@overlandtraffic.com

September 24, 2008

Mr. Sergio Valdez  
Los Angeles Department of Transportation  
Valley Development Review  
6262 Van Nuys Boulevard, Suite 320  
Van Nuys, California 91401

RE: Mitigation Evaluation (The Plaza @ The Glen)

Dear Mr. Valdez,

As discussed, our office has conducted a thorough evaluation of the traffic mitigation proposed in Option 3 of our mitigation package for The Plaza @ The Glen project proposed at Victory Boulevard and Ethel Avenue. This evaluation included determining secondary impacts (to the pedestrian environment, parking and transit operations) of proposed mitigation and potential alternative mitigation without secondary impacts. It was found that the mitigation at seven (7) intersections is feasible without secondary impacts and/or alternatives and fifteen (15) intersections would need a statement of overriding considerations since the determination of the effectiveness of the proposed transit center can not be quantified. Following is a list of the intersections with their feasible improvements and a list of the intersections which do not have physical mitigation without severe secondary impacts. Attached is a summary of the option 3 mitigation and the secondary impacts which make them infeasible.

#### Mitigation Proposed

For reduction at all study intersections:

Provide enhanced transit services for the project and community by constructing a multi-modal transit center on the project site.

Letter to Sergio Valdez  
September 24, 2008  
Page 2

Implement a project wide Transportation Demand Management Program (TDM).

With a 10% project trip reduction for transit services and 5% project trip reduction for TDM the intersection of Fulton Avenue & Sherman Way is mitigated to a level of insignificance.

Additional feasible Mitigation without secondary impacts:

Ethel Avenue & Victory Boulevard – Dedicate and improve the intersection for dual southbound left turns and a westbound right turn lane.

Morse Avenue & Victory Boulevard – Dedicate and improve the intersection with the project's easterly driveway to provide dual southbound left turns and signalize the intersection.

Coldwater Canyon & Victory Boulevard – Design and install left turn phasing for all directions at this intersection. Operation improvements at this intersection essentially mitigate the significant impact to a level of insignificance.

Southbound 170 Freeway (North Side) & Victory Boulevard – Design and install a westbound right turn on to the southbound freeway ramp from the existing curb lane within the existing roadway. Shadow the right turn westerly with striping to provide a free right turn from the off ramp.

Southbound 170 Freeway (South Side) & Victory Boulevard – Design and install an eastbound right turn on to the southbound freeway ramp from the existing curb lane within the existing roadway. Shadow the right turn easterly with striping to provide a free right turn from the off ramp.

Letter to Sergio Valdez  
September 24, 2008  
Page 3

Northbound 170 Freeway (South Side) & Victory Boulevard – Design and install an eastbound right turn on to the northbound freeway ramp from the existing curb lane within the existing roadway. Shadow the right turn easterly with striping to provide a free right turn from the off ramp.

The following intersections will likely experience a reduction in the amount of project traffic traversing them due to the transit improvements and the TDM plan. However, since the amount of traffic reduction can not be quantified at this time a statement of overriding considerations would be required at the following intersections.

Letter to Sergio Valdez  
September 24, 2008  
Page 4

**STATEMENT OF OVERRIDING CONSIDERATIONS REQUIRED**

**I/S # in Study**

- 2 Coldwater Cyn Av & Sherman Way
- 3 Whitsett Ave & Sherman Way
- 4 Woodman Ave & Vanowen St
- 5 Fulton Ave & Vanowen St
- 6 Coldwater Cyn Av & Vanowen Street
- 7 Whitsett Av & Vanowen St
- 8 Coldwater Cyn Av & Hamlin St
- 9 Woodman Av & Victory Blvd
- 10 Fulton Ave & Victory Blvd
- 14 Whitsett Av & Victory Blvd
- 17 170 FWY NB ( N Side) & Victory Blvd
- 19 Laurel Canyon Blvd & Victory Blvd
- 21 Fulton Way & Oxnard St
- 22 Coldwater Canyon Ave & Oxnard St
- 23 Whitsett Ave & Oxnard St

Please contact me with any questions and comments.

Sincerely,



Liz Culhane

Attachment

cc: Christopher Alan  
Vicente Cordero  
Michael O'Brien



**PROJECT**

				<b>MITIGATION OPTION IMPACTS</b>			
				<b>OPTION 3</b>			
<b>No.</b>	<b>Intersection</b>	<b>Peak Hour</b>	<b>Significant Impact?</b>	<b>Roadway Improvement</b> option 3	<b>Secondary Impacts</b>	<b>Other Mitigation</b> without secondary impacts	<b>Overriding Consideration?</b>
1	Fulton Av & Sherman Way	AM PM	YES				
2	Coldwater Cyn Av & Sherman Way	AM PM	YES	NB R	PED PED		REQUIRED
3	Whitsett Ave & Sherman Way	AM PM	YES YES	NB R	PED/Transit PED/Transit		REQUIRED
4	Woodman Ave & Vanowen St	AM PM	YES YES	EB R	PED/Transit PED/Transit		REQUIRED
5	Fulton Ave & Vanowen St	AM PM	YES YES				REQUIRED
6	Coldwater Cyn Av & Vanowen St	AM PM	YES YES	EB R	PED/Transit PED/Transit		REQUIRED
7	Whitsett Av & Vanowen St	AM PM	YES	WB R	PED/Parking PED/Parking		REQUIRED
8	Coldwater Cyn Av & Hamlin St	AM PM	YES YES	New Traffic Signal	PARKING/Progression PARKING/Progression		REQUIRED
9	Woodman Av & Victory Blvd	AM PM	YES YES	N & SB R	PED/Transit PED/Transit		REQUIRED
10	Fulton Ave & Victory Blvd	AM PM	YES YES	E & WB R	PED/Transit PED/Transit		REQUIRED
11	Ethel Av & Victory Blvd	AM PM	YES YES	dual SB L WB R			
12	Morse Ave & Victory Blvd	AM PM	YES YES	signalize dual SB L			
13	Coldwater Cyn Av & Victory Blvd	AM PM	YES YES	N,S,E, & WB R	PARKING PARKING	LT Phasing	ESSENTIALY
14	Whitsett Av & Victory Blvd	AM PM	YES YES	DUAL SB L	PED PED		REQUIRED
15	170 FWY SB (N Side) & Victory Blvd	AM PM	YES	2 Th W, Free R W & SB			
16	170 FWY SB (S Side) & Victory Blvd	AM PM	YES YES	2 Th E, Free R E & NB			
17	170 FWY NB ( N Side) & Victory Blvd	AM PM	YES				REQUIRED
18	170 FWY NB (S Side) & Victory Blvd	AM PM	YES YES	2 Th E, Free R E & NB			
19	Laurel Canyon Blvd & Victory Blvd	AM PM	YES YES	DUAL N & SB L	PED/Transit PED/Transit		REQUIRED
20	Fulton Way & Erwin St	AM PM					
21	Fulton Way & Oxnard St	AM PM	YES				REQUIRED
22	Coldwater Canyon Ave & Oxnard St	AM PM	YES YES		PED/Transit PED/Transit		REQUIRED
23	Whitsett Ave & Oxnard St	AM PM	YES	EB R	PED/Transit PED/Transit		REQUIRED
24	Coldwater Canyon Ave & Burbank Blvd	AM PM					

UNDER SIGNIFICANT IMPACT  
YES = SIGNIFICANT PROJECT IMPACT IDENTIFIED

R = Right  
L = Left  
Dbl = Double  
Th = Through  
NB = Northbound  
SB = Southbound  
EB = Eastbound  
WB = Westbound

SECONDARY IMPACT  
PED = Secondary Impact to pedestrian environment due to sidewalks less than 10' in width  
PARKING = Secondary Impact to parking in an area where parking is a premium commodity  
Transit = Secondary Impact to transit usage due to required movement of bus stops to far side creating delays



Overland Traffic Consultants  
27201 Tourney Road # 206  
Santa Clarita, CA 91355  
Phone (661) 799 - 8423  
Fax: (661) 799 - 8456  
E-mail: liz@overlandtraffic.com

October 2, 2008

Mr. Sergio Valdez  
Los Angeles Department of Transportation  
Valley Development Review  
6262 Van Nuys Boulevard, Suite 320  
Van Nuys, California 91401

RE: Revised Mitigation Evaluation (The Plaza @ The Glen)

Dear Mr. Valdez,

As requested, our office has conducted a revised evaluation of the traffic mitigation proposed in our September 24, 2008 letter. This revised evaluation for The Plaza @ The Glen project at Victory Boulevard and Ethel Avenue provides a further conservative evaluation of the potential traffic impacts of the project by deleting the 5% credits for a Transportation Demand Management Program, incorporates a conservative 10% transit credit and the same feasible physical mitigation as discussed in our previous letter. The worksheets for this evaluation have been transmitted to your office electronically for the "with project" and "with project + add area" conditions. The findings are displayed in the attached table. The following traffic mitigation will be conducted by the project.

Ethel Avenue & Victory Boulevard – Dedicate and improve the intersection for a southbound left turn, a shared left/through, and a right turn lane and a westbound right turn lane.

Morse Avenue & Victory Boulevard – Dedicate and improve the intersection with the project's easterly driveway to provide a southbound left turn lane and a shared left/right turn lane and to signalize the intersection.

Coldwater Canyon & Victory Boulevard – Design and install left turn phasing for the north and southbound directions at this intersection. Operation improvements at this intersection essentially mitigate the significant impact to a level of insignificance.

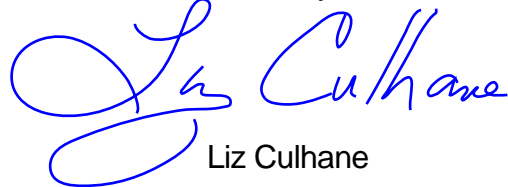
Southbound 170 Freeway (North Side) & Victory Boulevard – Design and install a westbound right turn on to the southbound freeway ramp from the existing curb lane within the existing roadway. Shadow the right turn westerly with striping to provide a free right turn from the off ramp.

Southbound 170 Freeway (South Side) & Victory Boulevard – Design and install an eastbound right turn on to the southbound freeway ramp from the existing curb lane within the existing roadway. Shadow the right turn easterly with striping to provide a free right turn from the off ramp.

Northbound 170 Freeway (South Side) & Victory Boulevard – Design and install an eastbound right turn on to the northbound freeway ramp from the existing curb lane within the existing roadway. Shadow the right turn easterly with striping to provide a free right turn from the off ramp.

Please contact me with any questions and comments.

Sincerely,



Liz Culhane

Attachment

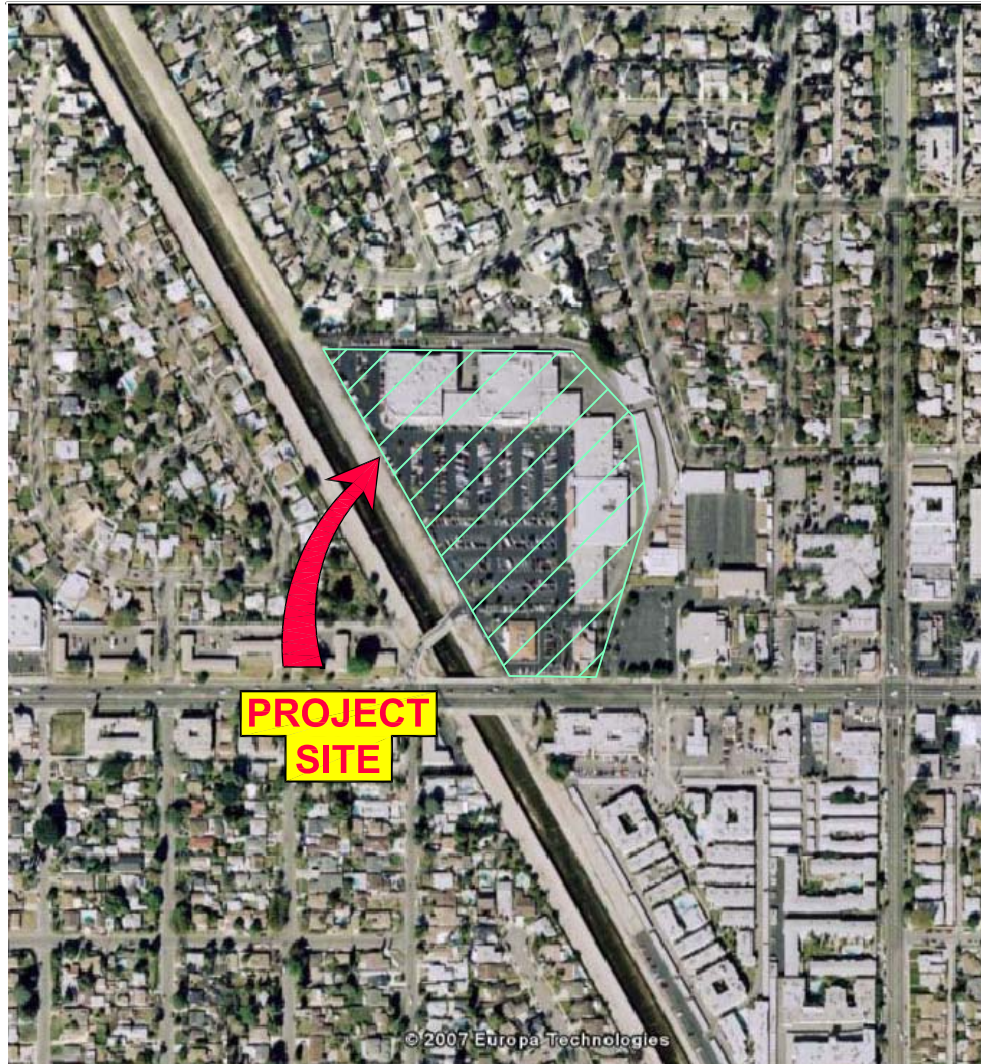
cc: Christopher Alan  
Vicente Cordero  
Michael O'Brien

#	INTERSECTION	Peak Hour	SIGNIFICANT IMPACTS	
			Proposed Project	Proposed Project + Add Areas
1.	Fulton Avenue & Sherman Way	AM PM	X	X
2.	Coldwater Canyon Ave & Sherman Way	AM PM	X	X
3.	Whitsett Ave & Sherman Way	AM PM	X	X
4.	Woodman Ave & Vanowen St	AM PM	X	X
5.	Fulton Ave & Vanowen St	AM PM	X	X
6.	Coldwater Canyon Ave & Vanowen St	AM PM	X	X
7.	Whitsett Av & Vanowen St	AM PM	X	X
8.	Coldwater Canyon Ave & Hamlin St	AM PM	X	X
9.	Woodman Ave & Victory Blvd	AM PM	X	X
10.	Fulton Ave & Victory Blvd	AM PM	X	X
11.	Ethel Ave & Victory Blvd	AM PM	X	X
12.	Morse Ave & Victory Blvd	AM PM	X	X
13.	Coldwater Canyon Ave & Victory Blvd	AM PM	X	X
14.	Whitsett Ave & Victory Blvd	AM PM	X	X
15.	170 FWY SB (North Side) & Victory Blvd	AM PM	X	X
16.	170 FWY SB (South Side) & Victory Blvd	AM PM	X	X
17.	170 FWY NB ( North Side ) & Victory Blvd	AM PM	X	X
18.	170 FWY NB ( South Side ) & Victory Blvd	AM PM	X	X
19.	Laurel Canyon Blvd & Victory Blvd	AM PM	X	X
20.	Fulton Way & Erwin St	AM PM		
21.	Fulton Way & Oxnard St	AM PM	X	X
22.	Coldwater Canyon Ave & Oxnard St	AM PM	X	X
23.	Whitsett Ave & Oxnard St	AM PM	X	X
24.	Coldwater Canyon Ave & Burbank Blvd	AM PM		

FULLY MITIGATED IMPACTS ARE NOTED IN RED  
ESSENTIALLY MITIGATED IMPACTS ARE NOTED IN BLUE  
ALL OTHERS HAVE REDUCED IMPACTS BUT ARE NOT FULLY MITIGATED

## SHARED PARKING ANALYSIS THE PLAZA @ THE GLEN

Located at 13007-13075 Victory Boulevard  
in the City of Los Angeles



Prepared for:  
Dasher Lawless

Prepared by:  
Overland Traffic Consultants, Inc.  
27201 Tournay Rd. #206  
Santa Clarita, California 91355  
(661) 799-8423

July 2008

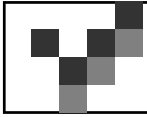
SHARED PARKING ANALYSIS FOR  
THE PLAZA @ THE GLEN

Located at 13007 – 13075 Victory Boulevard  
In the City of Los Angeles

Prepared for:  
Dasher Lawless, Inc

Prepared by:  
Overland Traffic Consultants, Inc.  
27201 Tourney Road, # 206  
Santa Clarita, California 91355  
(661) 799 – 8423

JULY 2008



## **EXECUTIVE SUMMARY**

---

This report documents the results of a study evaluating the parking demand for the proposed mixed - use commercial and residential condominium project at 13007 – 13075 Victory Boulevard. The project site is located at the north side of Victory Boulevard east of Ethel Avenue and west of Morse Avenue in the Valley Glen Area of the east San Fernando Valley in the City of Los Angeles, as shown in the following photograph. Currently the site is occupied with shopping center including retail shops, grocery store, bank, restaurants and health club with a total of 151,806 square feet. It is proposed that the existing buildings on the lot will be removed for the new development. The proposed project will provide up to 1,500,000 square feet of development with 285,000 square feet of shopping center, a 230 room hotel, 450,000 square feet of office, 100,000 square feet of medical office, 45,000 square feet of health/fitness club, a 2,700 seat theater and 150 condominium units. A minimum of 3,006 parking spaces will be provided to meet parking demand for the project with 10% extra for circulation assistance. The new mixed - use buildings will have full vehicular access to and from Ethel Avenue and Victory Boulevard west of Morse Avenue. A transit plaza will be created as part of the project on the northeast corner of Ethel Avenue and Victory Boulevard as part of a grand entrance to the project. The plaza will be placed over the existing Tujunga Wash at the corner. It is also proposed to provide a traffic signal at the Victory Boulevard driveway incorporating Morse Avenue south of Victory Boulevard.

The focus of this parking study is to document the peak parking demand created by The Plaza @ The Glen project, determine the code parking required for new mixed-use project based on the sum of the individual uses, and estimate the peak hourly parking demand created by the project. The residents' parking was not incorporated into the potential parking spaces to be shared.

The following summarizes the key findings of the parking study:



### Project Peak Parking Demand

- The peak hourly parking demand per use has been added together in a shared parking model to estimate the overall parking demand for the mixed - use project. The results of the shared parking model show a peak parking demand of 3,006 parking spaces occurring between 1 and 2 PM during a typical weekday afternoon.
- Peak weekend parking demand has been estimated at 2,682 parking spaces during the 11 AM to 12 PM mid-day hour.

### Zoning Code Parking Calculation

- City parking requirements for the mixed - use project have been calculated by the applicable zoning code. A total of 4,270 parking spaces would be required based on the sum of the individual uses within the proposed mixed - use project, 1,564 parking spaces in excess of the peak parking demand of 3,006 spaces.

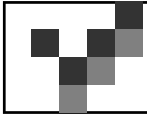
### Adjustments to Zoning Code Parking Calculation

- Pursuant to Section 12.24 X 20 of the Los Angeles City Zoning Code, the Zoning Administrator may approve a reduction in the number of required parking spaces provided that sufficient parking is provided at all times based on a shared parking demand analysis. The project is planning to provide at a minimum the number of spaces which meet the peak demand.

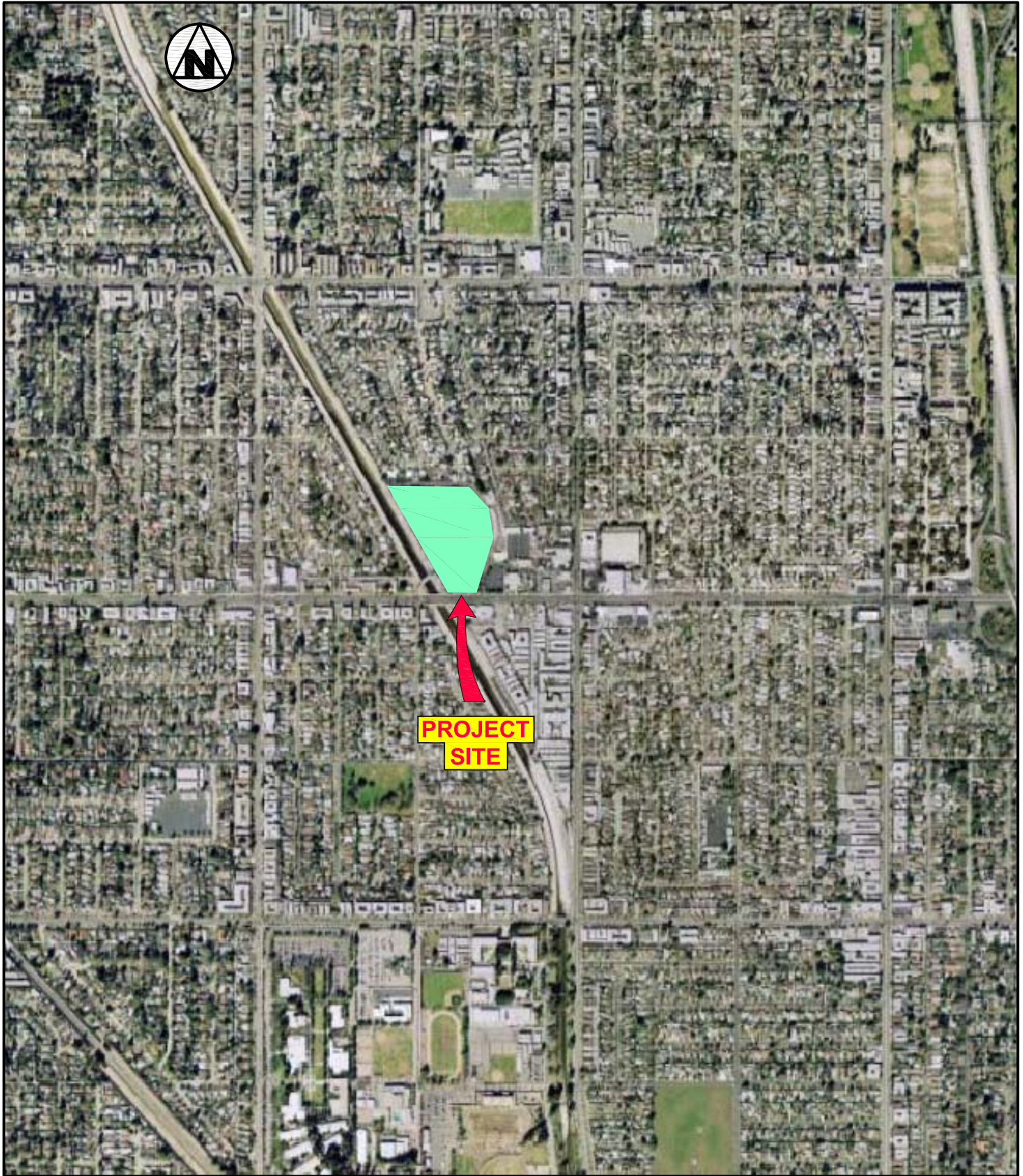
### Justification for Adjustments to Zoning Code Parking Calculation

- The requested reduction in code parking for the commercial/residential uses is justified based on the shared parking demand model created for the specific project uses. Without making the residents parking available to the mix of parking spaces to be shared, the shared parking model shows a peak weekday parking demand which is approximately 34% less than the code parking requirement with





a peak weekend demand of approximately 41% less than code. The project proposes to provide 10% more than the peak parking demand on a weekday to ensure enhanced circulation for a minimum of 3,312 parking spaces. This would be an approximately 28% reduction less than code required parking.



7/14/2007

## PROJECT SETTING



**Overland Traffic Consultants, Inc.**

27201 Tourney Road #206, Santa Clarita, CA 91355  
(661)799-8423 v, (661)799-8456 f, [OTC@overlandtraffic.com](mailto:OTC@overlandtraffic.com)



## **SECTION 1**

## **INTRODUCTION**

---

The following report presents the analysis of the future parking supply and estimated peak parking demands to ensure that the mixed - use development provides sufficient parking to accommodate the parking demand.

The Plaza at Valley Glen project being considered is a maximum of 1,500,000 square foot mixed use development with 285,000 square feet of shopping center, a 230 room hotel, 450,000 square feet of office, 100,000 square feet of medical office, 45,000 square feet of health/fitness club, a 2,700 seat theater and 150 condominium units. The exact tenancy of the retail and restaurant mix has not yet been determined. A conservative assumption of 100,000 square feet as restaurant has been incorporated into the analysis since the parking demand for a restaurant is higher. It was further assumed that half of the restaurants would be quality sit down restaurants and the half would be more of a family restaurant. In addition, two spaces per resident will be set aside for their exclusive use without sharing with the commercial components of the project. The resident guest spaces however, will be shared with the rest of the center.

On-site parking for the project is planned on the site with an enhanced access from Ethel Avenue and a new traffic signal at a driveway on the north side of Victory Boulevard west of Morse Avenue.

Currently the site is occupied with a shopping center including a pharmacy, restaurant, bank, health club and surface parking lot.

The location of the project site is shown in Figure 1. The concept site plan is illustrated in Figure 2.

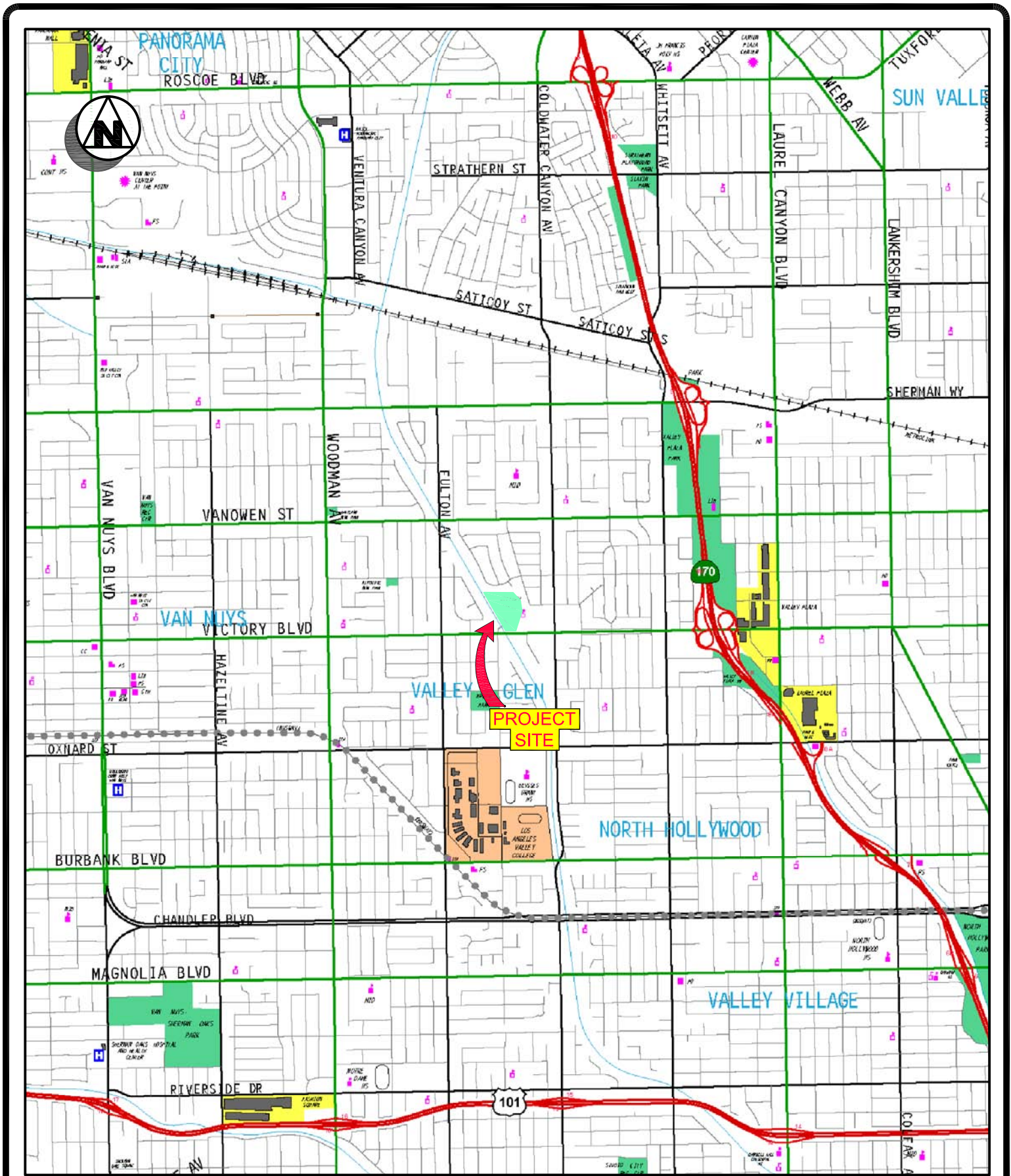


FIGURE 1

7/14/2007

PROJECT LOCATION

Overland Traffic Consultants, Inc.

27201 Tournay Road #206, Santa Clarita, CA 91355  
 (661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com

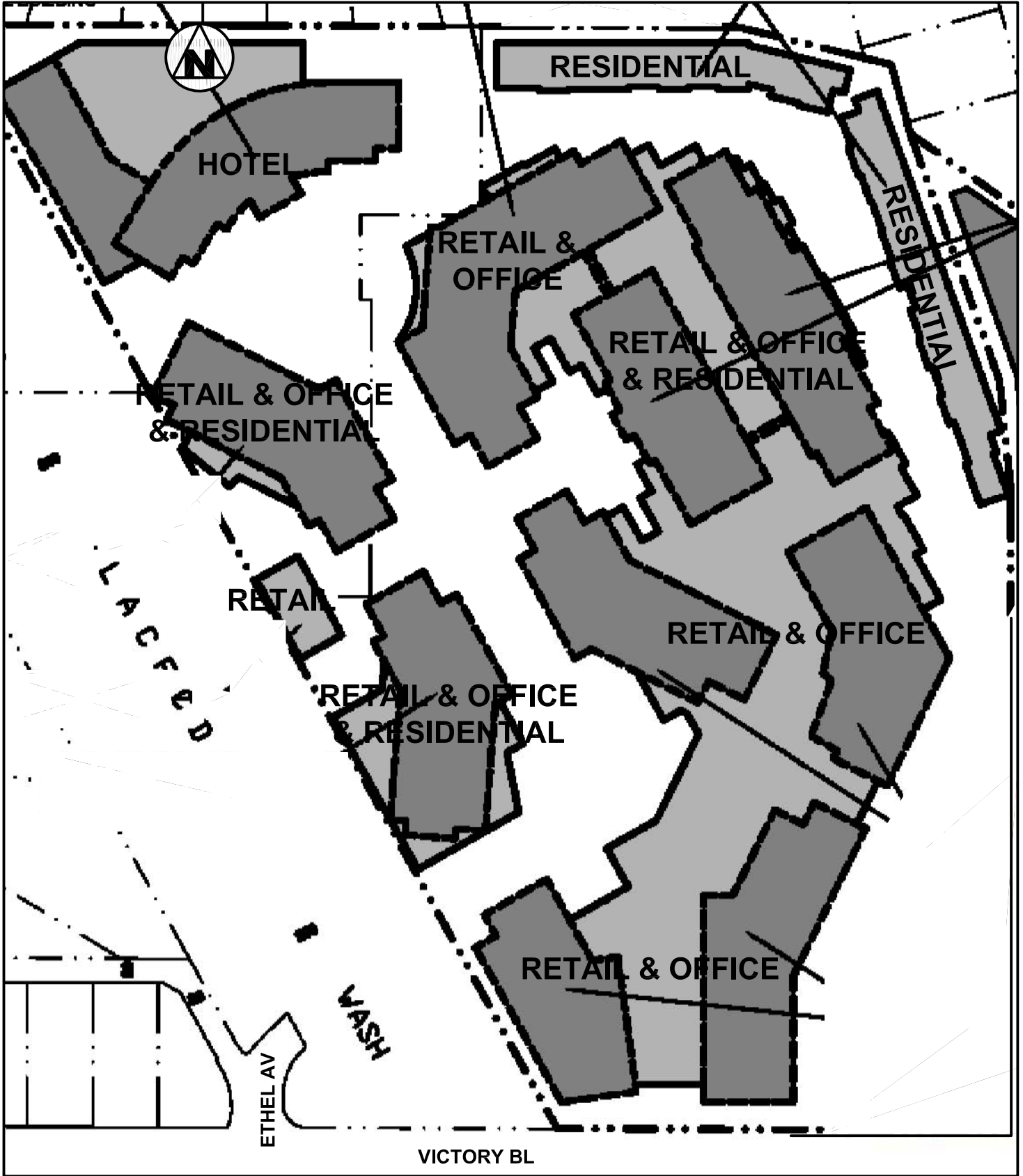


FIGURE 2

2/08

PROJECT SITE LAYOUT


**Overland Traffic Consultants, Inc.**  
 27201 Tourney Road #206, Santa Clarita, CA 91355  
 (661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com



**SECTION 2**

**CITY CODE PARKING REQUIREMENTS**

City parking requirements for the sum of the individual uses have been calculated by the applying the zoning code per Section 12.21 A 4. Residential parking has been calculated at 2 spaces per unit plus 0.25 spaces per unit for guest parking which is the standard practice by the City Planning Department subdivision section. As shown below in Table 1, a total of 4,570 parking spaces have been calculated for the sum of the individual uses within the proposed mixed – use project.

Table 1  
City of Los Angeles Code Parking Requirements and Practices

<b><u>Land Use</u></b>	<b><u>Size</u></b>	<b><u>Parking Rate</u></b>	<b><u>Parking Required</u></b>
Retail	185,000 sf	4 per 1,000 sf	740
Restaurant	100,000 sf	10 per 1,000 sf	1,000
Theater	2,700 seats	1 every 5 seats	540
Health Club	45,000 sf	10 per 1,000 sf	450
Hotel	230 rooms	1 per room -1st 30 rooms	30
		1 per 2 rooms -next 30 rooms	15
		1 per 3 rooms - remaining	57
Condominiums	150 units	2 per unit	300
Condo Guests		0.25 per unit	38
Office	450,000 sf	2 per 1,000 sf	900
Medical Office	100,000 sf	5 per 1,000 sf	<u>500</u>
TOTAL			4,570



### **SECTION 3**

### **SHARED PARKING DEMAND ANALYSIS**

---

To determine the actual peak parking demand for the project, the creation of individual hourly parking profiles for each use provides the information necessary to evaluate the opportunities for shared parking among the different uses within the project. Estimating the overall parking demand for the mixed-use development simply by adding the peak parking demand for all the individual uses produces an estimate that is too high.

The concept for shared parking is that a single parking space can be used to serve two or more individual uses without conflict. A shared parking analysis shows that combining compatible land uses in a single development results in less parking demand than would be required for separate freestanding developments of similar size. Section 12.27 I 15 of the Los Angeles City Code allows for a reduction in parking based on a shared parking analysis. A Zoning Administrator may, upon application, permit two or more uses to share their off-street parking spaces, if the Zoning Administrator determines that a lower total number of parking spaces than would otherwise be required will provide adequate parking for these uses.

Peak parking demands between the different commercial land uses. For instance the office peaks during the mid-day but the theater and health club peaks in the evening.

Residential parking demand peaks during the evening and night when the residents are home and the offices are typically closed. The residents' personal parking was preserved with 2 spaces per unit for their individual use indiscriminately. The standard one quarter space per unit for guest parking was considered part of the shared parking analysis. The office commercial parking demand peaks during the mid-day when residents are at work. This variation in the peak accumulation of parking demand by different hours of the day for different uses allows the implementation of shared parking. In addition, the presence of an on-site residential population can reduce the commercial parking demands and on-site large office and medical office can reduce the parking demand for the retail, restaurant, theater and health club since the employees and visitors may patronage these sites.



The Urban Land Institute (ULI) Shared Parking report has been used as the data source for the creation of the individual parking accumulation profiles and peak demand adjustments. The ULI parking accumulation profiles show the variation in the parking demand during different hours of the day for each proposed use and in some cases for different seasons. For instance shopping center parking demand increases in the summer and winter holiday season. Following the recommendations by ULI, downward adjustments to the peak hour parking demand factors (i.e., city code) have been made to account for the projects proximity to transit services and captive market effects (where an employee of the office visits the health club or shopping center or a patron of the shopping center or hotel visitor goes to the theater etc.). These adjustments include a 10% captive factor for the shopping center, hotel and restaurant, a 20% captive factor for the health club, and a 30% captive factor for the theater. A very conservative 10% adjustment for transit proximity and enhancements was incorporated. It is anticipated that the transit usage will be much higher due to the transit facilities being provided by the project.

Table 3 displays the land uses, their code required parking broken down to employee and visitor/patron parking rates based on code and the reductions for internal capture and transit usage displayed.





**Table 3  
Summary of Use Size and Reductions**

Land Use	Quantity	Max Pk Spaces	Mode Adjustment				Noncaptive Ratio				
			Weekday		Weekend		Weekday		Weekend		
			Day	Eve	Day	Eve	Day	Eve	Day	Eve	
Community Shopping Center (<400 k	185,000 sf GLA	592	90%	90%	90%	90%	90%	90%	90%	90%	90%
Employee		148	90%	90%	90%	90%	90%	90%	90%	90%	90%
Fine/Casual Dining Restaurant	50,000 sf GLA	450	90%	90%	90%	90%	90%	90%	90%	90%	90%
Employee		50	90%	90%	90%	90%	90%	90%	90%	90%	90%
Family Restaurant	50,000 sf GLA	450	90%	90%	90%	90%	90%	90%	90%	90%	90%
Employee		50	90%	90%	90%	90%	90%	90%	90%	90%	90%
Cineplex	2,700 seats	513	90%	90%	90%	90%	70%	70%	70%	70%	70%
Employee		27	90%	90%	90%	90%	90%	90%	90%	90%	90%
Health Club	45,000 sf GLA	405	90%	90%	90%	90%	70%	70%	70%	70%	70%
Employee		45	90%	90%	90%	90%	90%	90%	90%	90%	90%
Hotel-Business	230 rooms	87	90%	90%	90%	90%	80%	80%	80%	80%	80%
Employee		15	90%	90%	90%	90%	90%	90%	90%	90%	90%
Residential,	150 units	0	100%	100%	100%	100%	100%	100%	100%	100%	100%
Reserved	2 sp/unit	300	100%	100%	100%	100%	100%	100%	100%	100%	100%
Guest	150 units	38	100%	100%	100%	100%	100%	100%	100%	100%	100%
Office	450,000 sf GLA	63	100%	100%	100%	100%	100%	100%	100%	100%	100%
Employee		837	90%	90%	90%	90%	100%	100%	100%	100%	100%
Medical Office	100,000 sf GLA	335	100%	100%	100%	100%	100%	100%	100%	100%	100%
Employee		<u>165</u>	90%	90%	90%	90%	100%	100%	100%	100%	100%
Subtotal Customer/Guest Spaces		2933									
Subtotal Employee/Resident Spaces		1337									
Subtotal Reserved Spaces		<u>300</u>									
<b>Total Parking Spaces</b>		<b>4570</b>									

Hourly variations for the weekday and weekend parking demand for each use as reported by the Urban Land Institute (ULI) and as used in other shared parking studies in the City of Los Angeles are presented in Table 4 (a) and (b) for the weekday and weekend, respectively. These parking accumulation tables show the percentage of the peak hour parking demand during different hours of the day.

Finally, the peak hourly parking demand per use is added together in the shared parking model to estimate the overall parking demand for the mixed - use project. The results of the shared parking model are shown in Table 5 for the weekday and weekend. This table shows a peak parking demand of 3,006 parking spaces at 1:00 PM during a weekday afternoon and 2,682 parking spaces during a weekend morning at 11 AM. The weekday and weekend parking accumulation profiles are illustrated on Figures 3 and 4, respectively.



Table 4 (a)  
 Weekday Hourly Parking Accumulation by Percentage of Peak Hour

Time-of-Day Factors for Weekday Demand		6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Shopping Ctr-Typ	Customer	1%	5%	15%	35%	65%	85%	95%	100%	95%	90%	90%	95%	95%	95%	80%	50%	30%	10%	0%
	December	1%	5%	15%	30%	55%	75%	90%	100%	100%	100%	95%	85%	80%	75%	65%	50%	30%	10%	0%
Late December	Customer	1%	5%	10%	20%	40%	65%	90%	100%	100%	100%	95%	85%	70%	55%	40%	25%	15%	5%	0%
	Employee	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	95%	95%	90%	75%	40%	15%	0%
Fine/Casual Dining	Customer	0%	0%	0%	0%	15%	40%	75%	75%	65%	40%	50%	75%	95%	100%	100%	100%	95%	75%	25%
	Employee	0%	20%	50%	75%	90%	90%	90%	90%	90%	75%	75%	100%	100%	100%	100%	100%	100%	85%	35%
Family Restaurant	Customer	25%	50%	60%	75%	85%	90%	100%	90%	50%	45%	45%	75%	80%	80%	80%	60%	55%	50%	25%
	Employee	50%	75%	90%	90%	100%	100%	100%	100%	100%	75%	75%	95%	95%	95%	95%	80%	65%	65%	35%
Cineplex - Typical	Customer	0%	0%	0%	0%	0%	0%	20%	45%	55%	55%	55%	60%	60%	80%	100%	100%	80%	65%	40%
	Late December	0%	0%	0%	0%	0%	0%	35%	60%	75%	80%	80%	80%	70%	80%	100%	100%	85%	70%	55%
Health Club	Customer	0%	0%	0%	0%	0%	0%	50%	60%	60%	75%	75%	100%	100%	100%	100%	100%	100%	70%	50%
	Employee	70%	40%	40%	70%	70%	80%	60%	70%	70%	70%	80%	90%	100%	90%	80%	70%	35%	10%	0%
Hotel-Business	Guest	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	100%	100%	75%	50%	20%	20%	20%	0%
	Residential	95%	90%	80%	70%	60%	60%	55%	55%	60%	60%	65%	70%	75%	75%	80%	85%	95%	100%	100%
Residential	Resident	100%	90%	85%	80%	75%	70%	65%	70%	70%	70%	75%	85%	90%	97%	98%	99%	100%	100%	100%
	Reserved	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Office	Guest	0%	10%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%
	Visitor	0%	1%	20%	60%	100%	45%	15%	45%	100%	45%	15%	10%	5%	2%	1%	0%	0%	0%	0%
Medical Office	Employee	3%	30%	75%	95%	100%	100%	90%	90%	100%	100%	90%	50%	25%	10%	7%	3%	1%	0%	0%
	Visitor	0%	0%	90%	90%	100%	100%	30%	90%	100%	100%	90%	80%	67%	30%	15%	0%	0%	0%	0%
Medical Office	Employee	0%	0%	60%	100%	100%	100%	100%	100%	100%	100%	100%	100%	67%	30%	15%	0%	0%	0%	0%



Table 4 (b)  
Weekend Hourly Parking Accumulation by Percentage of Peak Hour

Time-of-Day Factors for Weekend Demand		6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Shopping Ctr-Typ	Customer	1%	5%	10%	30%	50%	65%	80%	90%	100%	100%	95%	90%	80%	75%	65%	50%	35%	15%	0%
	December	1%	5%	10%	35%	60%	70%	85%	95%	100%	100%	95%	90%	80%	75%	65%	50%	35%	15%	0%
Late December	Customer	1%	5%	10%	20%	40%	60%	80%	95%	100%	100%	95%	85%	70%	60%	50%	30%	20%	10%	0%
	Employee	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	85%	80%	75%	65%	45%	15%	0%
Fine/Casual Dining	Customer	0%	0%	0%	0%	0%	15%	50%	55%	45%	45%	45%	60%	90%	95%	100%	90%	90%	90%	50%
	Employee	0%	20%	30%	60%	75%	75%	75%	75%	75%	75%	75%	100%	100%	100%	100%	100%	100%	85%	50%
Family Restaurant	Customer	10%	25%	45%	70%	90%	90%	100%	85%	65%	40%	45%	60%	70%	70%	65%	30%	25%	15%	10%
	Employee	50%	75%	90%	90%	100%	100%	100%	100%	100%	75%	75%	95%	95%	95%	95%	80%	65%	65%	35%
Cineplex - Typical	Customer	0%	0%	0%	0%	0%	0%	20%	45%	55%	55%	55%	60%	60%	80%	100%	100%	100%	80%	50%
	Late December	0%	0%	0%	0%	0%	0%	35%	60%	75%	80%	80%	80%	70%	80%	100%	100%	100%	85%	70%
Health Club	Employee	0%	0%	0%	0%	0%	0%	50%	60%	60%	75%	75%	100%	100%	100%	100%	100%	100%	70%	50%
	Customer	80%	45%	35%	50%	35%	50%	50%	30%	25%	30%	55%	100%	95%	60%	30%	10%	1%	1%	0%
Hotel-Business	Employee	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	75%	100%	100%	75%	50%	20%	20%	20%	0%
	Guest	95%	90%	80%	70%	60%	60%	55%	55%	60%	60%	65%	70%	75%	75%	80%	85%	95%	100%	100%
Residential	Resident	100%	90%	85%	80%	75%	70%	65%	70%	70%	70%	75%	85%	90%	97%	98%	99%	100%	100%	100%
	Reserved	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Office	Guest	0%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%
	Visitor	0%	20%	60%	80%	90%	100%	90%	80%	60%	40%	20%	10%	5%	0%	0%	0%	0%	0%	0%
Medical Office	Employee	0%	20%	60%	80%	90%	100%	90%	80%	60%	40%	20%	10%	5%	0%	0%	0%	0%	0%	0%
	Visitor	0%	0%	90%	90%	100%	100%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Employee	0%	0%	60%	100%	100%	100%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%



Table 5a  
Weekday Shared Parking Demand by Use

	Mo Adj.	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Community Shopping Center	100%	5	24	72	144	264	360	432	480	480	480	456	408	384	360	312	240	144	48	0
Employee	100%	12	18	48	90	102	114	120	120	120	120	120	114	114	114	108	90	48	18	0
<b>subtotal</b>		<b>17</b>	<b>42</b>	<b>120</b>	<b>234</b>	<b>366</b>	<b>474</b>	<b>552</b>	<b>600</b>	<b>600</b>	<b>600</b>	<b>576</b>	<b>522</b>	<b>498</b>	<b>474</b>	<b>420</b>	<b>330</b>	<b>192</b>	<b>66</b>	<b>0</b>
Fine/Casual Dining	100%	0	0	0	0	55	146	273	273	237	146	182	273	346	365	365	365	346	273	91
Employee	100%	0	8	20	30	36	36	36	36	36	30	30	41	41	41	41	41	41	34	14
Family Restaurant	100%	91	182	219	273	310	328	365	328	182	164	164	273	292	292	292	219	200	182	91
Employee	100%	20	30	36	36	41	41	41	41	41	30	30	38	38	38	38	32	26	26	14
<b>subtotal all Restaurants</b>		<b>111</b>	<b>220</b>	<b>275</b>	<b>339</b>	<b>442</b>	<b>551</b>	<b>715</b>	<b>678</b>	<b>496</b>	<b>370</b>	<b>406</b>	<b>625</b>	<b>717</b>	<b>736</b>	<b>736</b>	<b>657</b>	<b>613</b>	<b>515</b>	<b>210</b>
Cineplex Weekday	23%	0	0	0	0	0	0	15	33	41	41	41	45	45	59	74	74	59	48	30
Employee	50%	0	0	0	0	0	0	5	7	7	8	8	11	11	11	11	11	11	8	5
<b>subtotal</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>40</b>	<b>48</b>	<b>49</b>	<b>49</b>	<b>56</b>	<b>56</b>	<b>70</b>	<b>85</b>	<b>85</b>	<b>70</b>	<b>56</b>	<b>35</b>
Health Club	90%	161	92	92	161	161	184	138	161	161	161	184	207	230	207	184	161	80	23	0
Employee	100%	27	27	27	27	27	27	27	27	27	27	27	36	36	27	18	7	7	7	0
<b>subtotal</b>		<b>188</b>	<b>119</b>	<b>119</b>	<b>188</b>	<b>188</b>	<b>211</b>	<b>165</b>	<b>188</b>	<b>188</b>	<b>188</b>	<b>211</b>	<b>243</b>	<b>266</b>	<b>234</b>	<b>202</b>	<b>168</b>	<b>87</b>	<b>30</b>	<b>0</b>
Hotel-Business	67%	40	38	33	29	25	25	23	23	25	25	27	29	31	31	34	36	40	42	42
Employee	100%	1	4	11	11	12	12	12	12	12	12	11	9	5	2	2	2	2	1	1
<b>subtotal</b>		<b>41</b>	<b>42</b>	<b>44</b>	<b>40</b>	<b>37</b>	<b>37</b>	<b>35</b>	<b>35</b>	<b>37</b>	<b>37</b>	<b>38</b>	<b>38</b>	<b>36</b>	<b>33</b>	<b>36</b>	<b>38</b>	<b>42</b>	<b>43</b>	<b>43</b>
Residential Reserved	100%	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
Guest	100%	0	4	8	8	8	8	8	8	8	8	8	15	23	38	38	38	38	30	19
<b>subtotal</b>		<b>300</b>	<b>304</b>	<b>308</b>	<b>308</b>	<b>308</b>	<b>308</b>	<b>308</b>	<b>308</b>	<b>308</b>	<b>308</b>	<b>308</b>	<b>315</b>	<b>323</b>	<b>338</b>	<b>338</b>	<b>338</b>	<b>338</b>	<b>330</b>	<b>319</b>
Office	100%	0	1	13	38	63	28	9	28	63	28	9	6	3	1	1	0	0	0	0
Employee	100%	<u>23</u>	<u>226</u>	<u>565</u>	<u>716</u>	<u>753</u>	<u>753</u>	<u>678</u>	<u>678</u>	<u>753</u>	<u>753</u>	<u>678</u>	<u>377</u>	<u>188</u>	<u>75</u>	<u>53</u>	<u>23</u>	<u>8</u>	<u>0</u>	<u>0</u>
<b>subtotal</b>		<b>23</b>	<b>227</b>	<b>578</b>	<b>754</b>	<b>816</b>	<b>781</b>	<b>687</b>	<b>706</b>	<b>816</b>	<b>781</b>	<b>687</b>	<b>383</b>	<b>191</b>	<b>76</b>	<b>54</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>0</b>
Medical/Dental Office	100%	0	0	302	302	335	335	101	302	335	335	302	268	224	101	50	0	0	0	0
Employee	100%	<u>0</u>	<u>0</u>	<u>89</u>	<u>149</u>	<u>149</u>	<u>149</u>	<u>149</u>	<u>149</u>	<u>149</u>	<u>149</u>	<u>149</u>	<u>149</u>	<u>99</u>	<u>45</u>	<u>22</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>subtotal</b>		<b>0</b>	<b>0</b>	<b>391</b>	<b>451</b>	<b>484</b>	<b>484</b>	<b>250</b>	<b>451</b>	<b>484</b>	<b>484</b>	<b>451</b>	<b>417</b>	<b>323</b>	<b>146</b>	<b>72</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL DEMAND	Customer	297	341	739	955	1221	1414	1364	1636	1532	1388	1373	1524	1578	1454	1350	1133	907	646	273
	Employee	83	313	796	1059	1120	1132	1068	1070	1145	1129	1053	775	532	353	293	206	143	94	34
	Reserved	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	<b>TOTAL</b>	<b>680</b>	<b>954</b>	<b>1835</b>	<b>2314</b>	<b>2641</b>	<b>2846</b>	<b>2732</b>	<b>3006</b>	<b>2977</b>	<b>2817</b>	<b>2726</b>	<b>2599</b>	<b>2410</b>	<b>2107</b>	<b>1943</b>	<b>1639</b>	<b>1350</b>	<b>1040</b>	<b>607</b>



Table 5b  
Weekend Shared Parking Demand by Use

		6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Community Shopping Center ( Employee	100%	5	24	48	168	288	336	408	456	480	480	456	432	384	360	312	240	168	72	0
	100%	<u>12</u>	<u>18</u>	<u>48</u>	<u>90</u>	<u>102</u>	<u>114</u>	<u>120</u>	<u>120</u>	<u>120</u>	<u>120</u>	<u>120</u>	<u>114</u>	<u>102</u>	<u>96</u>	<u>90</u>	<u>78</u>	<u>54</u>	<u>18</u>	<u>0</u>
<b>subtotal</b>		<b>17</b>	<b>42</b>	<b>96</b>	<b>258</b>	<b>390</b>	<b>450</b>	<b>528</b>	<b>576</b>	<b>600</b>	<b>600</b>	<b>576</b>	<b>546</b>	<b>486</b>	<b>456</b>	<b>402</b>	<b>318</b>	<b>222</b>	<b>90</b>	<b>0</b>
Fine/Casual Dining Employee	100%	0	0	0	0	0	55	182	200	164	164	164	219	328	346	365	328	328	328	182
	100%	0	8	12	24	30	30	30	30	30	30	30	41	41	41	41	41	41	34	20
<b>subtotal all Restaurants</b>		<b>56</b>	<b>129</b>	<b>212</b>	<b>315</b>	<b>399</b>	<b>454</b>	<b>618</b>	<b>581</b>	<b>472</b>	<b>370</b>	<b>388</b>	<b>517</b>	<b>662</b>	<b>680</b>	<b>681</b>	<b>510</b>	<b>486</b>	<b>443</b>	<b>252</b>
Cineplex Weekend Employee	67%	0	0	0	0	0	0	43	97	119	119	119	130	130	173	217	217	217	173	108
	80%	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>9</u>	<u>10</u>	<u>10</u>	<u>13</u>	<u>13</u>	<u>17</u>	<u>17</u>	<u>17</u>	<u>17</u>	<u>17</u>	<u>17</u>	<u>12</u>	<u>9</u>
<b>subtotal</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>107</b>	<b>129</b>	<b>132</b>	<b>132</b>	<b>147</b>	<b>147</b>	<b>190</b>	<b>234</b>	<b>234</b>	<b>234</b>	<b>185</b>	<b>117</b>
Health Club Employee	90%	184	103	80	115	80	115	115	69	57	69	126	230	218	138	69	23	2	2	0
	100%	<u>18</u>	<u>18</u>	<u>18</u>	<u>18</u>	<u>18</u>	<u>18</u>	<u>18</u>	<u>18</u>	<u>18</u>	<u>18</u>	<u>27</u>	<u>36</u>	<u>36</u>	<u>27</u>	<u>18</u>	<u>7</u>	<u>7</u>	<u>7</u>	<u>0</u>
<b>subtotal</b>		<b>202</b>	<b>121</b>	<b>98</b>	<b>133</b>	<b>98</b>	<b>133</b>	<b>133</b>	<b>87</b>	<b>75</b>	<b>87</b>	<b>153</b>	<b>266</b>	<b>254</b>	<b>165</b>	<b>87</b>	<b>30</b>	<b>9</b>	<b>9</b>	<b>0</b>
Hotel-Business Employee	67%	40	38	34	29	25	25	23	23	25	25	27	29	31	31	34	36	40	42	42
	100%	<u>1</u>	<u>4</u>	<u>11</u>	<u>11</u>	<u>12</u>	<u>12</u>	<u>12</u>	<u>12</u>	<u>12</u>	<u>12</u>	<u>11</u>	<u>9</u>	<u>7</u>	<u>7</u>	<u>7</u>	<u>7</u>	<u>5</u>	<u>5</u>	<u>4</u>
<b>subtotal</b>		<b>41</b>	<b>42</b>	<b>45</b>	<b>40</b>	<b>37</b>	<b>37</b>	<b>35</b>	<b>35</b>	<b>37</b>	<b>37</b>	<b>38</b>	<b>38</b>	<b>38</b>	<b>38</b>	<b>41</b>	<b>43</b>	<b>45</b>	<b>47</b>	<b>46</b>
Residential Reserved Guest	100%	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	100%	<u>0</u>	<u>8</u>	<u>8</u>	<u>8</u>	<u>8</u>	<u>8</u>	<u>8</u>	<u>8</u>	<u>8</u>	<u>8</u>	<u>8</u>	<u>15</u>	<u>23</u>	<u>38</u>	<u>38</u>	<u>38</u>	<u>38</u>	<u>30</u>	<u>19</u>
<b>subtotal</b>		<b>300</b>	<b>308</b>	<b>308</b>	<b>308</b>	<b>308</b>	<b>308</b>	<b>308</b>	<b>308</b>	<b>308</b>	<b>308</b>	<b>308</b>	<b>315</b>	<b>323</b>	<b>338</b>	<b>338</b>	<b>338</b>	<b>338</b>	<b>330</b>	<b>319</b>
Office Employee	100%	0	13	38	50	57	63	57	50	38	25	13	6	3	0	0	0	0	0	0
	100%	<u>0</u>	<u>151</u>	<u>452</u>	<u>603</u>	<u>678</u>	<u>753</u>	<u>678</u>	<u>603</u>	<u>452</u>	<u>301</u>	<u>151</u>	<u>75</u>	<u>38</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>subtotal</b>		<b>0</b>	<b>164</b>	<b>490</b>	<b>653</b>	<b>735</b>	<b>816</b>	<b>735</b>	<b>653</b>	<b>490</b>	<b>326</b>	<b>164</b>	<b>81</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Medical/Dental Office Employee	100%	0	0	302	302	335	335	101	0	0	0	0	0	0	0	0	0	0	0	0
	100%	<u>0</u>	<u>0</u>	<u>89</u>	<u>149</u>	<u>149</u>	<u>149</u>	<u>149</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>subtotal</b>		<b>0</b>	<b>0</b>	<b>391</b>	<b>451</b>	<b>484</b>	<b>484</b>	<b>250</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL DEMAND	Customer	265	277	674	927	1121	1265	1302	1213	1128	1036	1077	1280	1372	1341	1272	991	884	702	387
	Employee	51	229	666	931	1030	1117	1057	834	683	524	382	330	279	226	211	182	150	102	47
	Reserved	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	<b>TOTAL</b>	<b>616</b>	<b>806</b>	<b>1640</b>	<b>2158</b>	<b>2451</b>	<b>2682</b>	<b>2659</b>	<b>2347</b>	<b>2111</b>	<b>1860</b>	<b>1759</b>	<b>1910</b>	<b>1951</b>	<b>1867</b>	<b>1783</b>	<b>1473</b>	<b>1334</b>	<b>1104</b>	<b>734</b>

Figure 3

### THE PLAZA @ THE GLEN MAXIMUM SHARED PARKING DEMAND WEEKDAY

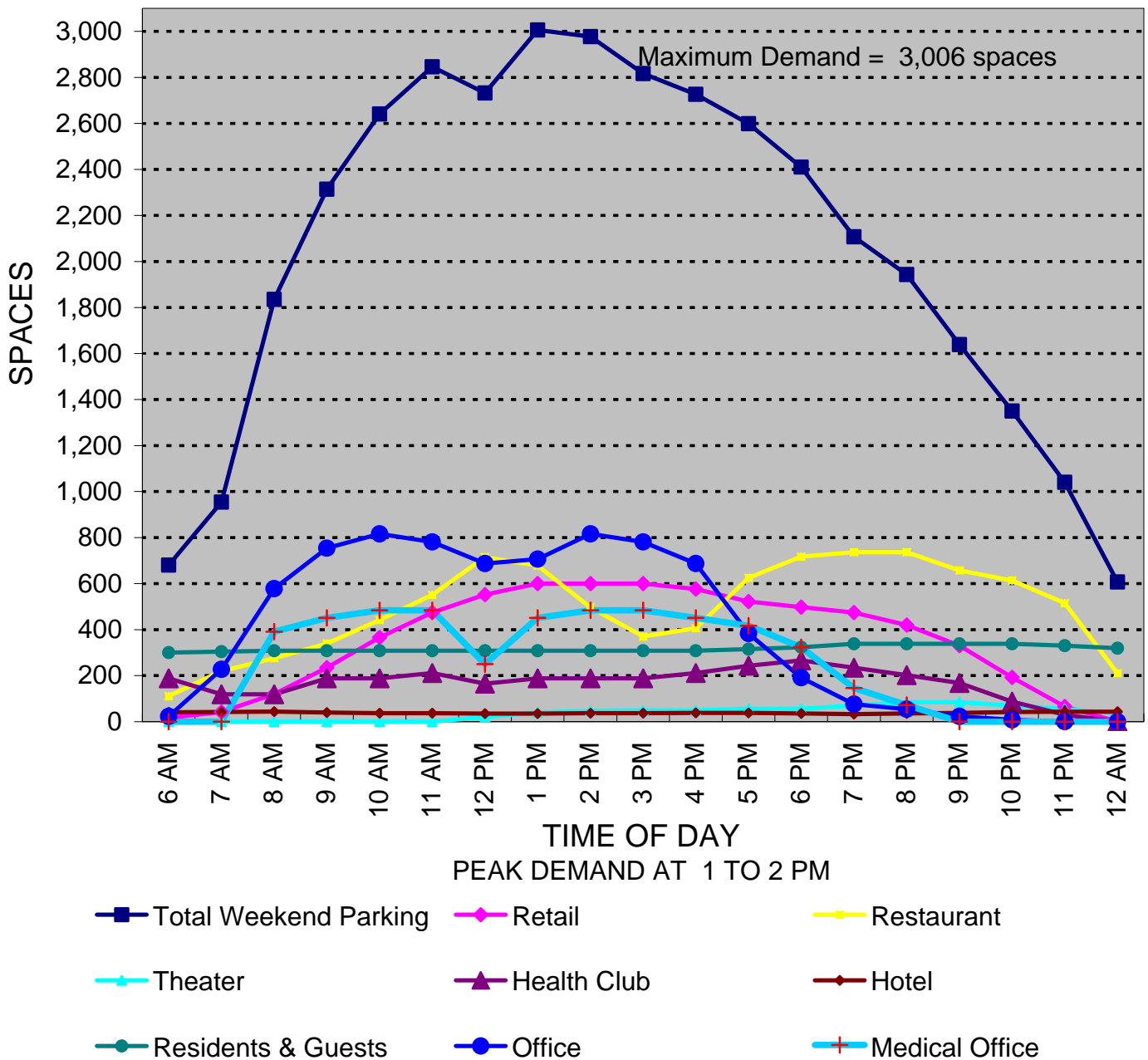


Figure 4

### THE PLAZA @ THE GLEN MAXIMUM SHARED PARKING DEMAND WEEKEND

