APPENDIX I

TRAFFIC IMPACT STUDY

LINSCOTT LAW & GREENSPAN engineers

TRAFFIC IMPACT STUDY

STUDIO CITY SENIOR LIVING CENTER PROJECT

City of Los Angeles, California
February 2, 2012

Prepared for:

Planning Associates, Inc.
4040 Vineland Avenue, Suite 108
Studio City, California 91604

LLG Ref. 1-11-3948-1

Prepared by:
Chin S. Taing
Transportation Planner III

Under the Supervision of:
David S. Shender, P.E.
Principal

Linscott, Law & Greenspan, Engineers
236 N. Chester Ave.
Suite 200
Pasadena, CA 91106
626.796.2322 T
626.792.0941 F
www.llgengineers.com

TABLE OF CONTENTS

TABLE OF CONTENTS *(continued)*

SECTION PAGE

LIST OF TABLES

SECTION—TABLE # PAGE

TABLE OF CONTENTS *(continued)*

APPENDICES

TRAFFIC IMPACT STUDY

STUDIO CITY SENIOR LIVING CENTER PROJECT

City of Los Angeles, California
February 2, 2012

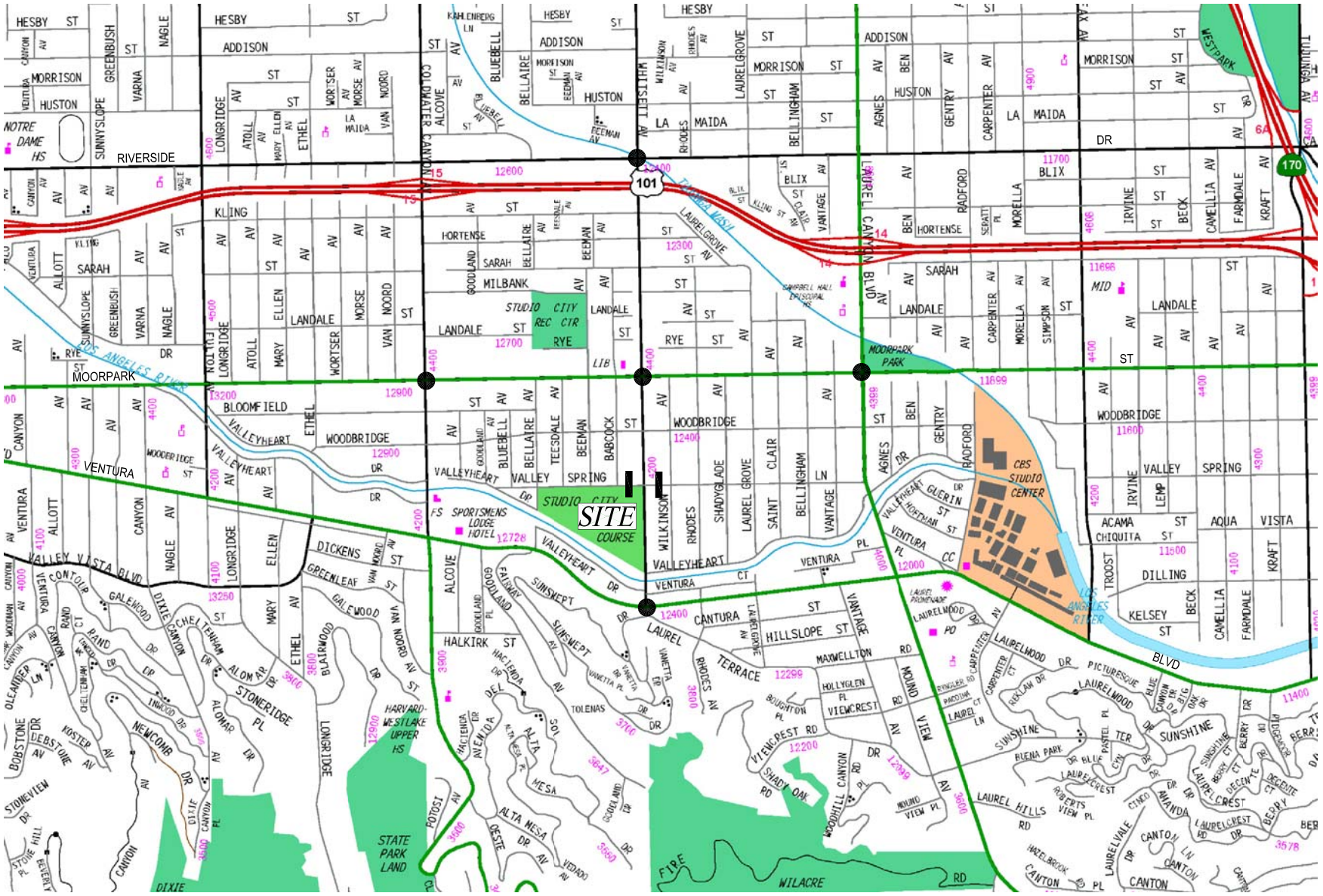
1.0 INTRODUCTION

This traffic analysis has been conducted to identify and evaluate the potential traffic impacts of the proposed Studio City Senior Living Center project (proposed project). The project applicant seeks to obtain entitlements to construct a senior residential community at 4141 Whitsett Avenue in the Studio City area of the City of Los Angeles, California. The proposed project is located in the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan area of the City of Los Angeles. The project site, which is situated at the southwest corner of the Valley Spring Lane/Whitsett Avenue intersection, is bounded by Valley Spring Lane to the north, Bellaire Avenue to the west, Valleyheart Drive North and the Los Angeles River to the south, and Whitsett Avenue to the east. The proposed project site and general vicinity are shown in ***Figure 1–1***.

The traffic analysis follows City of Los Angeles traffic study guidelines[1] and is consistent with traffic impact assessment guidelines set forth in the Los Angeles County Congestion Management Program[2]. This traffic analysis evaluates potential project-related impacts at five key intersections and two key study street segments in the vicinity of the project site. The study locations were determined in consultation with City of Los Angeles Department of Transportation (LADOT) staff. The Critical Movement Analysis method was used to determine Volume-to-Capacity ratios and corresponding Levels of Service for the five study intersections. A review also was conducted of Los Angeles County Metropolitan Transportation Authority freeway and intersection monitoring stations to determine if a Congestion Management Program transportation impact assessment analysis is required for the proposed project.

This study (i) presents existing traffic volumes, (ii) includes existing traffic volumes with the forecast net new traffic volumes from the proposed project, (iii) recommends mitigation measures, where necessary, (iv) forecasts future cumulative pre-project traffic volumes, (v) forecasts future traffic volumes with the proposed project, (vi) determines future forecast with project-related impacts, and (vii) recommends mitigation measures, where necessary.

[1] *Traffic Study Policies and Procedures*, City of Los Angeles Department of Transportation, August 2011.
[2] *2010 Congestion Management Program for Los Angeles County*, Los Angeles County Metropolitan Transportation Authority, 2010.



N

NOT TO SCALE

MAP SOURCE: RAND MCNALLY & COMPANY

STUDY INTERSECTION

STUDY STREET SEGMENT

FIGURE 1-1
VICINITY MAP

LINSCOTT, LAW & GREENSPAN, engineers

STUDIO CITY SENIOR LIVING CENTER PROJECT

1.1 Study Area

Upon coordination with LADOT staff, a total of seven locations, including five study intersections and two street segments, have been identified for evaluation. These study locations provide local access to the study area and define the extent of the boundaries for this traffic impact analysis. Further discussion of the existing street system and study area is provided in Section 5.0.

The general location of the project in relation to the study locations and surrounding street system is presented in *Figure 1–1*. The traffic analysis study area is generally comprised of those locations which have the greatest potential to experience significant traffic impacts due to the proposed project as defined by the Lead Agency. In the traffic engineering practice, the study area generally includes those intersections that are:

a. Immediately adjacent or in close proximity to the project site;

b. In the vicinity of the project site that are documented to have current or projected future adverse operational issues; and

c. In the vicinity of the project site that are forecast to experience a relatively greater percentage of project-related vehicular turning movements (e.g., at freeway ramp intersections).

The locations selected for analysis were based on the above criteria, proposed Studio City Senior Living Center project peak hour vehicle trip generation, the anticipated distribution of project vehicular trips and existing intersection/corridor operations.

2.0 PROJECT DESCRIPTION

2.1 Site Location

The proposed Studio City Senior Living Center project is located at 4141 Whitsett Avenue in the Studio City area of the City of Los Angeles, California. The proposed project is located in the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan area of the City of Los Angeles. The project site, which is situated at the southwest corner of the Valley Spring Lane/Whitsett Avenue intersection, is bounded by Valley Spring Lane to the north, Bellaire Avenue to the west, Valleyheart Drive North and the Los Angeles River to the south, and Whitsett Avenue to the east. The proposed project site and general vicinity are shown in *Figure 1–1*.

2.2 Existing Project Site

The existing triangular shaped project site totals approximately 16.1 acres and is currently occupied by a pitch and putt golf course, driving range, club houses and tennis courts. The existing Studio City Golf Course occupies roughly 10.2 acres on the northerly portion of the project site. The pitch and putt golf course is a nine hole, par three course located primarily along Valley Spring Lane and Bellaire Avenue. The golf course also includes a club house, snack bar type restaurant, and driving range. The driving range is located in the central area of the site and includes 24 stations. The tennis courts occupy roughly 5.9 acres on the southerly portion of the project site. A total of 16 tennis courts are currently provided on the site along with a small club house. It should be noted that the existing tennis courts will be removed to accommodate the proposed project. Additionally, the southeastern 1.1-acre parcel of land, which is occupied by Los Angeles Fire Station No. 78, is not under the ownership of the project applicant and will not be part of the proposed project.

The primary parking areas for the existing site are located along Whitsett Avenue and between the driving range and tennis courts. Access to the existing golf and tennis facility's parking areas is provided via two driveways (one inbound, one outbound) along the Whitsett Avenue property frontage. A small service driveway is also provided on Valley Spring Lane, immediately west of Whitsett Avenue.

2.3 Proposed Project Description

The project applicant proposes to subdivide the subject property into two parcels, Lots 1 and 2. Lot 1 will be approximately 504,764 square feet (11.59 acres) and will retain, with minor alterations to accommodate the lot split, the existing nine-hole golf course, club house, driving range, and 22 surface parking spaces. Lot 2 will be approximately 196,946 square feet (4.52 acres) and will be developed with an approximately 336,000 square-foot, 200-unit senior residential condominium campus. The approximate 1.1 acre site located at the northwesterly corner of the Whitsett Avenue/Valleyheart Drive intersection, which is occupied by Los Angeles Fire Station No. 78, is not a part of the proposed project.

The proposed project development site will be approximately 4.52 acres at the southeasterly portion of the property and will be developed with senior housing units. The housing will consist of six, 45-foot high, four-story buildings. The ground floor of four buildings will provide common areas for senior activities. The six buildings will house a total of 200 senior condominium units and 40,000 square feet of common area. Of the 200 units, 136 will be two-bedroom units and 64 will be one-bedroom units. The total building area is expected to be approximately 336,000 square feet. The senior residential housing will be age-restricted for seniors aged 55 and older.

A total of approximately 613 subterranean parking spaces will be provided underneath the senior housing community. The 613 parking spaces will exceed the 500 parking spaces required by the LAMC for the senior housing project by 113 spaces. Access to the proposed project will be provided via the westerly extension of Valleyheart Drive, which will be constructed as part of the proposed project. Further discussion of the proposed project site access and circulation scheme is provided in Section 3.0.

The golf course site will consist of the remaining approximately 11.59 acres on the north and west portion of the property currently occupied by the 9-hole pitch-and-putt golf course, driving range, and clubhouse facilities. Modifications to the existing facilities (the driving range and the golf course portions adjacent to Lot 2) are necessary to accommodate the lot split and Project development. The modifications include the reduction of driving range stations from 24 to 21. Approximately 22 of the surface parking spaces within the existing parking lot along Whitsett Avenue will be retained to service the golf course, driving range, and clubhouse. The remainder of the existing parking lot will be removed to accommodate the senior housing development. In addition, the golf course will have a shared parking arrangement to utilize the excess 113 parking spaces within the subterranean parking structure associated with the senior housing development on Lot 2.

In summary, the project consists of the following elements:

- Subdivision of Property into Lot 1 (11.59 acres) and Lot 2 (4.52 acres);
- Retention of the existing golf course and related facilities, inclusive of minor configuration modifications;
- Demolition of the 16 tennis courts; and
- Construction of a senior living center, inclusive of 200 residential condominium units and common areas and 613 subterranean parking spaces.

Occupancy of the proposed project is planned in year 2016. The site plan for the proposed Studio City Senior Living Center project is illustrated in ***Figure 2-1***.

N

NOT TO SCALE

SOURCE: FRANCO & ASSOCIATES INC.

FIGURE 2-1
PROJECT SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

STUDIO CITY SENIOR LIVING CENTER PROJECT

3.0 SITE ACCESS AND CIRCULATION

The proposed site access scheme for the Studio City Senior Living Center project is displayed in *Figure 2-1*. A description of the proposed site access and circulation scheme is provided in the following subsections.

3.1 Vehicular Project Site Access

Access to the proposed project will be provided via the westerly extension of Valleyheart Drive, which will be constructed as part of the proposed project. Additionally, two driveways (one inbound and one outbound) will be provided on Whitsett Avenue to access the planned 22-space surface parking lot (modified version of the existing parking lot). A description of the proposed site access and circulation scheme is provided in the following paragraphs.

- *Valleyheart Drive*

  Access to the proposed project will be provided from the proposed Valleyheart Drive roadway extension, which will extend westerly from Whitsett Avenue adjacent to the Los Angeles fire station site and the southerly property frontage. The extension of Valleyheart Drive will form the west leg of the Whitsett Avenue/Valleyheart Drive intersection. The Valleyheart Drive extension will be constructed to City of Los Angeles roadway design standards.

- *Project Driveway No. 1: Subterranean Parking Access*

  This project driveway will be located on the north side of Valleyheart Drive, along the southerly property frontage, at the southeast corner of the project site. The proposed project site driveway will be located approximately 230 feet west of Whitsett Avenue. This driveway will provide access to an internal ramp, which extends to the subterranean parking garage situated beneath the senior housing buildings. The planned project site driveway will be constructed to City of Los Angeles design standards.

- *Project Access No. 2: Whitsett Avenue Inbound/Outbound Driveways*

  Additional project access will be provided via inbound and outbound driveways to be provided along the west side of Whitsett Avenue, south of Valley Spring Lane. These driveways will provide access to and from the planned 22-space surface parking lot. The existing Whitsett Avenue inbound driveway is situated immediately south of Valley Spring Lane and will be retained. The Whitsett Avenue outbound driveway will be relocated approximately mid-way along the project's Whitsett Avenue property frontage. The planned project site driveways on Whitsett Avenue will be constructed to City of Los Angeles design standards.

In addition to the above vehicular access points, fire lanes will be located along the northerly, westerly and southwesterly boundaries of the Senior Living Center complex, as well as through the courtyard of the complex. In accordance with the City of Los Angeles Fire Department

requirements, all through fire-lanes will be 20 feet in width and all fire lanes providing access to buildings will be 28 feet in width.

3.2 Pedestrian Access

The proposed project site has been designed to encourage pedestrian activity and walking as a transportation mode[3]. Walkability is a term for the extent to which walking is readily available as a safe, connected, accessible and pleasant mode of transport.[4] There are five basic requirements that are widely accepted as key aspects of the walkability of urban areas that should be satisfied. The underlying principle is that pedestrians should not be delayed, diverted, or placed in danger. The five primary characteristics of walkability are as follows:

- Connectivity: People can walk from one place to another without encountering major obstacles, obstructions, or loss of connectivity.

- Convivial: Pedestrian routes are friendly and attractive, and are perceived as such by pedestrians.

- Conspicuous: Suitable levels of lighting, visibility and surveillance over its entire length, with high quality delineation and signage.

- Comfortable: High quality and well-maintained footpaths of suitable widths, attractive landscaping and architecture, shelter and rest spaces, and a suitable allocation of roadspace to pedestrians.

- Convenient: Walking is a realistic travel choice, partly because of the impact of the other criteria set forth above, but also because walking routes are of a suitable length as a result of land use planning with minimal delays.

A review of the project site plan and pedestrian walkway network indicates that these five primary characteristics are accommodated as part of the proposed project. The project site is adjacent to and accessible from nearby commercial uses (e.g., retail, restaurant, etc.) and other amenities along the Ventura Boulevard corridor, as well as adjacent public bus transit stops. The pedestrian walkways within the site and the adjacent sidewalks will be appropriately landscaped and designed to provide a friendly walking environment. Additionally, the walkways will be well lit and include appropriate wayfinding signage.

The interior of the project is planned to provide a combination of landscape and hardscape that facilitates internal accessibility as well as connectivity to a broad range of uses beyond its boundaries. The project will include pedestrian gates on all sides, which will allow residents

[3] For example, refer to http://www.walkscore.com/, which generates a walkability score of approximately 82 (Very Walkable – most errands can be accomplished on foot) out of 100 for the project site. Walk Score calculates the walkability of an address by locating nearby stores, restaurants, schools, parks, etc. Walk Score measures how easy it is to live a car-lite lifestyle—not how pretty the area is for walking.

[4] Chapter 4 of the *Pedestrian Network Planning and Facilities Design Guide*, Government of New Zealand, from the www.ltsa.govt.nz website.

access to the golf course and driving range, the sidewalk along the Los Angeles River, and the sidewalk along Whitsett Avenue. Parking for golfers, both below and above-grade, will connect to the course and range by way of a walkway along the westerly side of the surface parking spaces. Once outside the project, residents will be able walk to a myriad of nearby destinations, including grocery stores, restaurants, coffee houses, bars, retail shops, movie theaters, schools, parks, libraries, and fitness establishments.

3.3 Bicycle Access

Bicycle access to the project site is facilitated by the City of Los Angeles bicycle roadway network.[5] A total of three existing bicycle facilities (e.g., Class I Bicycle Path, Class II Bicycle Lanes, Class III Bicycle Routes, Proposed Bicycle Routes, Bicycle Friendly Streets, etc.) in the City's bicycle network are located within the vicinity of the project site. The following bicycle facilities are located in the vicinity of the Studio City Senior Living Center project site:

- North-South Route(s)
  - Colfax Avenue: Class II Bicycle Lane
- East-West Route(s)
  - Riverside Drive: Class II Bicycle Lane
  - Chandler Boulevard: Class II Bicycle Lane

The Federal and State transportation system recognizes three primary bikeway facilities: Bicycle Paths (Class I), Bicycle Lanes (Class II), and Bicycle Routes (Class III). Bicycle Paths (Class I) are exclusive car free facilities that are typically not located within a roadway area. Bicycle Lanes (Class II) are part of the street design that is dedicated only for bicycles and identified by a striped lane separating vehicle lanes from bicycle lanes. Bicycle Routes (Class III) are preferably located on collector and lower volume arterial streets.

[5] Source: City of Los Angeles Bicycle Plan, Chapter 9 of the Transportation Element of the General Plan (Adopted March 1, 2011); http://planning.lacity.org/cwd/gnlpln/transelt/NewBikePlan/TOC_BicyclePlan.htm.

4.0 PROJECT PARKING

This section summarizes the review of the project's parking requirements according to the City of Los Angeles Municipal Code requirements and of the planned project parking supply. Please note that Code parking for any development project is ultimately determined by the City of Los Angeles Department of Building and Safety at the time that a project applicant submits building plans to the Department. It is anticipated that the proposed project will provide Code required parking as determined by the City of Los Angeles Department of Building and Safety prior to issuance of a building permit for the project.

4.1 City of Los Angeles Code Parking Requirement

In accordance with City of Los Angeles Planning Department Deputy Advisory Agency residential parking requirements, a total of 500 parking spaces is required for the Studio City Senior Living Center project. The City of Los Angeles Planning Department requirements for condominium and condominium conversion dwelling units is set forth in Residential Parking Policy for Division of Land No. AA 2000-1. The Residential Parking Policy sets forth the following parking requirements as applied to the proposed Studio City Senior Living Center project:

- For projects with six units or more:

  1. 2.0 spaces per dwelling unit

  2. 0.25 guest space per dwelling unit in non-parking congested areas[6]

     0.50 guest space per dwelling unit in congested areas

  3. For side-by-side parking in private garages with direct entries into the units, 0.25 guest space per unit will be permitted in parking congested areas.

Based on these parking requirements, the required parking is 500 spaces for the proposed project based on the following calculation:

- 200 Dwelling Units × 2.50 = 500 required spaces

[6] "Determinations on required parking by the Advisory Agency are not intended to supersede more restrictive requirements contained in other adopted City ordinances such as adopted specific plans and "Q" conditions. Further, additional guest parking will be considered in special areas of the City which are either subject to unusual public access demands (such as the beach areas) or areas where on-street parking is highly restricted (Major Highways, such as Barham Boulevard)."

4.2 Proposed Parking Supply

A total of 635 parking spaces is planned to be provided within the project site, including 613 spaces in the subterranean parking garage and 22 spaces in the surface parking lot to be located adjacent to the driving range. Of the 635 parking spaces, a total of 500 spaces will be allocated for residents and guests of the proposed project and a total of 135 spaces will be allocated for employee parking and parking for patrons of the golf course and driving range.

As previously discussed, the spaces will be available as a combination of the existing 22 surface parking stalls and two new levels of 613 subterranean parking spaces. Parking level P1 will contain 370 spaces for the exclusive use by residents and their guests. Residents and their guests will also have access to 130 of the 243 spaces on parking level P2. The remaining 113 spaces on parking level P2 plus the existing 22 surface parking spaces will provide the 135 parking spaces to be designated and reserved for the golf course and driving range.

As part of the parking supply, the project must also provide a minimum of 13 handicap accessible spaces. This complies with the American With Disabilities Act requirement of a minimum of two percent (2.0%) of the on-site parking supply as handicap spaces for parking facilities with 501 to 1,000 spaces, with one in every eight handicap spaces being van accessible.

5.0 EXISTING STREET SYSTEM

5.1 Regional Highway System

Regional access to the project site is provided by U.S. 101 (Ventura) Freeway, as shown in *Figure 1-1*. Northbound and southbound ramps are provided on U.S. 101 Freeway at Coldwater Canyon Avenue and Laurel Canyon Boulevard in the project vicinity. A brief description of the U.S. 101 Freeway is provided in the following paragraph.

U.S. 101 (Ventura) Freeway is a major north-south freeway that extends across northern and southern California. In the project vicinity, five mainline travel lanes are provided in each direction on U.S. 101 Freeway. Both northbound and southbound ramps are provided on U.S. 101 Freeway at Coldwater Canyon Avenue, which is located approximately one mile northwest of the project site. Northbound and southbound ramps are also provided on U.S. 101 Freeway at Laurel Canyon Boulevard, which is located approximately one mile northeast of the project site.

5.2 Study Intersections

Immediate access to the project site is provided via Whitsett Avenue. The following five study intersections were selected for analysis by LADOT staff in order to determine potential impacts related to the proposed project:

1. Coldwater Canyon Avenue/Moorpark Street.
2. Whitsett Avenue/Riverside Drive.
3. Whitsett Avenue/Moorpark Street.
4. Whitsett Avenue/Ventura Boulevard.
5. Laurel Canyon Boulevard/Moorpark Street.

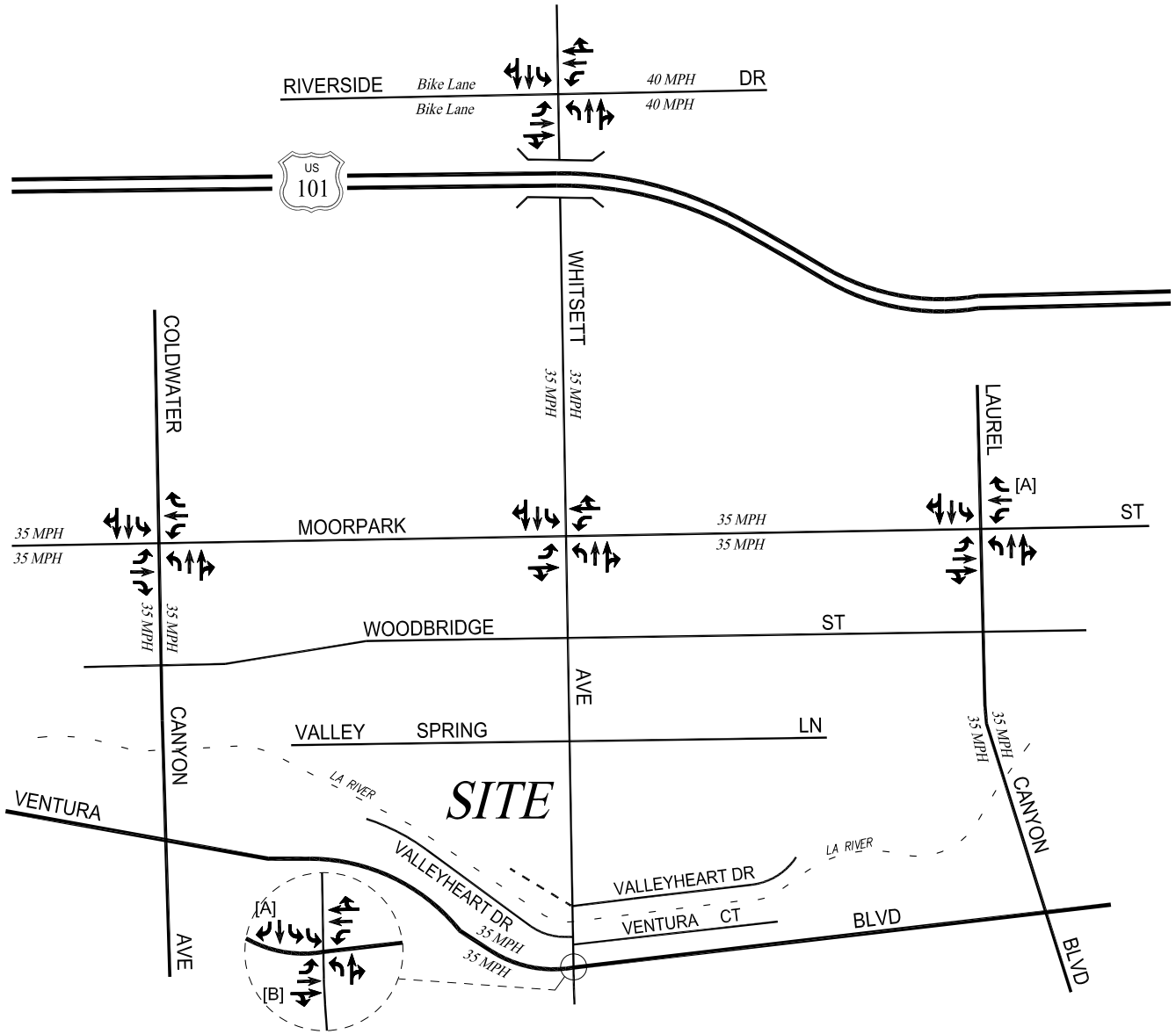
All of the study intersections are presently controlled by traffic signals. The existing lane configurations at the study intersections are displayed in ***Figure 5-1***.

5.3 Study Street Segments

The following two study street segment locations were identified for analysis by LADOT staff for inclusion in the neighborhood residential street segment analysis:

1. Valley Spring Lane between Babcock Avenue and Whitsett Avenue.
2. Valley Spring Lane between Whitsett Avenue and Wilkinson Avenue.

The existing travel lanes and posted speed limits on the study street segments also are shown in *Figure 5-1*.



N

NOT TO SCALE

NOTES:

- - - - PROPOSED DRIVEWAY

[A] OVERLAPPING PHASE

[B] NO RIGHT-TURN ON RED 7A-9A

FIGURE 5-1
EXISTING LANE CONFIGURATIONS

LINSCOTT, LAW & GREENSPAN, engineers

STUDIO CITY SENIOR LIVING CENTER PROJECT

5.4 Roadway Descriptions

Brief descriptions of the important roadways in the project site vicinity are provided in the following paragraphs.

Coldwater Canyon Avenue is a north-south oriented roadway that is located west of the project site. Coldwater Canyon Avenue is designated as a Secondary Highway in the City of Los Angeles Transportation Element of the General Plan in the project vicinity. Two through travel lanes are provided in each direction on Coldwater Canyon Avenue in the project vicinity. Coldwater Canyon Avenue is posted for a 35 miles per hour speed limit near the project site.

Whitsett Avenue is a north-south oriented roadway that borders the project site to the east, and terminates just south of Ventura Boulevard. Whitsett Avenue is designated as a Secondary Highway in the City of Los Angeles Transportation Element of the General Plan in the project vicinity. One through northbound lane and two through southbound lanes are provided on the roadway in the project vicinity. Separate left-turn lanes are provided in both directions on Whitsett Avenue at the study intersections, except at the southbound approach to the Ventura Boulevard intersection where dual left-turn lanes are provided on the roadway. Whitsett Avenue is posted for a 35 miles per hour speed limit in the project vicinity.

Laurel Canyon Boulevard is a north-south oriented roadway that is located east of the project site. Laurel Canyon Boulevard is designated as a Major Highway Class II and Secondary Highway north and south of Ventura Boulevard, respectively, in the City of Los Angeles Transportation Element of the General Plan in the project vicinity. Two through travel lanes are provided in each direction on Laurel Canyon Boulevard in the project vicinity. Laurel Canyon Boulevard is posted for a 35 miles per hour speed limit near the project site.

Moorpark Street is an east-west oriented roadway that is located north of the project site. Moorpark Street is designated as a Secondary Highway in the City of Los Angeles Transportation Element of the General Plan in the project vicinity. One through travel lane is provided in each direction on Moorpark Street in the project vicinity. Moorpark Street is posted for a 35 miles per hour speed limit near the project site.

Valley Spring Lane is an east-west oriented local roadway that borders the project site to the north. Valley Spring Lane is designated as a Local street by the City of Los Angeles. One through travel lane is provided in each direction on Valley Spring Lane in the project vicinity. There is no posted speed limit on Valley Spring Lane in the project vicinity, thus it is assumed to be a prima facie speed limit of 25 miles per hour.

Ventura Boulevard is an east-west oriented roadway that is located south of the project site. Ventura Boulevard is designated as a Major Highway Class II in the City of Los Angeles Transportation Element of the General Plan in the project vicinity. Two through travel lanes are provided in each direction on Ventura Boulevard near the project site. Separate left-turn lanes are provided in both directions on Ventura Boulevard at the Whitsett Avenue intersection. Ventura Boulevard is posted for a 35 miles per hour speed limit near the project site.

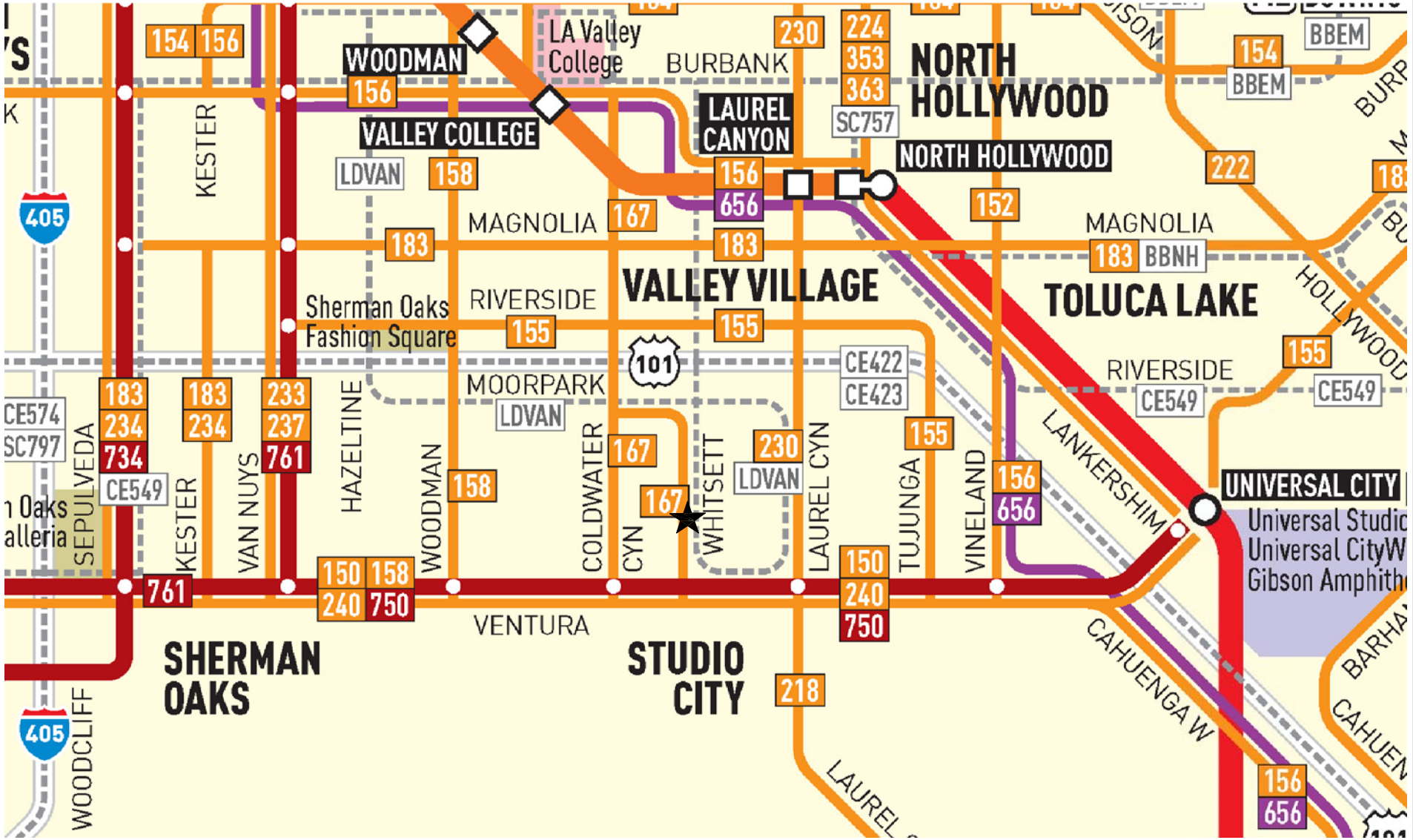
5.5 Public Bus Transit Services

Public bus transit service within the project study area is currently provided by Los Angeles County Metropolitan Transportation Authority (Metro) and LADOT. A summary of the existing transit service, including the transit route, destinations and peak hour headways is presented in ***Table 5–1***. The existing public transit routes in the Studio City Senior Living Center project site vicinity are illustrated in ***Figure 5–2***.

Table 5-1
EXISTING TRANSIT ROUTES [1]

ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	NO. OF BUSES/TRAINS DURING PEAK HOUR		
			DIR	AM	PM
Metro Route 150/240	Univeral City to Canoga Park	Ventura Boulevard, Whitsett Avenue, Laurel Canyon Boulevard, Coldwater Canyon Avenue	EB WB	4 5	6 5
Metro Route 155	Sherman Oaks to Burbank	Riverside Drive, Whitsett Avenue, Laurel Canyon Boulevard, Coldwater Canyon Avenue	EB WB	2 2	2 2
Metro Route 167	Chatsworth to Studio City	Moorpark Street, Whitsett Avenue, Ventura Boulevard	NB SB	2 2	2 2
Metro Route 218	Cedars-Sinai Medical Center to Studio City	Laurel Canyon Boulevard, Ventura Boulevard	NB SB	2 2	2 2
Metro Route 230	Sylmar to Studio City	Laurel Canyon Boulevard, Ventura Boulevard, Moorpark Street, Riverside Drive	NB SB	3 3	3 3
Metro Rapid 750	Universal City Station to Warner City Transit Hub	Ventura Boulevard, Coldwater Canyon Avenue	EB WB	5 10	5 5
Dash Van Nuys/ Studio City (LDVAN)	Van Nuys to Studio City	Moorpark Street, Whitsett Avenue, Ventura Boulevard, Coldwater Canyon Avenue, Laurel Canyon Boulevard, Riverside Drive	NB SB	2 2	2 1
			Total	46	42

[1] Sources: Los Angeles County Metropolitan Transportation Authority (Metro), Los Angeles Department of Transportation (LADOT) websites, 2012.



NOT TO SCALE

MAP SOURCE: METROPOLITAN TRANSPORTATION AUTHORITY (METRO) WEBSITE

★ PROJECT SITE

FIGURE 5-2
EXISTING PUBLIC TRANSIT ROUTES

LINSCOTT, LAW & GREENSPAN, engineers

STUDIO CITY SENIOR LIVING CENTER PROJECT

6.0 TRAFFIC COUNTS

6.1 Intersection Manual Traffic Counts

Manual traffic counts of vehicular turning movements were conducted at each of the study intersections during the weekday morning and afternoon commuter periods to determine the peak hour traffic volumes. The manual traffic counts at the study intersections were conducted by a traffic count subconsultant from 7:00 AM to 10:00 AM to determine the AM peak commuter hour and from 3:00 PM to 6:00 PM to determine the PM peak commuter hours. Traffic volumes at the study intersections show the typical peak periods from 7:00 AM to 10:00 AM and 3:00 PM to 6:00 PM generally associated with the peak morning and afternoon commuter time periods. Additionally, the existing traffic volumes for the two study intersections conducted in year 2011 were increased at an annual rate of two percent (2.0%) to reflect year 2012 existing conditions.

The weekday AM and PM peak period manual counts of vehicle movements at the study intersections are summarized in ***Table 6–1***. The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in ***Figures 6–1*** and ***6–2***, respectively. Summary data worksheets of the manual traffic counts at the study intersections are contained in ***Appendix A***.

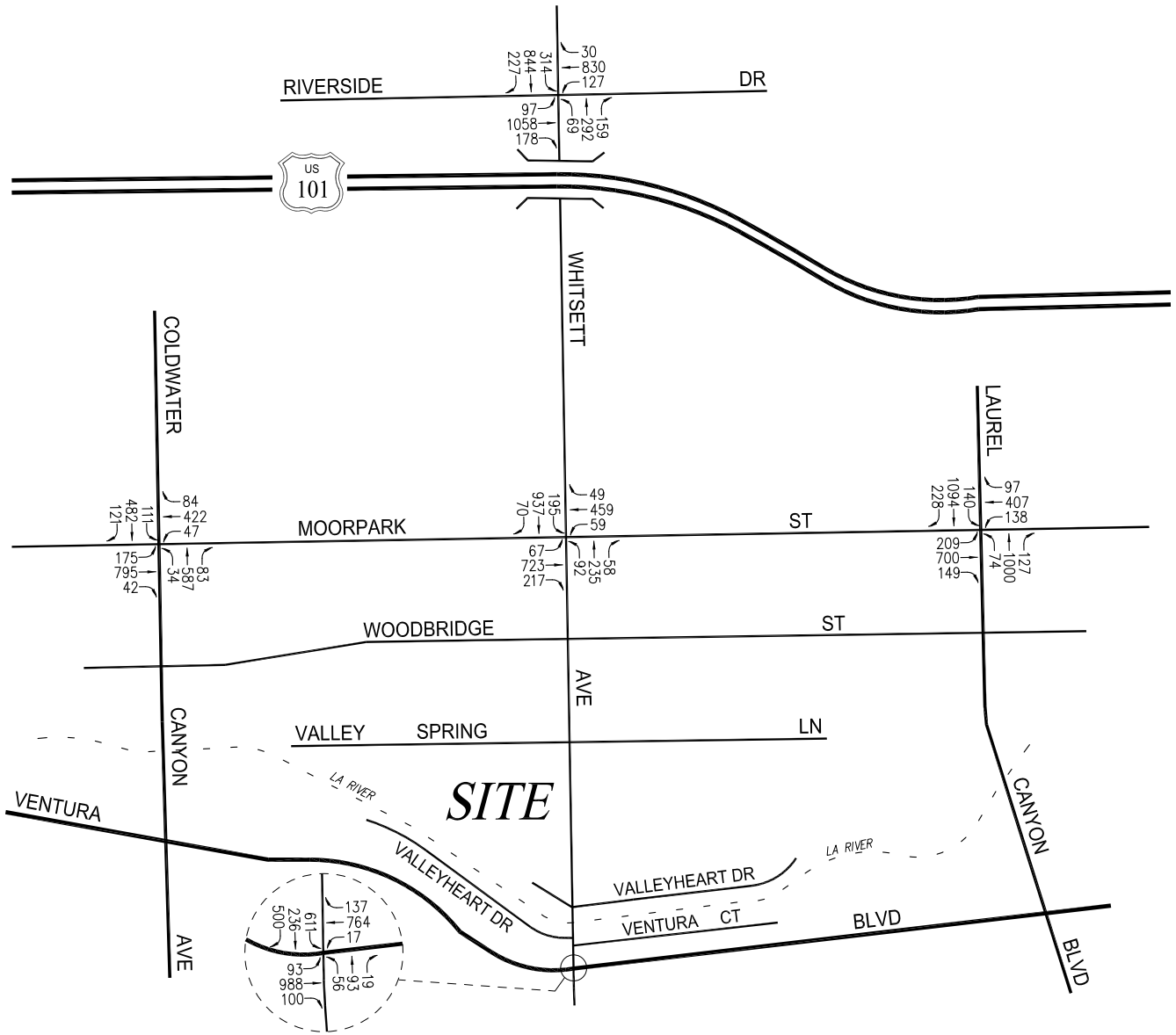
6.2 Neighborhood Street Segment Automatic 24-Hour Machine Traffic Counts

Automatic 24-hour machine traffic counts of the two study street segments were conducted by a traffic subconsultant. Copies of the current 24-hour machine traffic counts for the study street segment locations also are contained in *Appendix A*. Additionally, the existing ADT traffic volumes for the two study street segments were increased at an annual rate of two percent (2.0%) to reflect year 2012 existing conditions.

Table 6-1
EXISTING TRAFFIC VOLUMES

NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR		PM PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME
1	Coldwater Canyon Avenue/ Moorpark Street [1]	01/19/2012	NB	8:15	704	5:00	971
			SB		714		998
			EB		1,012		787
			WB		553		796
2	Whitsett Avenue/ Riverside Drive [1]	01/19/2012	NB	7:45	520	3:15	868
			SB		1,385		582
			EB		1,333		1,150
			WB		987		1,185
3	Whitsett Avenue/ Moorpark Street [2]	11/17/2011	NB	8:00	377	4:00	912
			SB		1,179		547
			EB		988		679
			WB		556		740
4	Whitsett Avenue/ Ventura Boulevard [2]	11/17/2011	NB	8:00	165	5:00	294
			SB		1,320		566
			EB		1,158		1,363
			WB		900		1,435
5	Laurel Canyon Boulevard Moorpark Street [1]	01/19/2012	NB	7:00	1,201	3:15	1,609
			SB		1,462		1,643
			EB		1,058		766
			WB		642		741

[1] Counts conducted by City Traffic Counters.
[2] Counts conducted by The Traffic Solution.



N

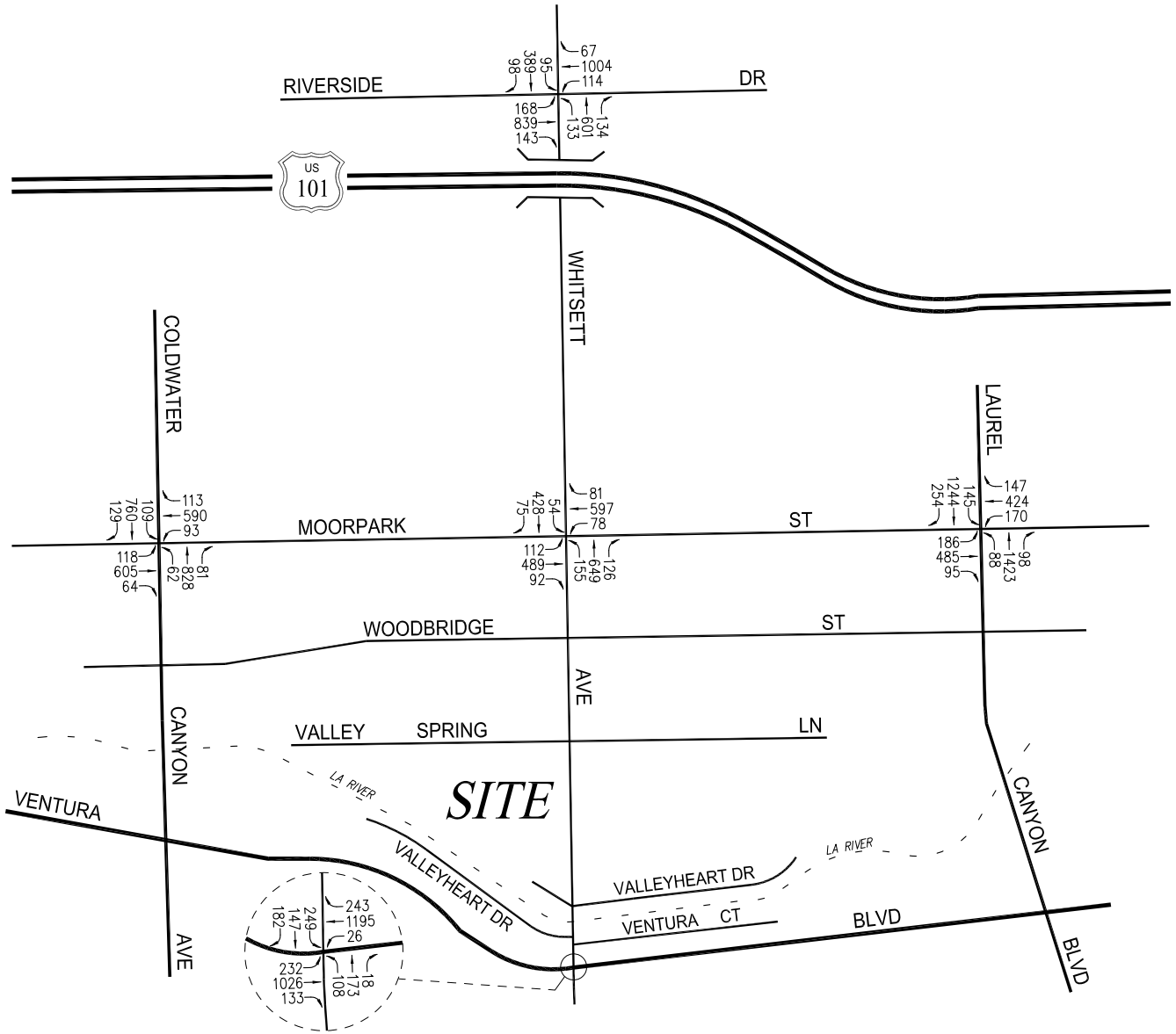
NOT TO SCALE

FIGURE 6-1
EXISTING TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

STUDIO CITY SENIOR LIVING CENTER PROJECT

LINSCOTT, LAW & GREENSPAN, engineers



NOT TO SCALE

FIGURE 6-2
EXISTING TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

STUDIO CITY SENIOR LIVING CENTER PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

7.0 CUMULATIVE DEVELOPMENT PROJECTS

The forecast of future pre-project conditions was prepared in accordance to procedures outlined in Section 15130 of the CEQA Guidelines. Specifically, the CEQA Guidelines provide two options for developing the future traffic volume forecast:

> "(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or
>
> (B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency."

Accordingly, the traffic analysis provides a highly conservative estimate of future pre-project traffic volumes as it incorporates both the "A" and "B" options outlined in CEQA Guidelines for purposes of developing the forecast.

7.1 Related Projects

A forecast of on-street traffic conditions prior to occupancy of the proposed project was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area. With this information, the potential impact of the proposed project can be evaluated within the context of the cumulative impact of all ongoing development. The related projects research was based on information on file at the City of Los Angeles Departments of Transportation and Planning. The list of related projects in the project site area is presented in ***Table 7–1***. The location of the related projects is shown in ***Figure 7–1***.

Traffic volumes expected to be generated by the related projects were calculated using rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation* manual[7]. The related projects' respective traffic generation for the weekday AM and PM peak hours, as well as on a daily basis for a typical weekday, is summarized in *Table 7-1*. The distribution of the related projects traffic volumes to the study intersections during the weekday AM and PM peak hours are displayed in ***Figures 7–2*** and ***7–3***, respectively.

[7] Institute of Transportation Engineers *Trip Generation* manual, 8th Edition, Washington, D.C., 2008.

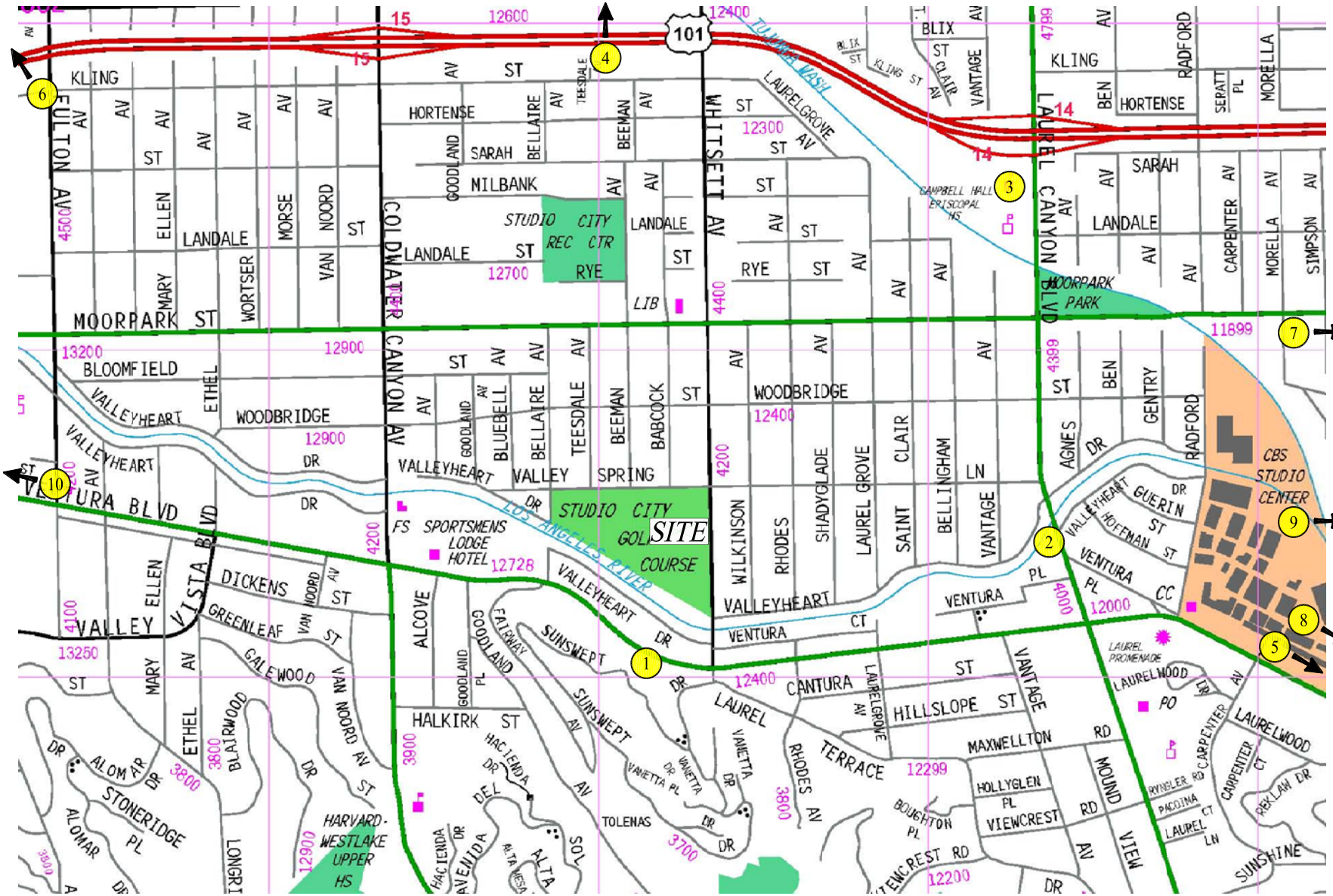
Table 7-1
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		DAILY TRIP ENDS [2]	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE	VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL
1	Proposed	VEN-2010-020 12548 Ventura Boulevard	Apartment Retail Existing Retail Other	62 DU 10,747 GLSF (3,000) GLSF 1,925 GSF	412 476 (133) 245	6 8 (2) 11	26 6 (2) 11	32 14 (4) 22	25 13 (4) 12	13 16 (4) 9	38 29 (8) 21
2	Proposed	Credit Union VEN-2008-080 4061 Laurel Canyon Boulevard	Walk-In Bank	1,467 GSF	230	4	2	6	20	29	49
3	Under Construction	Campbell Hall School SFV-2004-294 4533 Laurel Canyon Boulevard	Private School (K-12) Existing Senior Housing Existing Apartment	400 Students (54) DU (22) DU	992 (174) (148)	193 (2) (2)	123 (2) (9)	316 (4) (11)	90 (3) (9)	130 (3) (6)	220 (6) (15)
4	Approved	Sherman Village SFV-2006-130 12629 Riverside Drive	Condominium TV programme production	270 DU	1,850 (230)	28 (44)	112 (8)	140 (52)	111 (18)	60 (24)	171 (42)
5	Inactive	VEN-2004-008 11617 Ventura Boulevard	Apartment Existing Office Coffee House Existing Retail Existing Car Service Existing Restaurant	391 DU (7,793) GSF 1,000 GSF (5,598) GSF (4,065) GSF (4,000) GSF	2,628 (86) (465)	40 (11) 7	159 (1) 11	199 (12) 18	157 (2) (19)	85 (10) (13)	242 (12) (32)
6	Approved	Merdinian Evangelical School SFV-2006-044 13330 Riverside Drive	Private High School	383 Students	856	191	100	291	11	17	28
7	Proposed	SFV-2011-025 11422 W. Moorpark Street	Restaurant	124 Seats	355	2	2	4	21	11	32
8	Proposed	VEN-2006-018 11331 Ventura Boulevard	Condominium Office	62 DU (21,694) GSF	428 (239)	6 (30)	29 (4)	35 (34)	27 (5)	14 (27)	41 (32)
9	Under Construction	Aqua Vista Condos SFV-2007-032 11163 Aqua Vista Street	Condominium [3]	122 DU	709	15	39	54	32	28	60

Table 7-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT STATUS	LAND USE DATA		DAILY TRIP ENDS [2]	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE	VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL
10	Approved	Ralphs Supermarket VEN-2009-014 14049 Ventura Boulevard	Supermarket Expansion [4]	27,389 GSF	2,800	54	35	89	146	140	286
TOTAL					10,506	474	629	1,103	605	465	1,070

[1] Source: City of Los Angeles Department of Transportation Related Projects List, except as noted below. Trip generation for the related projects are based on ITE "Trip Generation", 8th Edition, 2008.
[2] Trips are one-way traffic movements, entering or leaving.
[3] Daily trip ends based on ITE Land Use Code 230 (Residential Condominium/Townhouse) trip generation average rates.
[4] Daily trip ends based on ITE Land Use Code 850 (Supermarket) trip generation average rates.



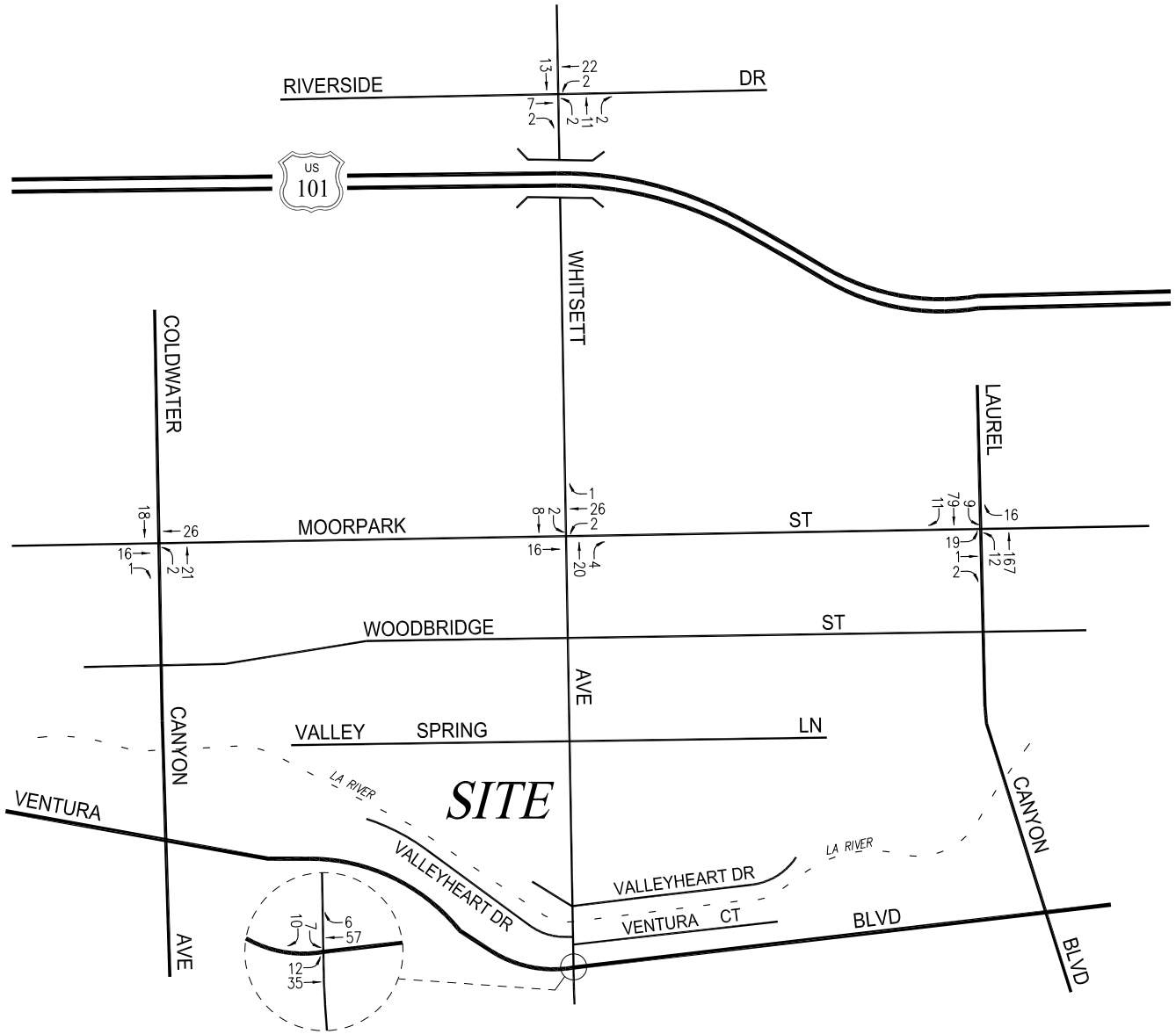
MAP SOURCE: RAND MCNALLY & COMPANY

NOT TO SCALE

FIGURE 7-1
LOCATION OF RELATED PROJECTS

LINSCOTT, LAW & GREENSPAN, engineers

STUDIO CITY SENIOR LIVING CENTER PROJECT



N

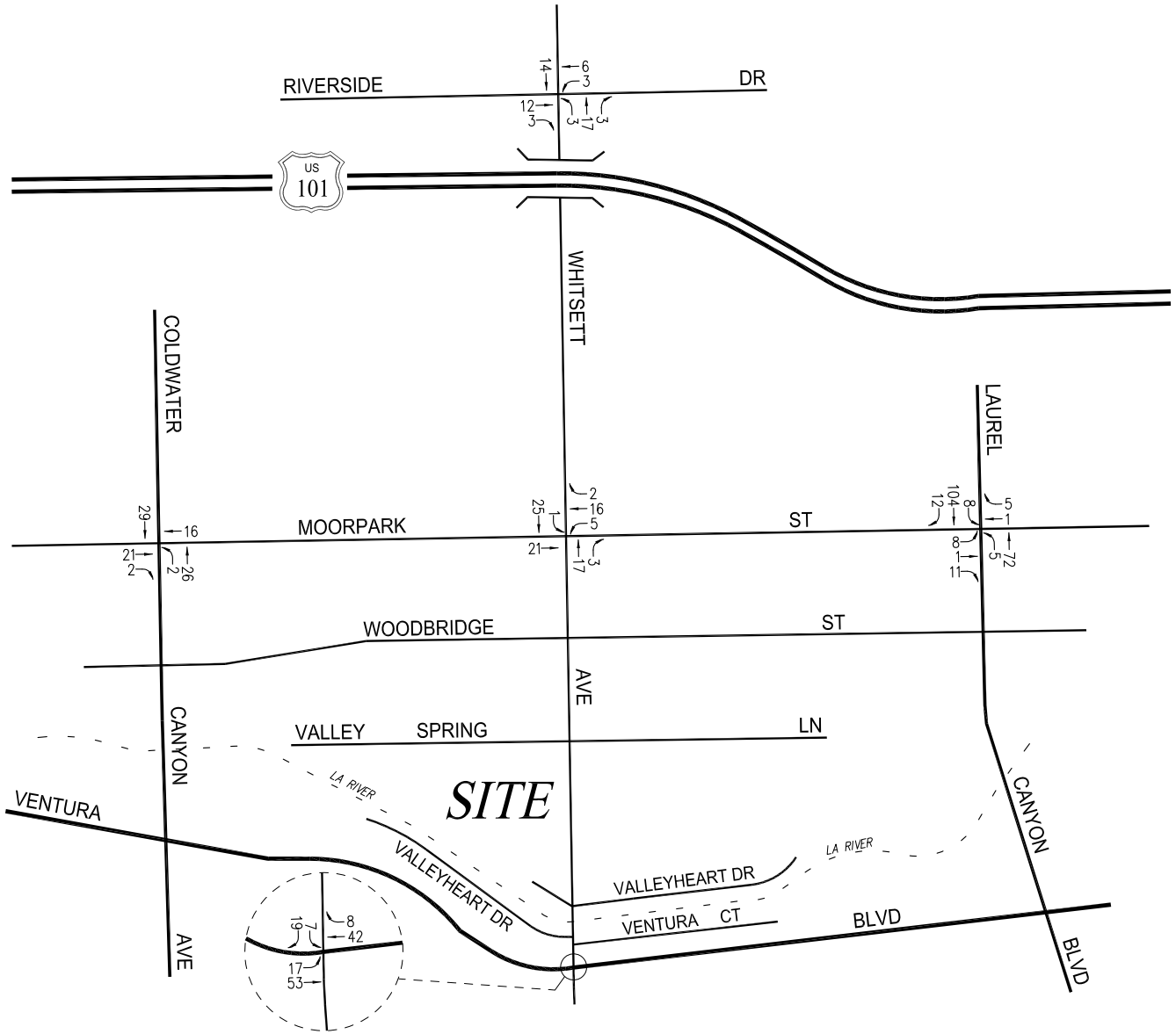
NOT TO SCALE

FIGURE 7-2
RELATED PROJECTS TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

STUDIO CITY SENIOR LIVING CENTER PROJECT

LINSCOTT, LAW & GREENSPAN, engineers



N

NOT TO SCALE

FIGURE 7-3
RELATED PROJECTS TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

STUDIO CITY SENIOR LIVING CENTER PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

7.2 Ambient Traffic Growth Factor

In order to account for unknown related projects not included in this analysis, the existing traffic volumes were increased at an annual rate of 2.0 percent (2.0%) per year to the year 2016 (i.e., the anticipated year of project build-out). The ambient growth factor was based on general traffic growth factors provided in the *2010 Congestion Management Program for Los Angeles County* (the "CMP manual") and determined in consultation with LADOT staff. It is noted that based on review of the general traffic growth factors provided in the CMP manual for the San Fernando Valley area, it is anticipated that the existing traffic volumes are expected to increase at an annual rate of less than 1.0% per year between the years 2010 and 2020. Thus, application of this annual growth factor allows for a conservative, worst case forecast of future traffic volumes in the area. Further, it is noted that the CMP manual's traffic growth rate is intended to anticipate future traffic generated by development projects in the project vicinity. Therefore, the inclusion in this traffic analysis of both a forecast of traffic generated by known related projects plus the use of an ambient growth traffic factor based on CMP traffic model data results in a conservative estimate of future traffic volumes at the study intersections.

8.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impact characteristics of the Studio City Senior Living Center project, a multi-step process has been utilized. The first step is trip generation, which estimates the total arriving and departing traffic volumes on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations or rates to the project development tabulation.

The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound project traffic volumes. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and project traffic assignments developed, the impact of the proposed project is isolated by comparing operational (i.e., Levels of Service) conditions at the selected key intersections using existing and expected future traffic volumes without and with forecast project traffic. The need for site-specific and/or cumulative local area traffic improvements can then be evaluated and the significance of the project's impacts identified.

8.1 Project Traffic Generation

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation equations and/or rates provided in the ITE *Trip Generation*, 8th Edition publication were utilized to forecast project traffic generation for the proposed project. Traffic volumes expected to be generated by the proposed project were based upon rates per number of dwelling units planned for the project. The following ITE land use trip generation average rates were used to forecast the traffic volumes expected to be generated by the project's land use components:

- Senior Housing: ITE Land Use Code 230 Residential Condominium/Townhouse
- Golf Driving Range: ITE Land Use Code 432 Golf Driving Range
- Golf Course: ITE Land Use Code 430 Golf Course

The ITE manual contains trip rates for a variety of land uses (including office buildings, shopping centers, condominiums, etc.), which have been derived based on traffic counts conducted at existing sites. However, the traffic count data submitted to ITE is for free-standing sites generally located in suburban locations, which likely do not reflect the trip generation characteristics for projects located in urban areas such as the Studio City area of the City of Los Angeles. Thus, the trip rates provided

in the ITE *Trip Generation* manual (derived from traffic counts at suburban projects) would be expected to overstate the trip generation potential for projects located in the City of Los Angeles, including the proposed Studio City Senior Living Center project.

As stated on page 1 of the ITE *Trip Generation, 8th Edition, User's Guide*: "Data were primarily collected at suburban locations having little or no transit service, nearby pedestrian amenities, or travel demand management (TDM) programs. At specific sites, the user may wish to modify trip generation rates presented in this document to reflect the presence of public transportation service, ridesharing, or other TDM measures; enhanced pedestrian and bicycle trip-making opportunities; or other special characteristics of the site or surrounding area. When practical, the user is encouraged to supplement the data in this document with local data that have been collected at similar sites." As previously documented, the area adjacent to the project site provides public transportation service, as well as enhanced pedestrian and bicycle trip-making opportunities. However, to provide a conservative, worst-case analysis, no adjustments were made to the ITE trip generation rates to account for a reduction in vehicle trips based on trips that may be made, for example, by biking or walking.

In order to further provide a conservative project trip generation forecast project-related trips, ITE Land Use Code 230 (Condominium/Townhouse) trip generation average rates were used to forecast the traffic volumes expected to be generated by the senior housing land use component, even though ITE senior housing-related trip rates may be more applicable to the proposed project. For example, the description provided in the *Trip Generation* manual for ITE Land Use Code 252 (Senior Adult Housing – Attached) is as follows: "These facilities are similar to those described in Land Use Code 251[8], except they contain apartment-like residential units. Attached senior adult housing may include limited social or recreational services, but typically lacks centralized dining or medical facilities. Residents in these communities live independently, are typically active (requiring little to no medical supervision) and may or may not be retired." It should be noted that the ITE trip rates for condominiums/townhouses are considerably higher than senior housing trip rates (e.g., the ITE Land Use Code 230 AM peak hour trip rate is 0.52 per dwelling unit as compared to the ITE Land Use Code 252 AM peak hour trip rate of 0.11 per dwelling unit). As such, the traffic forecasts for the proposed project can be considered a conservative, worst case analysis based on its use of the generic condominium trip rate.

The trip generation rates and forecast of the vehicular trips anticipated to be generated by the proposed project are presented in ***Table 8-1***. The project trip generation forecast was submitted for review and approval by LADOT staff. As summarized in *Table 8-1*, the proposed project is expected to generate no change for inbound trips and 59 net new outbound trips during the AM peak hour. During the PM peak hour, the proposed project is expected to generate 37 net new

[8] The applicable portions of ITE Land Use Code 251 (Senior Adult Housing-Detached) are as follows: "Senior adult housing consists of detached independent living developments, including retirement communities, age-restricted housing and active adult communities. These developments may include amenities such as golf courses, swimming pools, 24-hour security, transportation and common recreational facilities. However, they generally lack centralized dining and on-site health facilities. Detached senior adult housing communities may or may not be gated. Residents in these communities are typically active (requiring little to no medical supervision). The percentage of retired residents varies by development."

Table 8-1
PROJECT TRIP GENERATION [1]

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project								
Senior Housing [3]	200 DU	1,162	15	73	88	70	34	104
Golf Driving Range [4]	21 Tees	287	5	3	8	12	14	26
Golf Course [5]	9 Holes	322	16	4	20	11	14	25
Subtotal Proposed Project		1,771	36	80	116	93	62	155
Existing Site Uses								
Golf Driving Range [4]	(24) Tees	(328)	(6)	(4)	(10)	(14)	(16)	(30)
Golf Course [5]	(9) Holes	(322)	(16)	(4)	(20)	(11)	(14)	(25)
Tennis Courts [6]	(16) Courts	(497)	(14)	(13)	(27)	(31)	(31)	(62)
Subtotal Existing		(1,147)	(36)	(21)	(57)	(56)	(61)	(117)
NET INCREASE		**624**	**0**	**59**	**59**	**37**	**1**	**38**

[1] Source: ITE "Trip Generation", 8th Edition, 2008.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 230 (Residential Condominium/Townhouse) trip generation average rates.
- Daily Trip Rate: 5.81 trips/Dwelling Units (DU); 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.44 trips/DU; 17% inbound/83% outbound
- PM Peak Hour Trip Rate: 0.52 trips/DU; 67% inbound/33% outbound

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

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

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

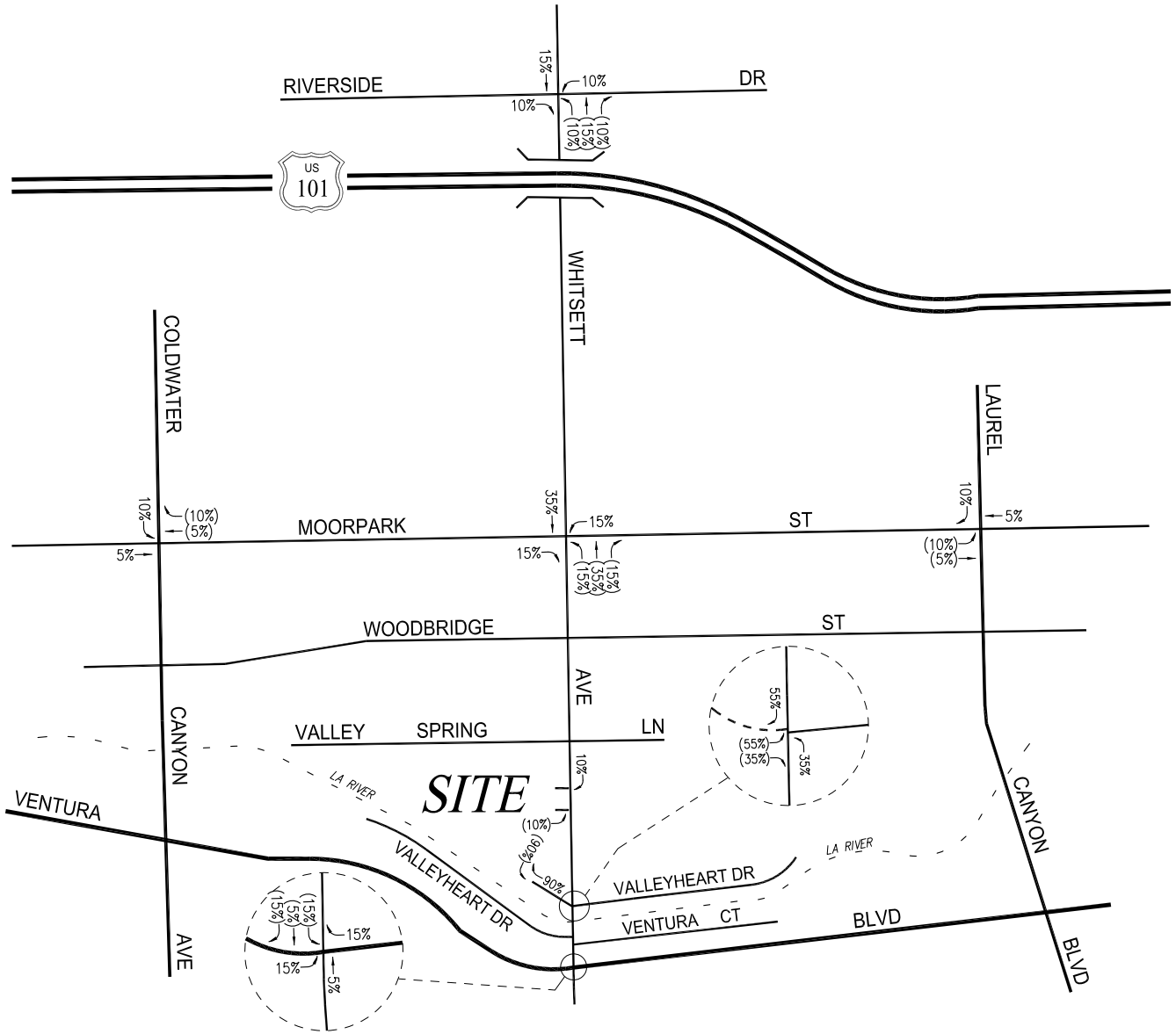
inbound trips and 1 net new outbound trip. Over a 24-hour period, the proposed project is forecast to generate 312 net new inbound trips and 312 net new outbound trips during a typical weekday.

8.2 Project Traffic Distribution and Assignment

Project traffic was assigned to the local roadway system based on a traffic distribution pattern developed in consultation with LADOT staff. The traffic distribution pattern reflects the proposed project land use, the proposed project site access scheme, existing traffic movements, characteristics of the surrounding roadway system, proximity to downtown Los Angeles, and nearby employment and residential areas. Project traffic volumes both entering and exiting the site have been distributed and assigned to the adjacent street system based on the following considerations:

- The site's proximity to major traffic corridors (i.e., U.S. 101 Freeway, Coldwater Canyon Avenue, Whitsett Avenue, Laurel Canyon Boulevard, Moorpark Street, and Ventura Boulevard);
- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals;
- Existing intersection traffic volumes;
- Ingress/egress availability at the project site;
- The location of existing and proposed parking areas;
- Assuming the driving range land use component will be served by the planned Whitsett Avenue driveways (i.e., the existing site trip distribution pattern); and
- Input from LADOT staff.

The general, directional traffic distribution patterns for the proposed project are presented in ***Figure 8-1***. The forecast net new weekday AM and PM peak hour project traffic volumes at the study intersections associated with the proposed project are presented in ***Figures 8-2*** and ***8-3***, respectively. The traffic volume assignments presented in *Figures 8-2* and *8-3* reflect the traffic distribution characteristics shown in *Figure 8-1* and the project traffic generation forecast presented in *Table 8-1*. Additionally, it should be noted that the existing site trip distribution pattern is provided in ***Appendix B*** (refer to Appendix Figure B-1).



N

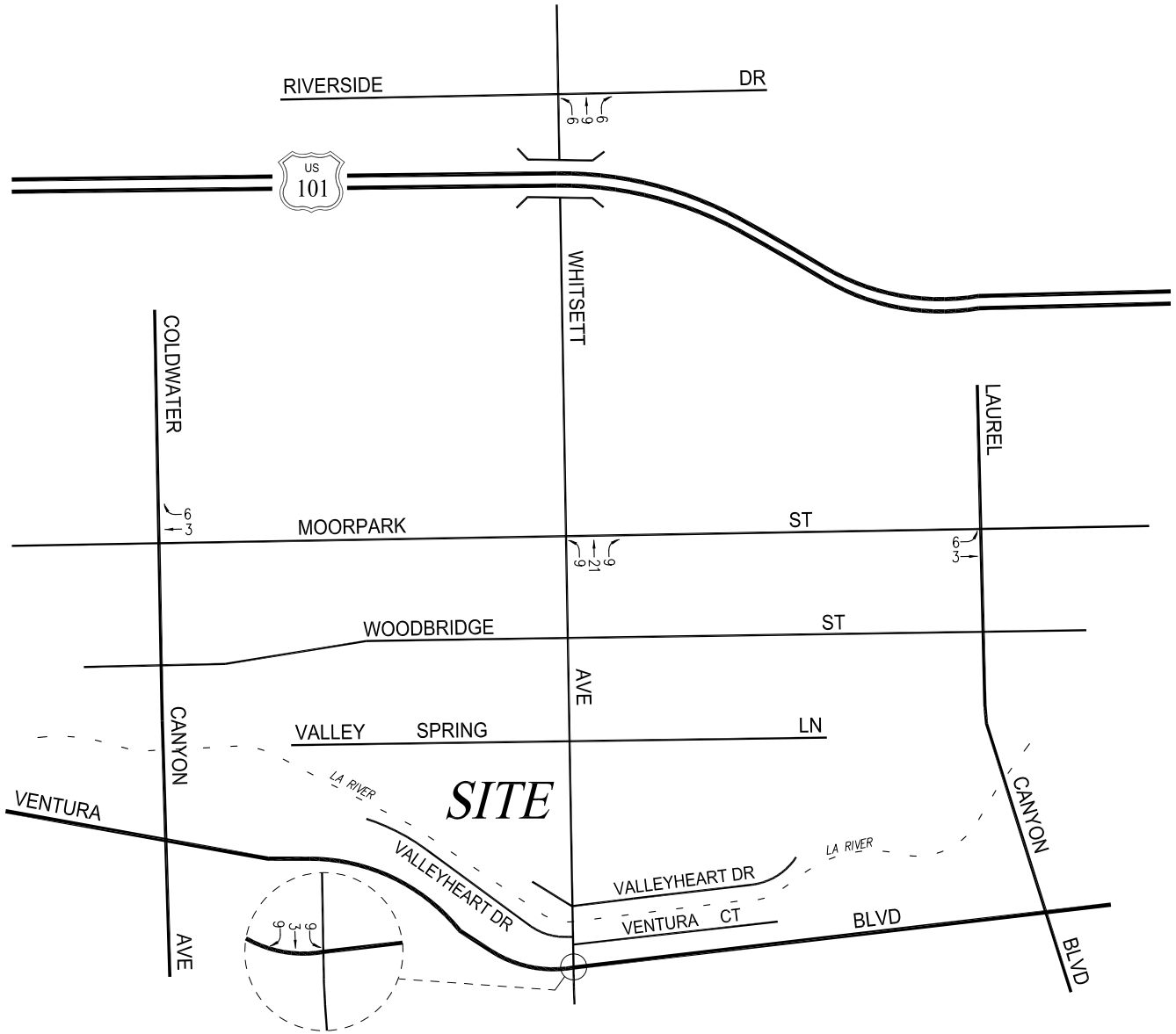
NOT TO SCALE

XX = INBOUND PERCENTAGES
(XX) = OUTBOUND PERCENTAGES

FIGURE 8-1
PROJECT TRIP DISTRIBUTION

LINSCOTT, LAW & GREENSPAN, engineers

STUDIO CITY SENIOR LIVING CENTER PROJECT



N

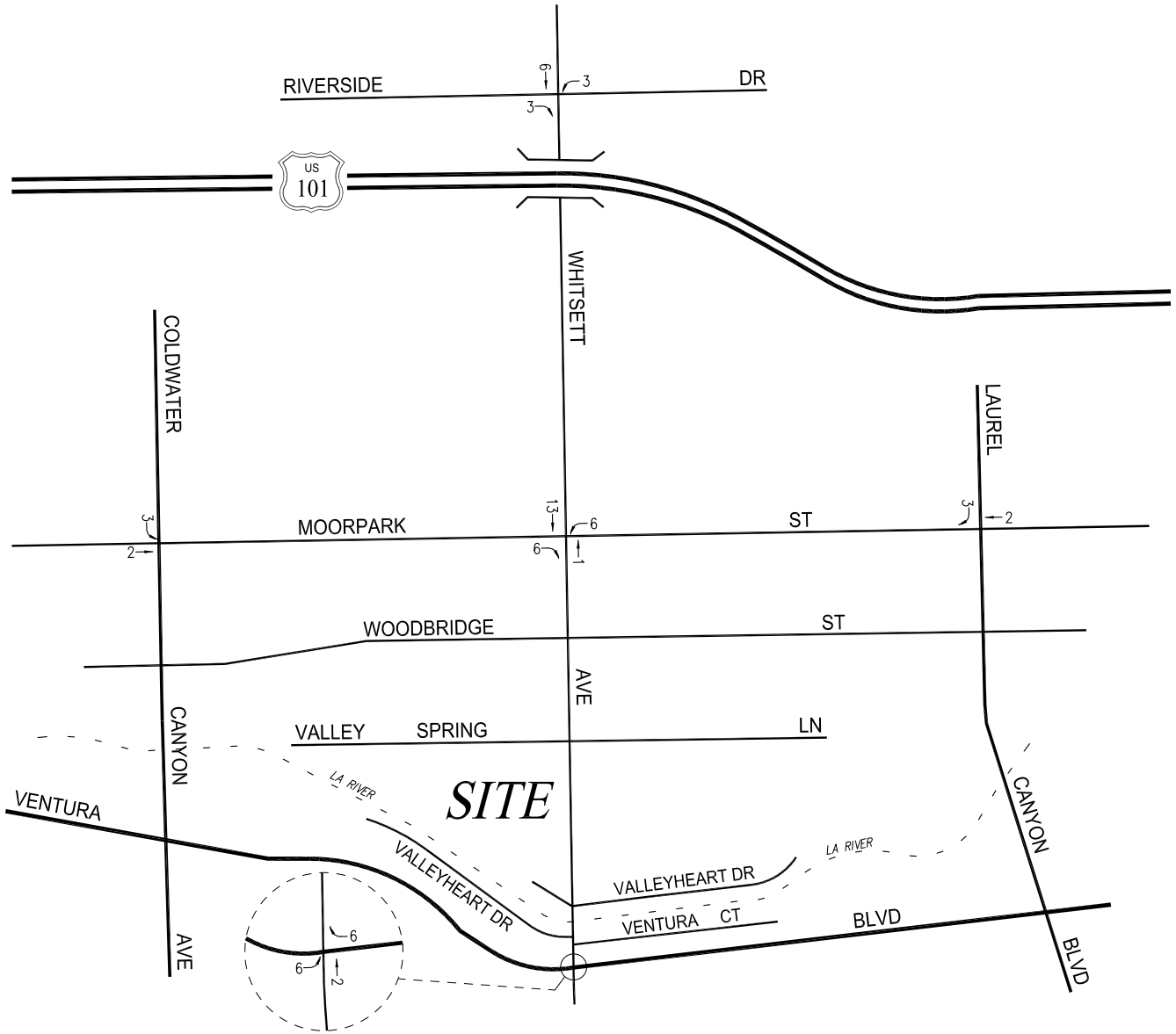
NOT TO SCALE

FIGURE 8-2
NET NEW PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

STUDIO CITY SENIOR LIVING CENTER PROJECT

LINSCOTT, LAW & GREENSPAN, engineers



N

NOT TO SCALE

FIGURE 8-3
NET NEW PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

STUDIO CITY SENIOR LIVING CENTER PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

9.0 TRAFFIC IMPACT ANALYSIS METHODOLOGY

9.1 Study Intersections

The study intersections were evaluated using the Critical Movement Analysis (CMA) method of analysis that determines Volume-to-Capacity (*v/c*) ratios on a critical lane basis. The overall intersection *v/c* ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. Level of Service varies from LOS A (free flow) to LOS F (jammed condition). A description of the CMA method and corresponding Level of Service is provided in ***Appendix C***.

9.1.1 *Impact Criteria and Thresholds*

The relative impact of the added project traffic volumes to be generated by the proposed project during the AM and PM peak hours was evaluated based on analysis of future operating conditions at the study intersections, without and with the proposed project. The previously discussed capacity analysis procedures were utilized to evaluate the future *v/c* relationships and service level characteristics at each study intersection.

The significance of the potential impacts of project generated traffic was identified using the traffic impact criteria set forth in LADOT's *Traffic Study Policies and Procedures,* August, 2011. According to the City's published traffic study guidelines, the impact is considered significant if the project-related increase in the *v/c* ratio equals or exceeds the thresholds presented in ***Table 9–1***.

Table 9-1
CITY OF LOS ANGELES
INTERSECTION IMPACT THRESHOLD CRITERIA

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

The City's Sliding Scale Method requires mitigation of project traffic impacts whenever traffic generated by the proposed development causes an increase of the analyzed intersection *v/c* ratio by an amount equal to or greater than the values shown above.

9.1.2 *Traffic Impact Analysis Scenarios*

Pursuant to LADOT's traffic study, Level of Service calculations have been prepared for the following scenarios for the study intersections:

(a) Existing (2012) conditions.

(b) Condition (a) with completion and occupancy of the project.

(c) Condition (b) with implementation of project mitigation measures where necessary.

(d) Condition (a) plus two percent (2.0%) annual ambient traffic growth through year 2016 and with completion and occupancy of the related projects (i.e., future cumulative pre-project)

(e) Condition (d) with completion and occupancy of the project.

(f) Condition (e) with implementation of project mitigation measures where necessary.

The traffic volumes for each new condition were added to the volumes in the prior condition to determine the change in capacity utilization at the study intersections.

9.1.3 *LADOT ATSAC/ATCS*

The City of Los Angeles Automated Traffic Surveillance and Control (ATSAC) and Adaptive Traffic Control System (ATCS) provides computer control of traffic signals allowing automatic adjustment of signal timing plans to reflect changing traffic conditions, identification of unusual traffic conditions caused by accidents, the ability to centrally implement special purpose short term traffic timing changes in response to incidents, and the ability to quickly identify signal equipment malfunctions. ATCS provides real time control of traffic signals and includes additional loop detectors, closed-circuit television, an upgrade in the communications links and a new generation of traffic control software. LADOT estimates that the ATSAC system reduces the critical *v/c* ratios by seven percent (0.07). The ATCS system upgrade further reduces the critical *v/c* ratios by three percent (0.03) for a total of 10 percent (0.10). ATSAC/ATCS system upgrades for all five study intersections have been implemented as part of the LADOT Victory ATSAC/ATCS system (System No. 6). Accordingly, the Level of Service calculations reflect a 0.10 adjustment for all analysis scenarios evaluated.

9.2 Neighborhood Street Segment Impact Criteria and Thresholds

In order to address the issue of regional through traffic using local streets in neighborhoods adjacent to the proposed project site, two local residential street segments located near the project site have been analyzed for potential significant impacts associated with the proposed project. The significance of the potential impacts of project generated traffic at the study street segments were identified using criteria set forth in the LADOT's *Traffic Study Policies and Procedures,* August, 2011. According to the City's published traffic study guidelines, a transportation impact on a local residential street shall be deemed significant based on an increase in the project Average Daily Traffic (ADT) volumes as shown in ***Table 9-2***.

Table 9-2 CITY OF LOS ANGELES LOCAL RESIDENTIAL STREET SEGMENT IMPACT THRESHOLD CRITERIA	
Projected Average Daily Traffic With Project (Final ADT)	**Project-Related Increase in ADT**
0 to 999	16 percent or more of final ADT
1,000 or more	12 percent or more of final ADT
2,000 or more	10 percent or more of final ADT
3,000 or more	8 percent or more of final ADT

Potential project-related traffic impacts at the two neighborhood street segments were analyzed for the following conditions:

(a) Existing conditions.

(b) Condition (a) with completion and occupancy of the proposed project.

(c) Condition (a) plus 2.0 percent (2.0%) ambient traffic growth through year 2016.

(d) Condition (c) with completion and occupancy of the proposed project.

As noted above, the future pre-project conditions were forecast using a 2.0 percent (2.0%) annual ambient growth factor to derive year 2016 conditions. Application of this ambient growth factor allows for a conservative forecast of future traffic volumes in that the analyzed street segments are situated within well established, built-out residential neighborhoods which for the most part do not offer direct cut-through opportunities. For purposes of estimating the potential contribution of project-related traffic, it should be noted that one percent (1.0%) has been utilized as a default distribution percentage for the study street segments where no project-related traffic is expected or forecast in the traffic impact study. As nearly all project-related traffic is anticipated to travel along the key arterials providing direct access to the proposed project site, the use of this default factor is intended to account for potential trips associated with motorists unfamiliar with the area who inadvertently travel on a neighborhood street segment.

10.0 TRAFFIC ANALYSIS

The traffic impact analysis prepared for the study intersections using the CMA methodology and application of the City of Los Angeles significant traffic impact criteria is summarized in ***Table 10–1***. The CMA data worksheets for the analyzed intersections are contained in *Appendix C*.

10.1 Study Intersections

10.1.1 *Existing Conditions*

As indicated in column [1] of *Table 10–1*, three of the five study intersections are presently operating at LOS D or better during the weekday AM and PM peak hours under existing conditions. The remaining study intersections are currently operating at LOS E or F during the peak hour as shown below under existing conditions:

- No. 3: Whitsett Avenue/Moorpark Street AM Peak Hour: *v/c*=0.963, LOS E
- No.5: Laurel Canyon Boulevard/Moorpark Street PM Peak Hour: *v/c*=1.003, LOS F

The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in *Figures 6–1* and *6–2*, respectively.

10.1.2 *Existing With Project Conditions*

As shown in column [2] of *Table 10–1,* application of the City's threshold criteria to the "Existing With Project" scenario indicates that the proposed project is not expected to create significant impacts at any of the five study intersections. Incremental, but not significant, impacts are noted at the study intersections. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections under the "Existing With Project" conditions. The existing with project traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 10–1*** and ***10–2***, respectively.

10.1.3 *Future Cumulative Pre-Project Conditions*

The future cumulative pre-project conditions were forecast based on the addition of traffic generated by the completion and occupancy of related projects, as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth). The *v/c* ratios at all of the study intersections are incrementally increased with the addition of ambient traffic and traffic generated by the related projects listed in *Table 7–1*. As presented in column [3] of *Table 10–1*, two of the five study intersections are expected to continue operating at LOS D or better during the weekday AM and PM peak hours with the addition of growth in ambient traffic and related project traffic under the future cumulative pre-project conditions. The remaining study intersections are expected to operate at LOS E or F during the peak hour shown below with the addition of growth in ambient traffic and related project traffic:

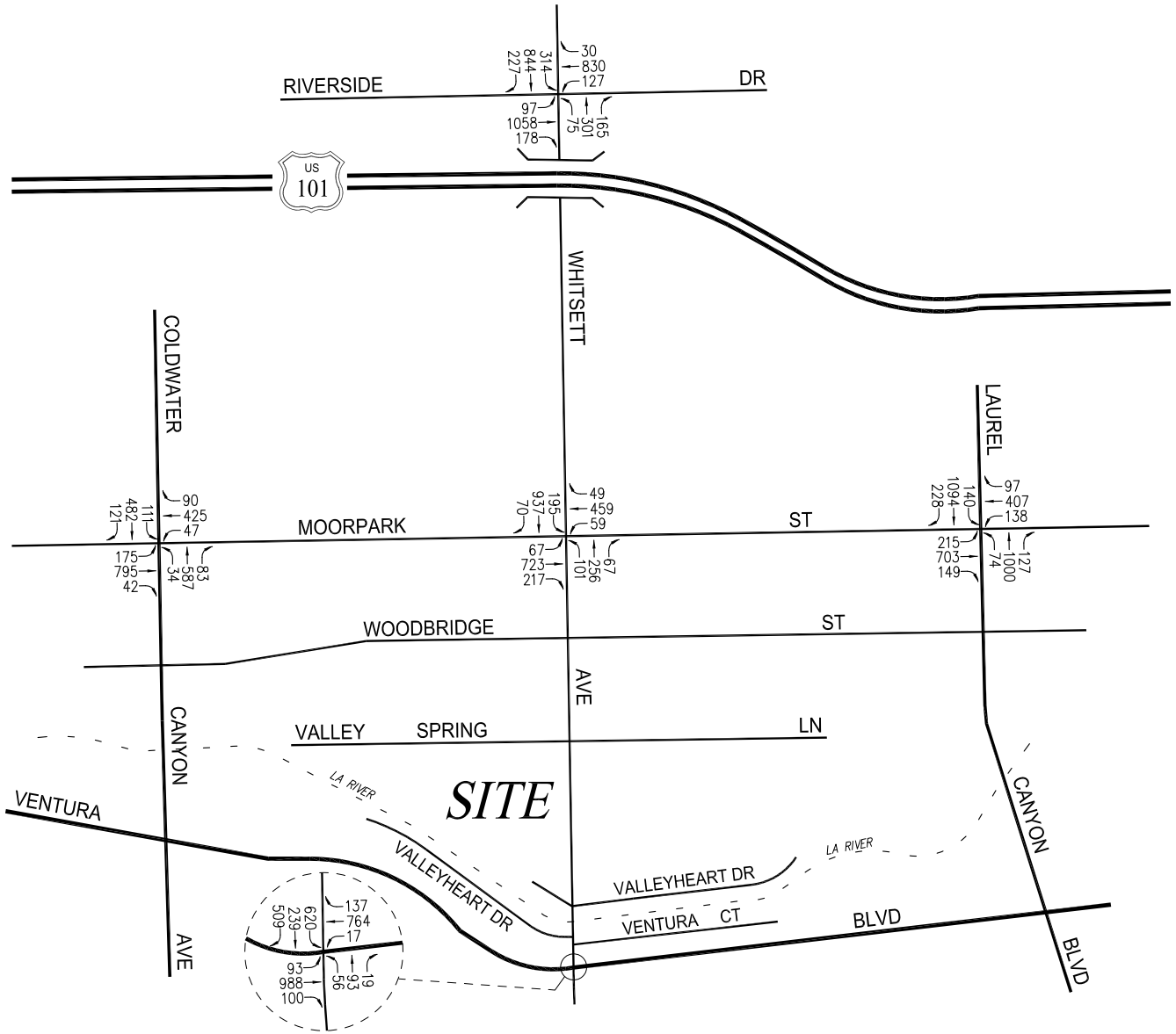
- No. 3: Whitsett Avenue/Moorpark Street AM Peak Hour: *v/c*=1.066, LOS F

Table 10-1
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2012 EXISTING V/C	LOS	[2] YEAR 2012 EXISTING W/ PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT	[3] YEAR 2016 FUTURE PRE-PROJECT V/C	LOS	[4] YEAR 2016 FUTURE WITH PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT
1	Coldwater Canyon Avenue/	AM	0.759	C	0.759	C	0.000	NO	0.847	D	0.847	D	0.000	NO
	Moorpark Street	PM	0.748	C	0.750	C	0.002	NO	0.837	D	0.839	D	0.002	NO
2	Whitsett Avenue/	AM	0.800	C	0.804	D	0.004	NO	0.885	D	0.889	D	0.004	NO
	Riverside Drive	PM	0.678	B	0.678	B	0.000	NO	0.751	C	0.751	C	0.000	NO
3	Whitsett Avenue/	AM	0.963	E	0.969	E	0.006	NO	1.066	F	1.072	F	0.006	NO
	Moorpark Street	PM	0.721	C	0.721	C	0.000	NO	0.807	D	0.808	D	0.001	NO
4	Whitsett Avenue/	AM	0.645	B	0.651	B	0.006	NO	0.723	C	0.729	C	0.006	NO
	Ventura Boulevard	PM	0.830	D	0.838	D	0.008	NO	0.940	E	0.948	E	0.008	NO
5	Laurel Canyon Boulevard/	AM	0.883	D	0.887	D	0.004	NO	1.020	F	1.024	F	0.004	NO
	Moorpark Street	PM	1.003	F	1.004	F	0.001	NO	1.131	F	1.133	F	0.002	NO

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

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



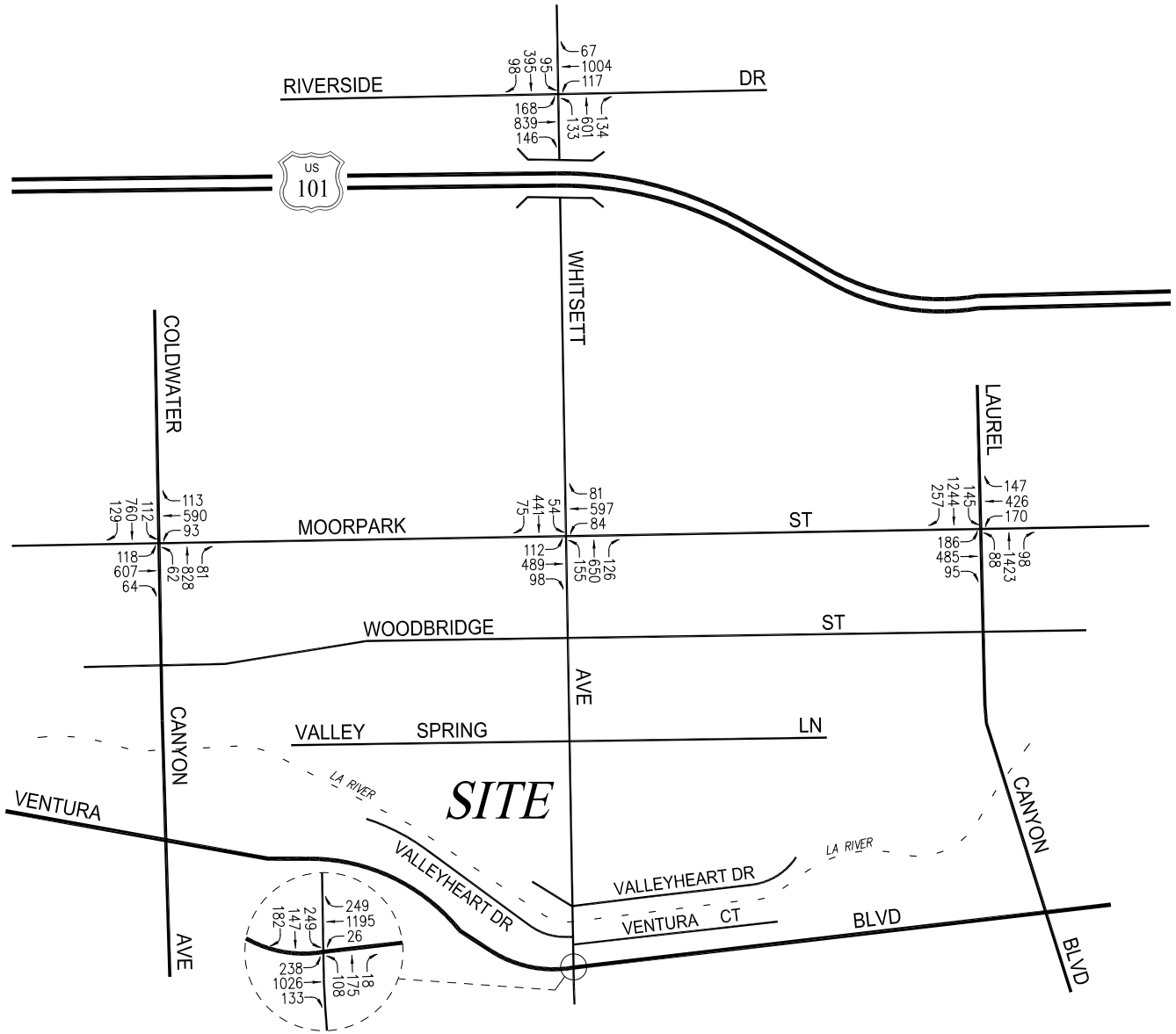
NOT TO SCALE

FIGURE 10-1
EXISTING WITH PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

STUDIO CITY SENIOR LIVING CENTER PROJECT

LINSCOTT, LAW & GREENSPAN, engineers



N

NOT TO SCALE

FIGURE 10-2
EXISTING WITH PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

STUDIO CITY SENIOR LIVING CENTER PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

- No. 4: Whitsett Avenue/Ventura Boulevard — PM Peak Hour: *v/c*=0.940, LOS E
- No.5: Laurel Canyon Boulevard/Moorpark Street — AM Peak Hour: *v/c*=1.020, LOS F; PM Peak Hour: *v/c*=1.131, LOS F

The future cumulative pre-project (existing, ambient growth and related projects) traffic volumes at the study intersections during the weekday AM and PM peak hours are presented in ***Figures 10–3*** and ***10–4***, respectively.

10.1.4 *Future Cumulative With Project Conditions*

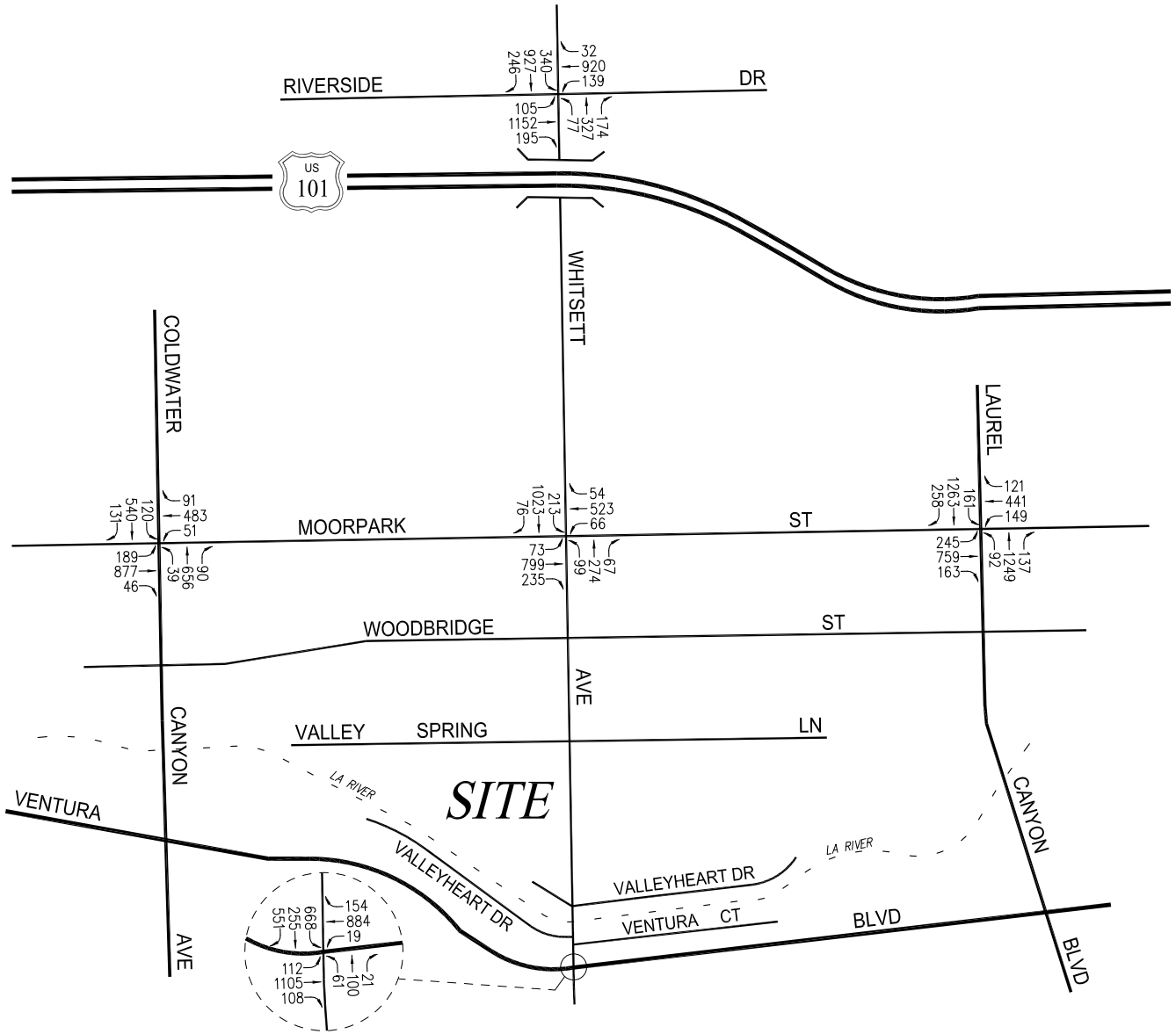
As shown in column [4] of *Table 10–1,* application of the City's threshold criteria to the "With Proposed Project" scenario indicates that the proposed project is not expected to create significant impacts at the five study intersections. Incremental, but not significant, impacts are noted at the study intersections and two of the five study intersections are expected to continue operating at LOS D or better during the weekday AM and PM peak hours with the addition of growth in ambient traffic, related project traffic, and project traffic, as presented in *Table 10–1*.

The future cumulative with project (existing, ambient growth, related projects and project) traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 10–5*** and ***10–6***, respectively.

10.2 Neighborhood Study Street Segment Analysis

The forecast traffic conditions at the analyzed street segments for existing, existing with project, future cumulative pre-project and future with proposed project scenarios are summarized in ***Table 10-2***. The year 2012 24-hour traffic count data were utilized to evaluate the existing conditions. As indicated in Column [6] of *Table 10-2*, for purposes of estimating future pre-project traffic volume, a two percent (2.0%) annual growth rate through the year 2016 was conservatively added to the existing ADT volume to account for traffic generated by the related projects, as well as increases in general ambient traffic, to forecast the future cumulative pre-project traffic volumes.

As presented in Columns [5] and [9] of *Table 10-2*, the proposed project daily trips will incrementally affect traffic volumes on the analyzed street segments for the existing with project and future with project conditions, respectively. As shown in *Table 10-2*, application of LADOT's threshold criteria for local residential street segment analysis indicates that the proposed project is not anticipated to significantly impact either of the analyzed street segments.



N

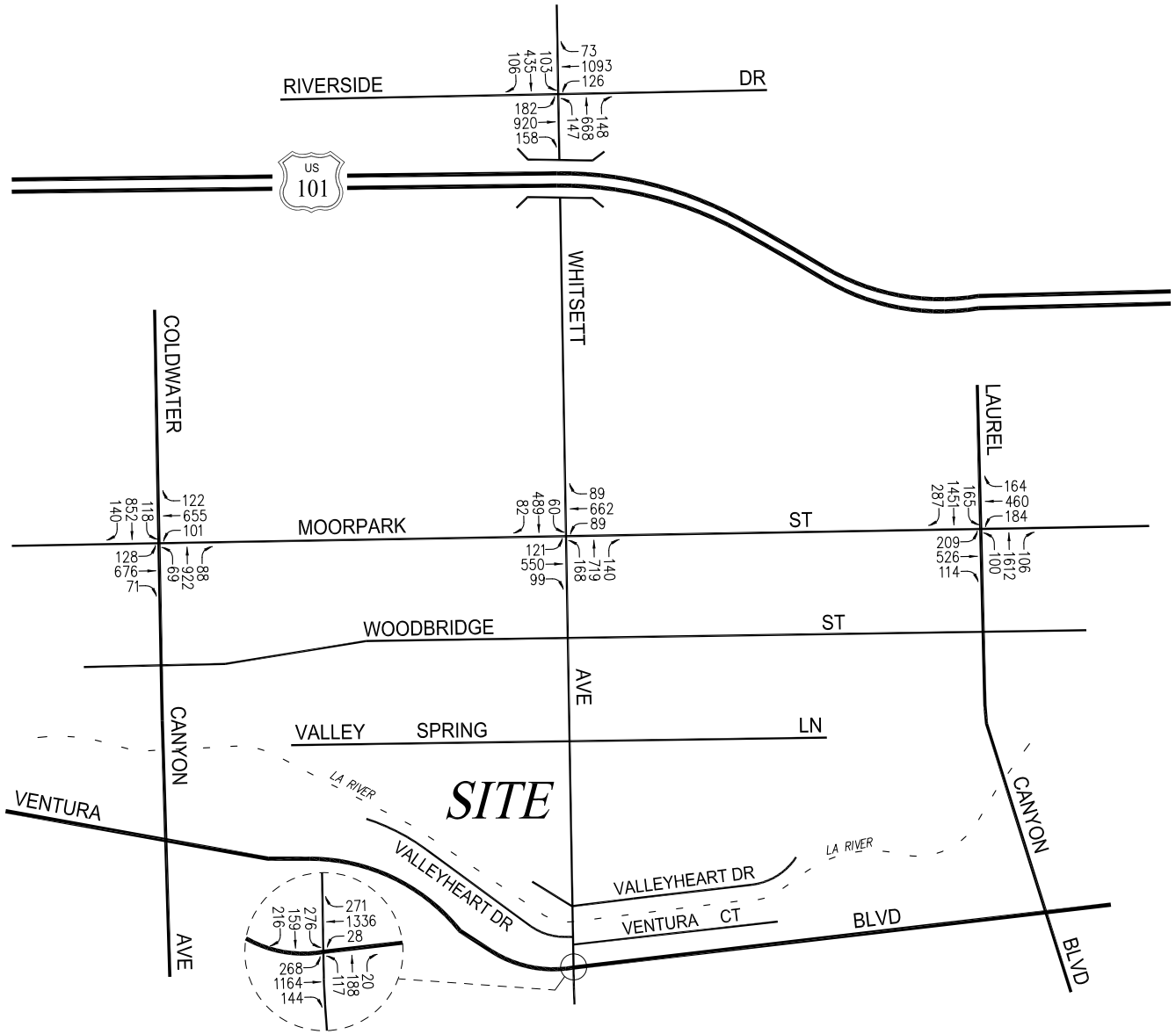
NOT TO SCALE

FIGURE 10-3
FUTURE PRE-PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

STUDIO CITY SENIOR LIVING CENTER PROJECT

LINSCOTT, LAW & GREENSPAN, engineers



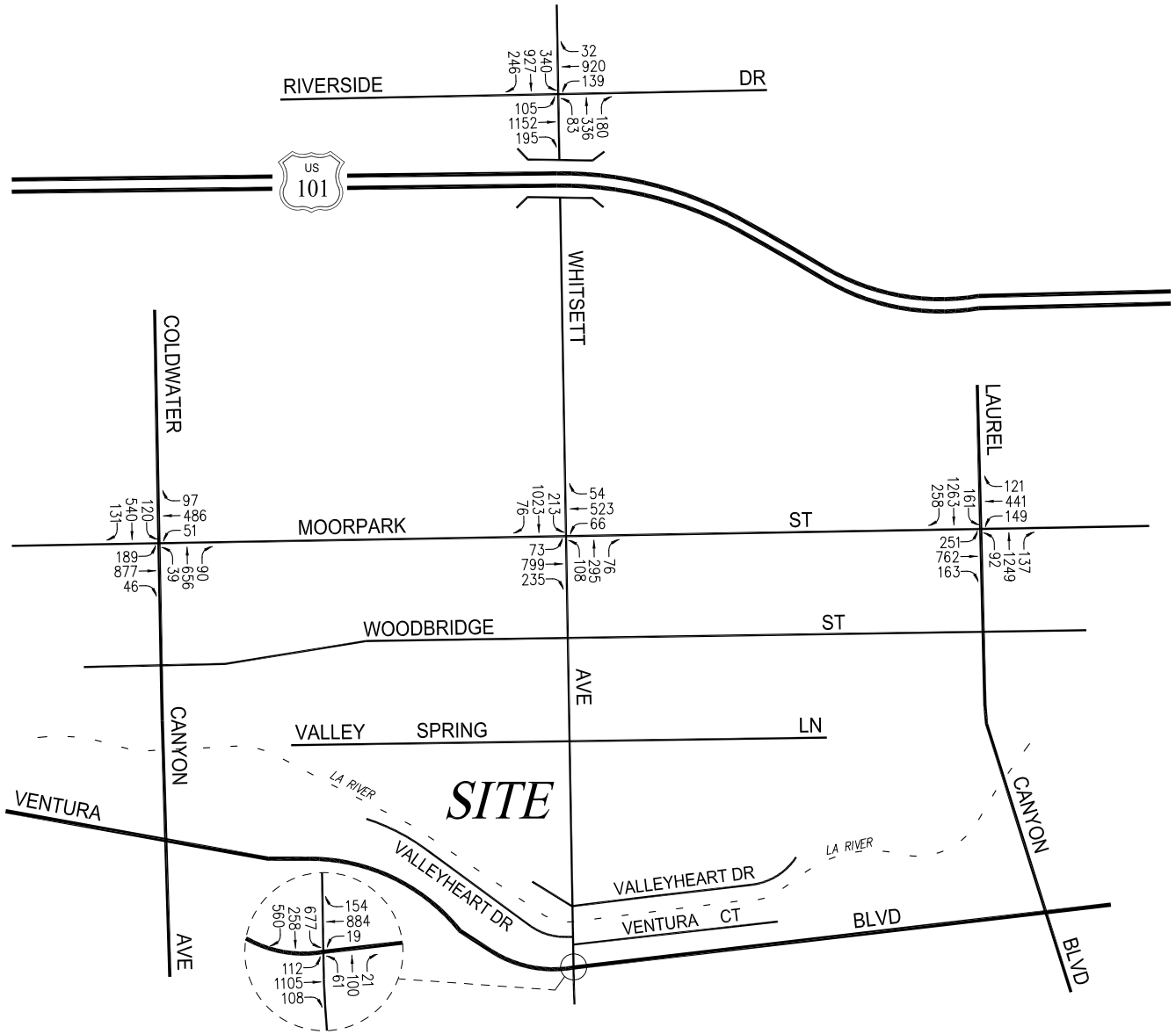
NOT TO SCALE

FIGURE 10-4
FUTURE PRE-PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

STUDIO CITY SENIOR LIVING CENTER PROJECT

LINSCOTT, LAW & GREENSPAN, engineers



N

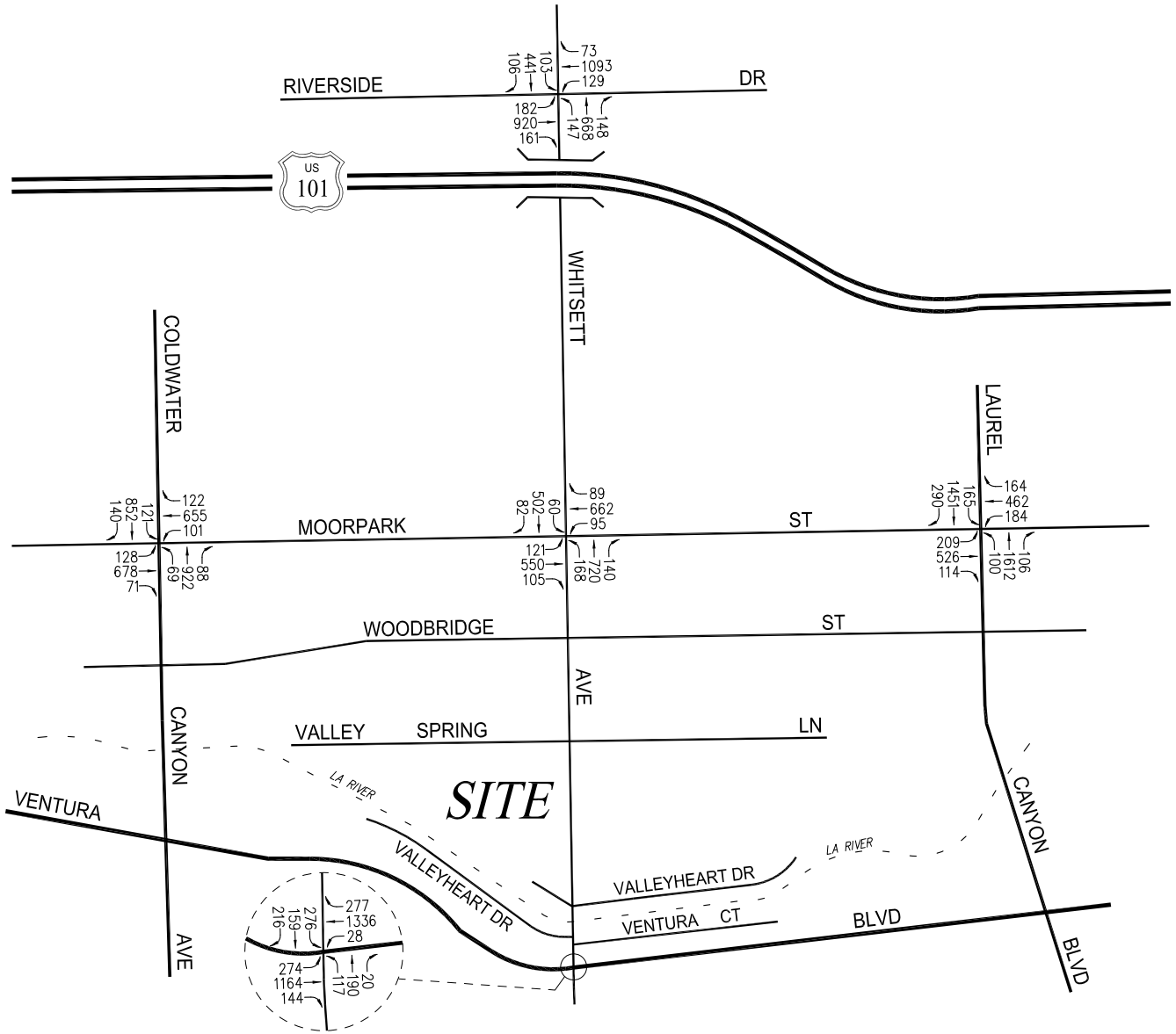
NOT TO SCALE

FIGURE 10-5
FUTURE CUMULATIVE WITH PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

STUDIO CITY SENIOR LIVING CENTER PROJECT

LINSCOTT, LAW & GREENSPAN, engineers



NOT TO SCALE

FIGURE 10-6
FUTURE CUMULATIVE WITH PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

STUDIO CITY SENIOR LIVING CENTER PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

Table 10-2
NEIGHBORHOOD STREET SEGMENT ANALYSIS SUMMARY

NO.	STREET SEGMENT	[1] YEAR 2012 EXISTING 24-HOUR VOLUME	[2] DAILY PROJECT BUILD-OUT TRIP ENDS	[3] YEAR 2012 EXISTING WITH PROJECT [(1)+(2)]	[4] % ADT INCREASE WITH PROJECT [(2)/(3)]	[5] EXISTING WITH PROJECT SEGMENT IMPACT	[6] YEAR 2016 FUTURE PRE-PROJECT VOLUME	[7] YEAR 2016 FUTURE WITH PROJECT [(2)+(6)]	[8] % ADT INCREASE WITH PROJECT [(2)/(7)]	[9] FUTURE WITH PROJECT SEGMENT IMPACT
1	Valley Spring Lane between Babcock Ave. & Whitsett Ave.	868	6	874	0.7%	NO	894	900	0.7%	NO
2	Valley Spring Lane between Whitsett Ave. & Wilkinson Ave.	1,073	6	1,079	0.6%	NO	1,105	1,111	0.5%	NO

[1] The existing average daily traffic (ADT) volumes were determined based on counts conducted by The Traffic Solution. Copies of the ADT count summary data worksheets are provided in Appendix A. The year 2011 ADT volume data were adjusted by two percent (2.0%) to reflect year 2012 existing conditions.

[2] Net project build-out daily trip ends include inbound and outbound trips based on the project trip generation forecasts provided in Table 8-1. Please note that one percent (1.0%) has been utilized as a default distribution percentage for the neighborhood study street segments where no project-related traffic is expected or forecast in the traffic study. As all project-related traffic is anticipated to travel along the key arterials providing direct access to the project site, the use of this default factor is intended to account for potential trips associated with motorists who unexpectedly or inadvertently travel on a neighborhood street segment.

[3] Total of columns [1] and [2].

[4] Percent project-related increase based on column [2] divided by column [3].

[5]/[9] According to LADOT's "Traffic Study Policies & Procedures," August 2011: "A local residential street shall be deemed significantly impacted based on an increase in the projected average daily traffic (ADT) volumes."

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

[6] An ambient growth rate of two percent (2.0%) per year was assumed to derive the year 2016 future pre-project traffic volumes.

[7] Total of columns [2] and [6].

[8] Percent project-related increase based on column [2] divided by column [7].

11.0 CONGESTION MANAGEMENT PROGRAM TRAFFIC IMPACT ASSESSMENT

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the California State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system.

As required by the 2010 Congestion Management Program for Los Angeles County, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis has been prepared in accordance with procedures outlined in the *2010 Congestion Management Program for Los Angeles County*, County of Los Angeles Metropolitan Transportation Authority, 2010.

According to Section D.9.1 (Appendix D, page D-6) of the 2010 CMP manual, the criteria for determining a significant transportation impact is listed below:

> "A significant transportation impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C $\geq$ 0.02), causing or worsening LOS F (V/C > 1.00)."

The CMP impact criteria apply for analysis of both intersection and freeway monitoring locations.

11.1 Intersections

The following CMP intersection monitoring locations in the project vicinity have been identified:

- CMP Station — Intersection

  No. 74 — Ventura Boulevard/Laurel Canyon Boulevard

  No. 76 — Ventura Boulevard/Sepulveda Boulevard

  No. 78 — Ventura Boulevard/Woodman Avenue

The CMP TIA guidelines require that intersection monitoring locations must be examined if the proposed project will add 50 or more trips during either the AM or PM weekday peak hours. The proposed project will not add 50 or more trips during either the AM or PM weekday peak hours (i.e., of adjacent street traffic) at the three CMP monitoring intersections in the project vicinity, which is stated in the CMP manual as the threshold criteria for a traffic impact assessment. Therefore, no further review of potential impacts to intersection monitoring locations that are part of the CMP highway system is required.

11.2 Freeways

The following CMP freeway monitoring locations have been identified in the project vicinity:

- CMP Station — Location

  No. 1038 — 101 Freeway at Coldwater Canyon Avenue

  No. 1057 — 170 Freeway south of Sherman Way

The CMP TIA guidelines require that freeway monitoring locations must be examined if the proposed project will add 150 or more trips (in either direction) during either the AM or PM weekday peak hours. The proposed project will not add 150 or more trips (in either direction) during either the AM or PM weekday peak hours to CMP freeway monitoring locations which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. Therefore, no further review of potential impacts to freeway monitoring locations that are part of the CMP highway system is required.

11.3 Transit Impact Review

As required by the *2010 Congestion Management Program for Los Angeles County*, a review has been made of the potential impacts of the project on transit service. As discussed in Subsection 5.5 herein, existing transit service is provided in the vicinity of the proposed Studio City Senior Living Center project.

The project trip generation for only the senior housing land use component, as shown in *Table 8–1*, was adjusted by values set forth in the CMP (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 3.5 percent of the total person trips) to estimate transit trip generation. Pursuant to the CMP guidelines, the proposed project is forecast to generate demand for four transit trips during the AM peak hour and five transit trips during the PM peak hour. Over a 24-hour period, the proposed project is forecast to generate demand for 57 daily transit trips. The transit trip calculations are as follows:

- AM Peak Hour = $88 \times 1.4 \times 0.035 = 4$ Transit Trips
- PM Peak Hour = $104 \times 1.4 \times 0.035 = 5$ Transit Trips
- Daily Trips = $1{,}162 \times 1.4 \times 0.035 = 57$ Transit Trips

As shown in *Table 5–1,* seven bus transit lines and routes are provided adjacent to or in close proximity the project site. As outlined in *Table 5–1*, under the "No. of Buses During Peak Hour" column, these seven transit lines provide services for an average of (i.e., average of the directional number of buses during the peak hours) generally 46 buses during the AM peak hour and roughly 42 buses during the PM peak hour. Therefore, based on the above calculated AM and PM peak hour trips, this would correspond to less than one additional transit rider per bus. It is anticipated that the existing transit service in the project area will adequately accommodate the

increase of project-generated transit trips. Thus, given the low number of project-generated transit trips per bus, no project impacts on existing or future transit services in the project area are expected to occur as a result of the proposed project.

12.0 CONCLUSIONS

This traffic impact analysis has been prepared to evaluate the potential impacts to the local street system due to the Studio City Senior Living Center project. Five intersections and two neighborhood street segments were identified and analyzed in order to determine changes in operations following construction and occupancy of the proposed project. Application of the impact threshold criteria from the City of Los Angeles indicates that none of the five study intersections and two study street segments would be significantly impacted by the forecast project traffic. Incremental but not significant impacts are noted at the study locations evaluated in this analysis. As no significant impacts are expected due to the proposed project, no traffic mitigation measures are required or recommended for the study locations.

APPENDIX A

TRAFFIC COUNT DATA

- MANUAL PEAK HOUR INTERSECTION TRAFFIC COUNT DATA
- 24-HOUR MACHINE STREET SEGMENT TRAFFIC COUNT DATA

City Traffic Counters, LLC.
626-256-4171

File Name : CCMoorpark
Site Code : 00000000
Start Date : 1/19/2012
Page No : 1

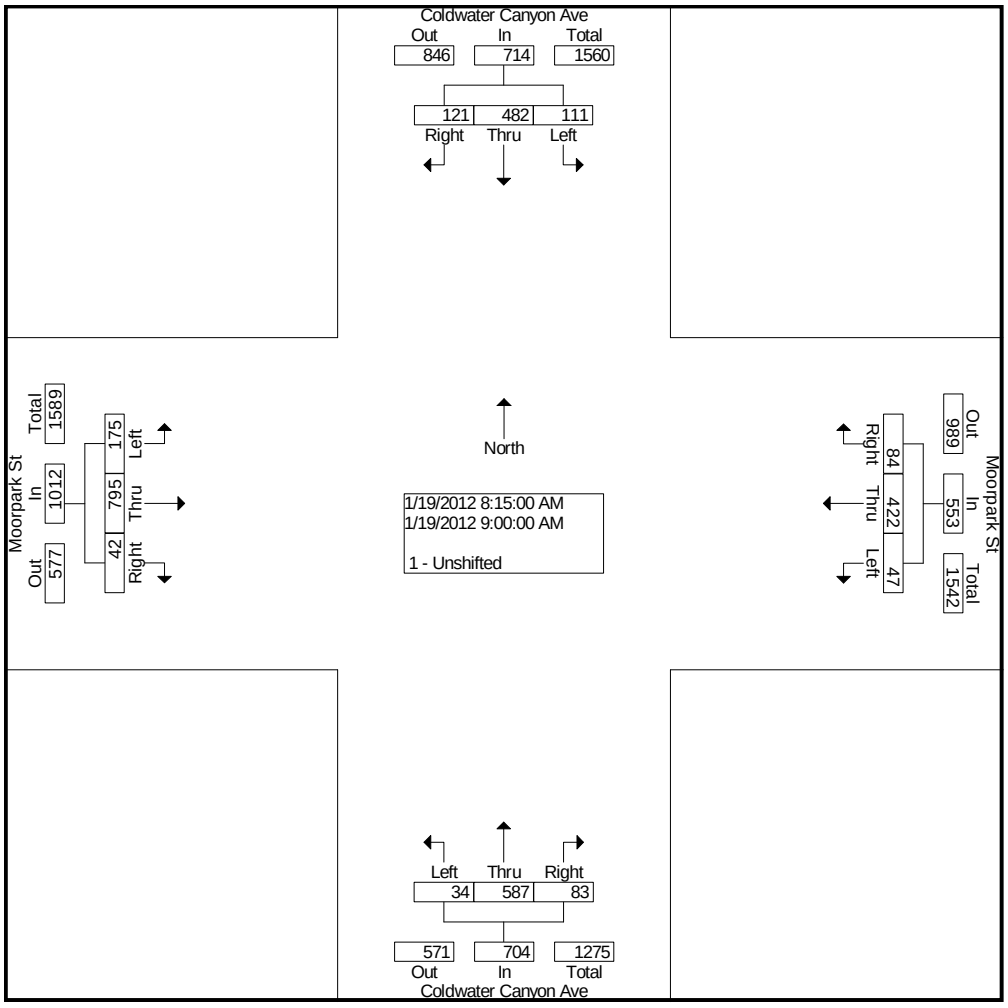
Groups Printed- 1 - Unshifted

	Coldwater Canyon Ave Southbound			Moorpark St Westbound			Coldwater Canyon Ave Northbound			Moorpark St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	14	141	16	13	53	13	5	91	3	33	48	4	434
07:15 AM	25	117	22	10	76	12	7	91	9	25	81	4	479
07:30 AM	35	98	34	4	105	21	10	113	15	25	140	4	604
07:45 AM	21	95	43	9	140	14	6	128	6	47	186	5	700
Total	95	451	115	36	374	60	28	423	33	130	455	17	2217
08:00 AM	17	131	30	9	104	25	12	141	8	52	169	13	711
08:15 AM	21	103	30	10	126	21	9	132	17	67	201	7	744
08:30 AM	26	88	31	11	92	26	7	165	31	36	210	11	734
08:45 AM	32	131	28	13	117	20	15	142	17	35	212	13	775
Total	96	453	119	43	439	92	43	580	73	190	792	44	2964
09:00 AM	32	160	32	13	87	17	3	148	18	37	172	11	730
09:15 AM	25	168	22	7	76	12	8	131	14	35	143	16	657
09:30 AM	45	182	23	18	98	25	12	127	15	36	105	27	713
09:45 AM	53	227	19	17	79	11	6	149	16	24	110	13	724
Total	155	737	96	55	340	65	29	555	63	132	530	67	2824
03:00 PM	21	171	26	19	105	25	23	225	21	37	119	18	810
03:15 PM	27	155	22	21	114	26	14	185	13	33	130	8	748
03:30 PM	31	167	26	17	125	16	30	194	17	24	138	20	805
03:45 PM	23	204	20	21	111	38	16	187	19	30	169	25	863
Total	102	697	94	78	455	105	83	791	70	124	556	71	3226
04:00 PM	23	181	22	31	133	25	13	185	25	34	116	23	811
04:15 PM	20	177	28	23	128	24	11	260	29	39	142	8	889
04:30 PM	26	199	36	14	123	33	12	187	25	38	126	12	831
04:45 PM	25	183	25	24	116	26	18	184	24	29	143	14	811
Total	94	740	111	92	500	108	54	816	103	140	527	57	3342
05:00 PM	24	179	33	17	134	28	12	216	21	36	154	14	868
05:15 PM	30	207	27	22	150	27	17	199	18	25	158	21	901
05:30 PM	25	183	35	25	157	27	17	226	17	31	134	8	885
05:45 PM	30	191	34	29	149	31	16	187	25	26	159	21	898
Total	109	760	129	93	590	113	62	828	81	118	605	64	3552
Grand Total	651	3838	664	397	2698	543	299	3993	423	834	3465	320	18125
Apprch %	12.6	74.5	12.9	10.9	74.2	14.9	6.3	84.7	9.0	18.1	75.0	6.9	
Total %	3.6	21.2	3.7	2.2	14.9	3.0	1.6	22.0	2.3	4.6	19.1	1.8	

City Traffic Counters, LLC.
626-256-4171

File Name : CCMoorpark
Site Code : 00000000
Start Date : 1/19/2012
Page No : 2

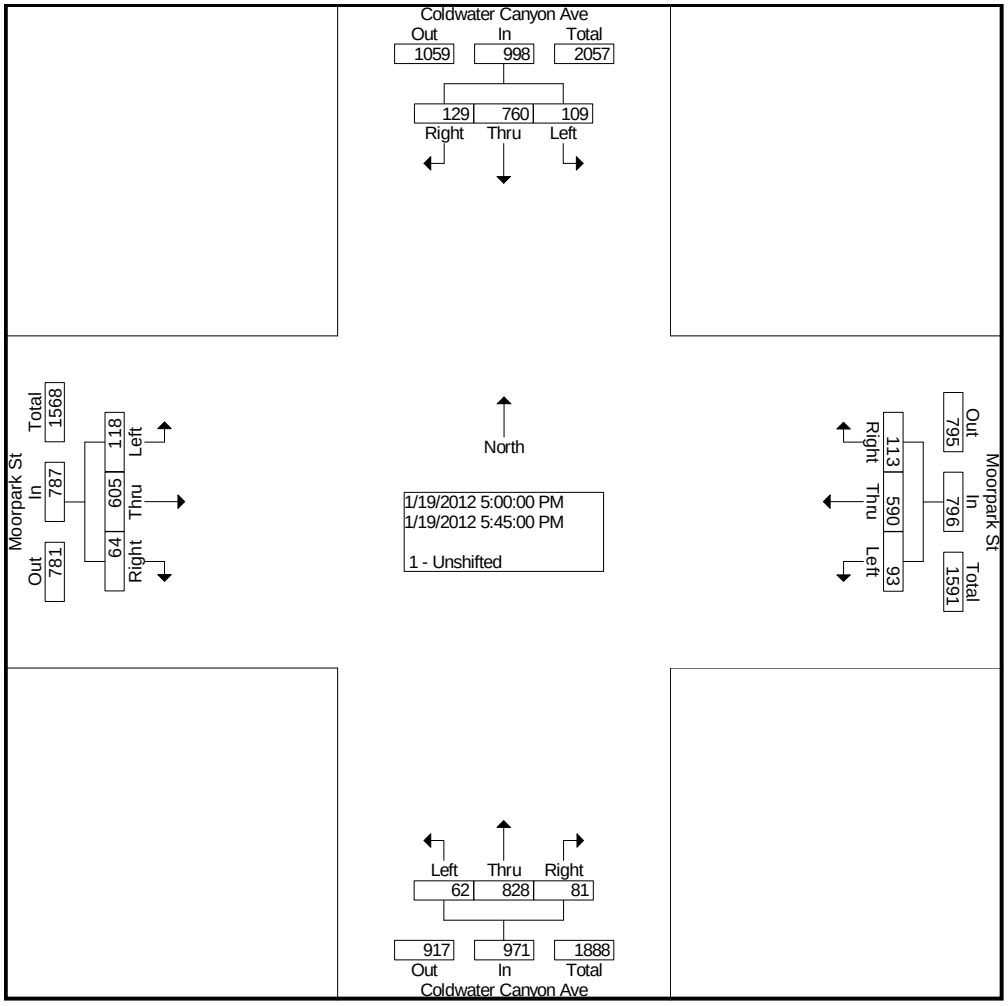
	Coldwater Canyon Ave Southbound				Moorpark St Westbound				Coldwater Canyon Ave Northbound				Moorpark St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	08:15 AM																
Volume	111	482	121	714	47	422	84	553	34	587	83	704	175	795	42	1012	2983
Percent	15.5	67.5	16.9		8.5	76.3	15.2		4.8	83.4	11.8		17.3	78.6	4.2		
08:45 Volume	32	131	28	191	13	117	20	150	15	142	17	174	35	212	13	260	775
Peak Factor																	0.962
High Int.	09:00 AM				08:15 AM				08:30 AM				08:15 AM				
Volume	32	160	32	224	10	126	21	157	7	165	31	203	67	201	7	275	
Peak Factor				0.797				0.881				0.867				0.920	



City Traffic Counters, LLC.
626-256-4171

File Name : CCMoorpark
Site Code : 00000000
Start Date : 1/19/2012
Page No : 3

	Coldwater Canyon Ave Southbound				Moorpark St Westbound				Coldwater Canyon Ave Northbound				Moorpark St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	109	760	129	998	93	590	113	796	62	828	81	971	118	605	64	787	3552
Percent	10.9	76.2	12.9		11.7	74.1	14.2		6.4	85.3	8.3		15.0	76.9	8.1		
05:15 Volume	30	207	27	264	22	150	27	199	17	199	18	234	25	158	21	204	901
Peak Factor																	0.986
High Int.	05:15 PM				05:30 PM				05:30 PM				05:45 PM				
Volume	30	207	27	264	25	157	27	209	17	226	17	260	26	159	21	206	
Peak Factor				0.945				0.952				0.934				0.955	



City Traffic Counters, LLC.
626-256-4171

File Name : WhittRiverside
Site Code : 00000000
Start Date : 1/19/2012
Page No : 1

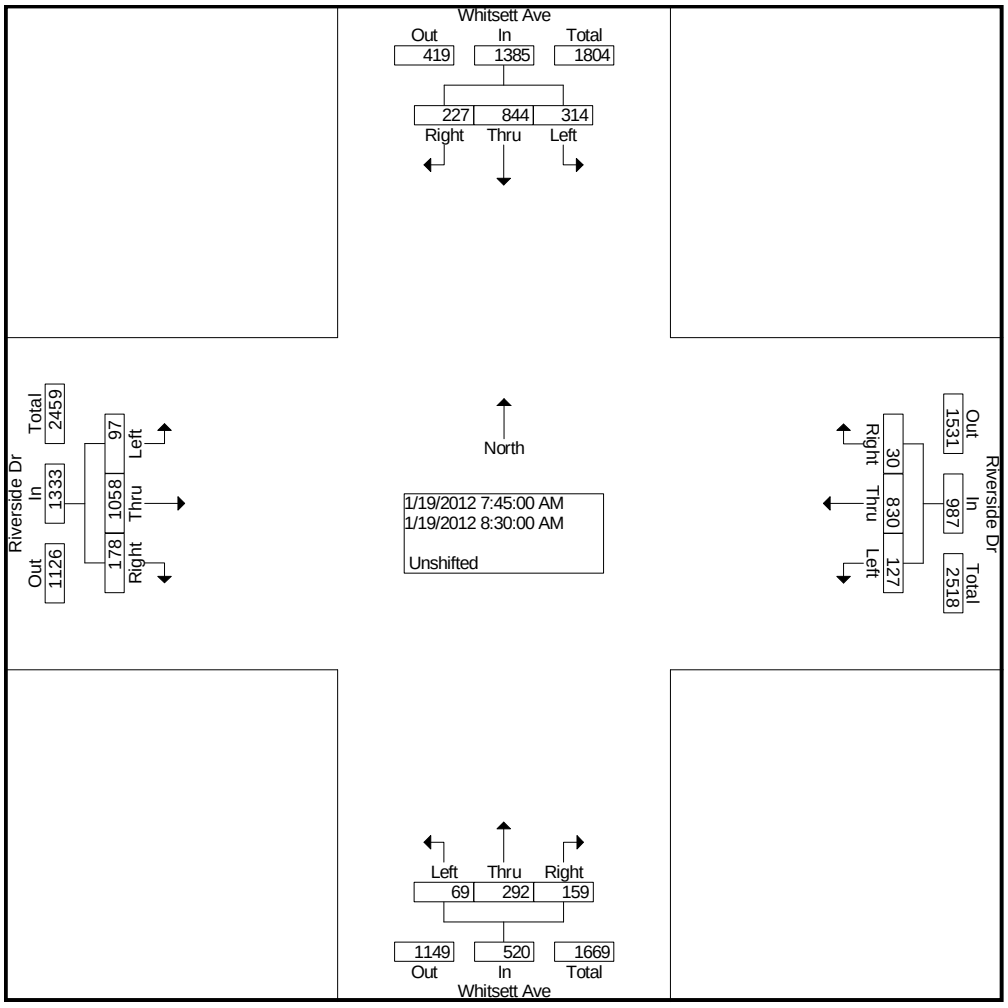
Groups Printed- Unshifted

	Whitsett Ave Southbound			Riverside Dr Westbound			Whitsett Ave Northbound			Riverside Dr Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	28	140	20	11	78	8	11	18	7	9	64	9	403
07:15 AM	73	173	44	13	162	9	12	39	14	11	100	15	665
07:30 AM	83	189	56	23	184	22	32	52	19	19	229	34	942
07:45 AM	79	203	87	22	258	8	28	99	35	28	271	45	1163
Total	263	705	207	69	682	47	83	208	75	67	664	103	3173
08:00 AM	109	227	55	30	187	5	17	66	32	35	273	49	1085
08:15 AM	64	209	51	31	214	7	11	54	42	21	252	43	999
08:30 AM	62	205	34	44	171	10	13	73	50	13	262	41	978
08:45 AM	49	210	50	33	157	8	23	72	28	21	277	39	967
Total	284	851	190	138	729	30	64	265	152	90	1064	172	4029
09:00 AM	39	152	41	33	134	17	18	60	38	12	240	27	811
09:15 AM	53	157	37	39	150	13	13	49	34	11	192	36	784
09:30 AM	28	117	29	26	115	12	20	57	29	19	222	33	707
09:45 AM	31	118	32	17	122	8	17	58	24	24	223	26	700
Total	151	544	139	115	521	50	68	224	125	66	877	122	3002
03:00 PM	21	92	16	31	252	22	34	133	34	40	188	31	894
03:15 PM	22	89	33	25	269	26	38	152	37	43	215	34	983
03:30 PM	27	101	23	24	269	16	31	146	37	33	191	36	934
03:45 PM	20	111	25	32	234	15	29	149	35	49	206	41	946
Total	90	393	97	112	1024	79	132	580	143	165	800	142	3757
04:00 PM	26	88	17	33	232	10	35	154	25	43	227	32	922
04:15 PM	29	89	24	23	180	12	36	174	24	39	213	22	865
04:30 PM	23	98	14	31	202	11	26	148	27	44	202	23	849
04:45 PM	20	117	17	19	186	20	30	145	19	38	194	27	832
Total	98	392	72	106	800	53	127	621	95	164	836	104	3468
05:00 PM	31	95	24	22	216	18	39	177	20	40	187	23	892
05:15 PM	25	102	18	27	256	25	34	175	18	38	178	22	918
05:30 PM	24	91	25	35	247	19	25	187	20	38	175	24	910
05:45 PM	23	92	23	27	264	26	20	169	17	35	164	16	876
Total	103	380	90	111	983	88	118	708	75	151	704	85	3596
Grand Total	989	3265	795	651	4739	347	592	2606	665	703	4945	728	21025
Apprch %	19.6	64.7	15.7	11.3	82.6	6.0	15.3	67.5	17.2	11.0	77.6	11.4	
Total %	4.7	15.5	3.8	3.1	22.5	1.7	2.8	12.4	3.2	3.3	23.5	3.5	

City Traffic Counters, LLC.
626-256-4171

File Name : WhittRiverside
Site Code : 00000000
Start Date : 1/19/2012
Page No : 2

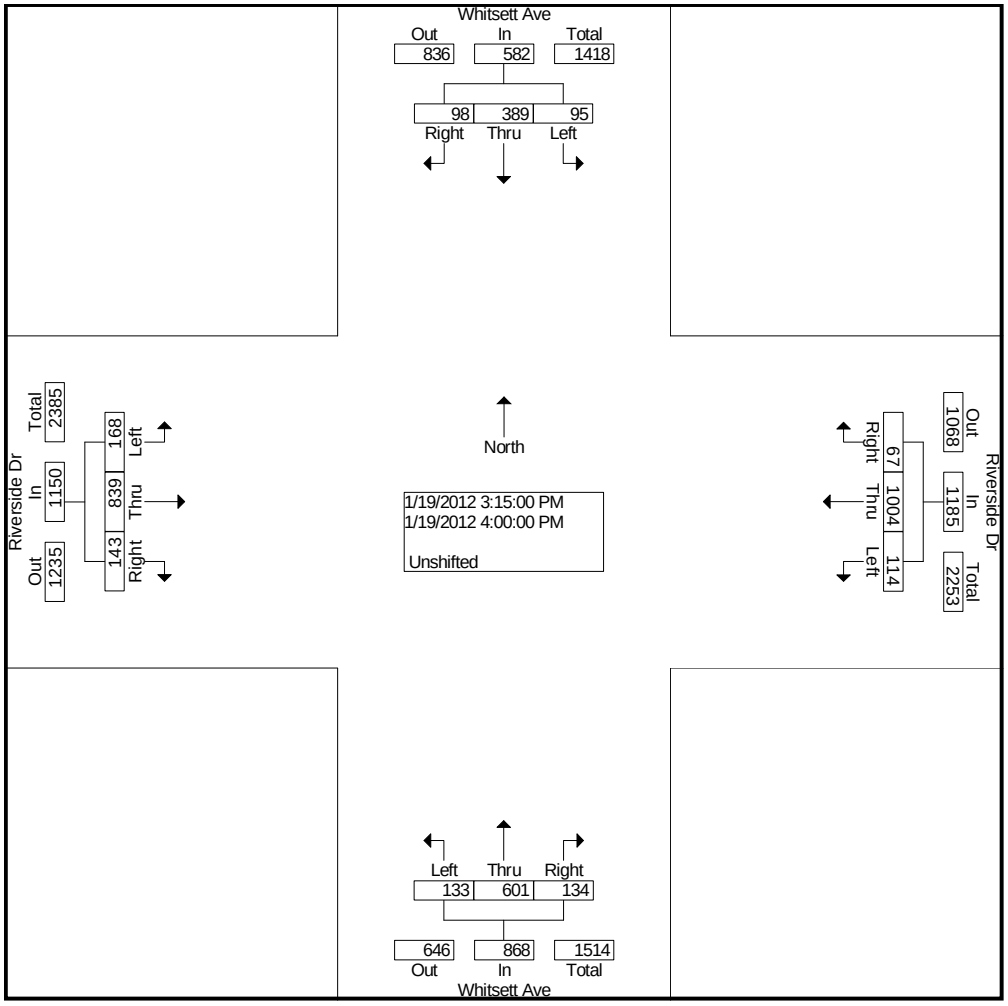
	Whitsett Ave Southbound				Riverside Dr Westbound				Whitsett Ave Northbound				Riverside Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	314	844	227	1385	127	830	30	987	69	292	159	520	97	1058	178	1333	4225
Percent	22.7	60.9	16.4		12.9	84.1	3.0		13.3	56.2	30.6		7.3	79.4	13.4		
07:45 Volume	79	203	87	369	22	258	8	288	28	99	35	162	28	271	45	344	1163
Peak Factor																	0.908
High Int.	08:00 AM				07:45 AM				07:45 AM				08:00 AM				
Volume	109	227	55	391	22	258	8	288	28	99	35	162	35	273	49	357	
Peak Factor				0.886				0.857				0.802				0.933	



City Traffic Counters, LLC.
626-256-4171

File Name : WhittRiverside
Site Code : 00000000
Start Date : 1/19/2012
Page No : 3

	Whitsett Ave Southbound				Riverside Dr Westbound				Whitsett Ave Northbound				Riverside Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	03:15 PM																
Volume	95	389	98	582	114	1004	67	1185	133	601	134	868	168	839	143	1150	3785
Percent	16.3	66.8	16.8		9.6	84.7	5.7		15.3	69.2	15.4		14.6	73.0	12.4		
03:15 Volume	22	89	33	144	25	269	26	320	38	152	37	227	43	215	34	292	983
Peak Factor																	0.963
High Int.	03:45 PM				03:15 PM				03:15 PM				04:00 PM				
Volume	20	111	25	156	25	269	26	320	38	152	37	227	43	227	32	302	
Peak Factor				0.933				0.926				0.956				0.952	



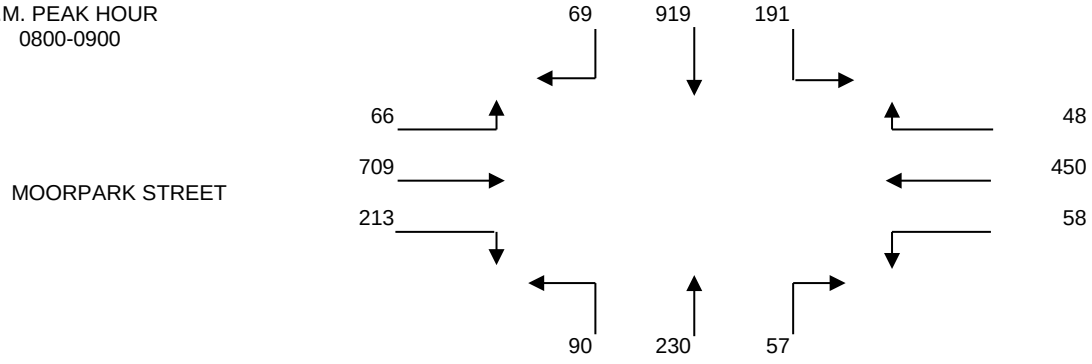
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: STUDIO CITY
DATE: THURSDAY, NOVEMBER 17, 2011
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION N/S WHITSETT AVENUE
E/W MOORPARK STREET
FILE NUMBER: 1-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0700-0715	8	166	10	5	62	7	11	23	6	31	63	7
0715-0730	12	187	24	8	84	15	12	33	8	42	107	12
0730-0745	19	192	23	14	112	15	15	44	12	42	139	26
0745-0800	16	209	44	15	121	15	10	59	14	53	143	23
0800-0815	25	238	44	11	118	12	9	65	26	55	162	21
0815-0830	15	251	54	10	100	17	15	51	22	59	180	19
0830-0845	19	203	40	12	113	13	19	58	21	50	190	12
0845-0900	10	227	53	15	119	16	14	56	21	49	177	14
0900-0915	14	213	37	8	83	23	14	71	20	49	163	11
0915-0930	17	176	37	11	68	22	16	57	12	43	134	13
0930-0945	19	163	28	16	63	21	15	42	14	41	139	19
0945-1000	14	150	21	9	67	18	22	63	23	34	101	14

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0700-0800	55	754	101	42	379	52	48	159	40	168	452	68	2318
0715-0815	72	826	135	48	435	57	46	201	60	192	551	82	2705
0730-0830	75	890	165	50	451	59	49	219	74	209	624	89	2954
0745-0845	75	901	182	48	452	57	53	233	83	217	675	75	3051
0800-0900	69	919	191	48	450	58	57	230	90	213	709	66	3100
0815-0915	58	894	184	45	415	69	62	236	84	207	710	56	3020
0830-0930	60	819	167	46	383	74	63	242	74	191	664	50	2833
0845-0945	60	779	155	50	333	82	59	226	67	182	613	57	2663
0900-1000	64	702	123	44	281	84	67	233	69	167	537	57	2428

A.M. PEAK HOUR
0800-0900



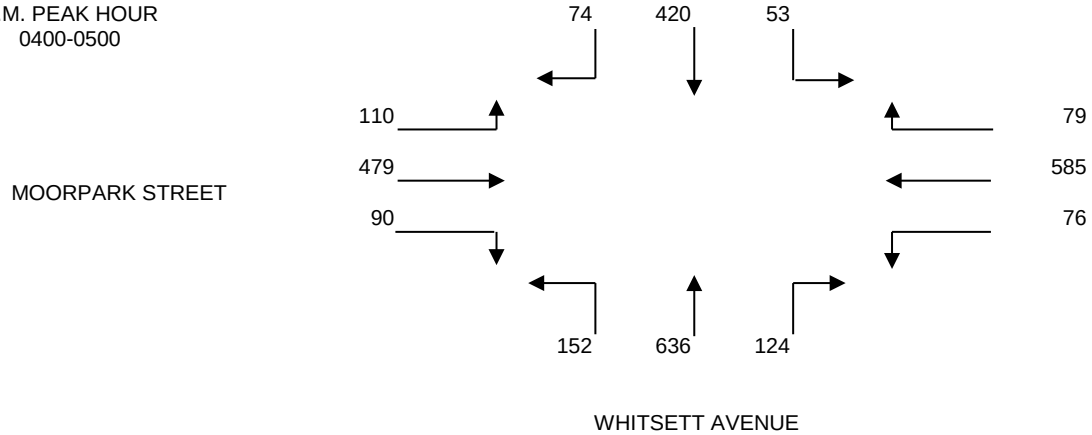
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: STUDIO CITY
DATE: THURSDAY, NOVEMBER 17, 2011
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION N/S WHITSETT AVENUE
E/W MOORPARK STREET
FILE NUMBER: 1-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0300-0315	14	71	11	13	108	17	22	132	33	27	119	25
0315-0330	20	107	18	18	135	19	26	142	27	26	115	24
0330-0345	30	95	19	12	116	17	28	148	27	20	143	23
0345-0400	30	104	17	22	145	19	31	147	34	15	102	31
0400-0415	21	83	14	20	157	25	36	160	36	23	120	22
0415-0430	20	121	14	20	164	16	23	132	34	25	100	20
0430-0445	22	101	11	20	127	14	31	166	37	20	111	32
0445-0500	11	115	14	19	137	21	34	178	45	22	148	36
0500-0515	15	94	11	12	134	20	26	157	40	20	117	22
0515-0530	16	109	7	13	128	18	28	167	42	21	114	24
0530-0545	17	107	11	15	134	18	29	129	41	16	134	30
0545-0600	12	105	17	10	154	25	21	146	52	22	146	24

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0300-0400	94	377	65	65	504	72	107	569	121	88	479	103	2644
0315-0415	101	389	68	72	553	80	121	597	124	84	480	100	2769
0330-0430	101	403	64	74	582	77	118	587	131	83	465	96	2781
0345-0445	93	409	56	82	593	74	121	605	141	83	433	105	2795
0400-0500	74	420	53	79	585	76	124	636	152	90	479	110	2878
0415-0515	68	431	50	71	562	71	114	633	156	87	476	110	2829
0430-0530	64	419	43	64	526	73	119	668	164	83	490	114	2827
0445-0545	59	425	43	59	533	77	117	631	168	79	513	112	2816
0500-0600	60	415	46	50	550	81	104	599	175	79	511	100	2770

P.M. PEAK HOUR
0400-0500



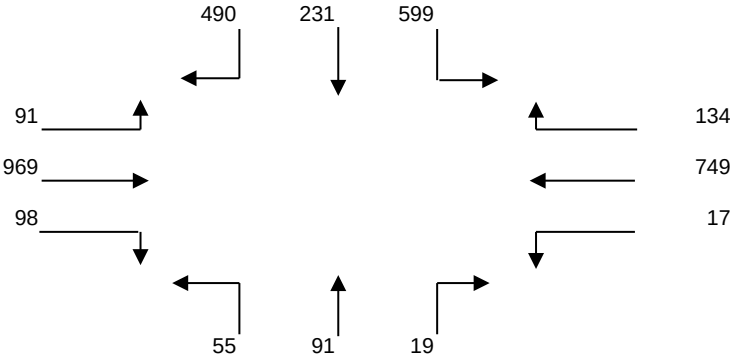
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: STUDIO CITY
DATE: THURSDAY, NOVEMBER 17, 2011
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION N/S WHITSETT AVENUE
E/W VENTURA BOULEVARD
FILE NUMBER: 4-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0700-0715	89	32	99	13	124	0	2	5	8	11	100	6
0715-0730	96	41	115	15	122	2	1	11	10	17	182	11
0730-0745	99	44	136	21	143	4	2	18	13	18	217	17
0745-0800	105	60	154	28	195	6	3	21	16	25	204	21
0800-0815	118	58	158	42	170	3	5	28	15	22	216	27
0815-0830	128	57	150	30	172	5	5	21	10	20	218	20
0830-0845	125	54	157	29	199	4	5	23	13	29	262	21
0845-0900	119	62	134	33	208	5	4	19	17	27	273	23
0900-0915	97	44	115	29	164	5	8	12	14	26	228	24
0915-0930	88	48	105	27	161	5	4	14	16	21	228	22
0930-0945	82	47	99	34	171	7	6	16	17	31	217	20
0945-1000	70	41	85	27	186	5	5	12	21	20	262	20

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0700-0800	389	177	504	77	584	12	8	55	47	71	703	55	2682
0715-0815	418	203	563	106	630	15	11	78	54	82	819	76	3055
0730-0830	450	219	598	121	680	18	15	88	54	85	855	85	3268
0745-0845	476	229	619	129	736	18	18	93	54	96	900	89	3457
0800-0900	490	231	599	134	749	17	19	91	55	98	969	91	3543
0815-0915	469	217	556	121	743	19	22	75	54	102	981	88	3447
0830-0930	429	208	511	118	732	19	21	68	60	103	991	90	3350
0845-0945	386	201	453	123	704	22	22	61	64	105	946	89	3176
0900-1000	337	180	404	117	682	22	23	54	68	98	935	86	3006

A.M. PEAK HOUR
0800-0900



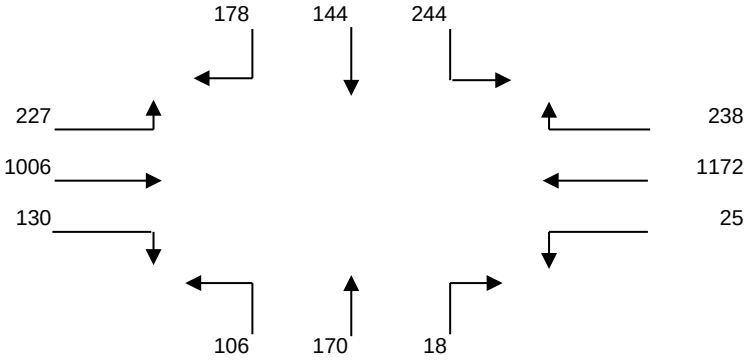
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: STUDIO CITY
DATE: THURSDAY, NOVEMBER 17, 2011
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION N/S WHITSETT AVENUE
E/W VENTURA BOULEVARD
FILE NUMBER: 4-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0300-0315	51	15	43	51	235	8	5	39	33	31	247	41
0315-0330	47	33	59	62	253	11	3	34	28	38	239	47
0330-0345	51	26	70	70	322	9	5	48	33	31	234	43
0345-0400	55	31	66	73	218	6	3	36	30	44	242	56
0400-0415	47	30	55	66	271	5	7	40	30	47	227	47
0415-0430	40	28	52	50	250	5	5	41	22	49	229	63
0430-0445	46	28	56	68	287	7	6	40	27	44	264	69
0445-0500	48	35	60	65	270	13	8	50	28	31	220	52
0500-0515	40	40	74	64	270	6	5	43	21	28	233	51
0515-0530	37	37	51	50	290	5	3	47	30	32	279	66
0530-0545	50	31	53	63	298	5	5	41	28	38	244	55
0545-0600	51	36	66	61	314	9	5	39	27	32	250	55

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0300-0400	204	105	238	256	1028	34	16	157	124	144	962	187	3455
0315-0415	200	120	250	271	1064	31	18	158	121	160	942	193	3528
0330-0430	193	115	243	259	1061	25	20	165	115	171	932	209	3508
0345-0445	188	117	229	257	1026	23	21	157	109	184	962	235	3508
0400-0500	181	121	223	249	1078	30	26	171	107	171	940	231	3528
0415-0515	174	131	242	247	1077	31	24	174	98	152	946	235	3531
0430-0530	171	140	241	247	1117	31	22	180	106	135	996	238	3624
0445-0545	175	143	238	242	1128	29	21	181	107	129	976	224	3593
0500-0600	178	144	244	238	1172	25	18	170	106	130	1006	227	3658

P.M. PEAK HOUR
0500-0600



City Traffic Counters, LLC.
626-256-4171

File Name : LCMoorpark
Site Code : 00000000
Start Date : 1/19/2012
Page No : 1

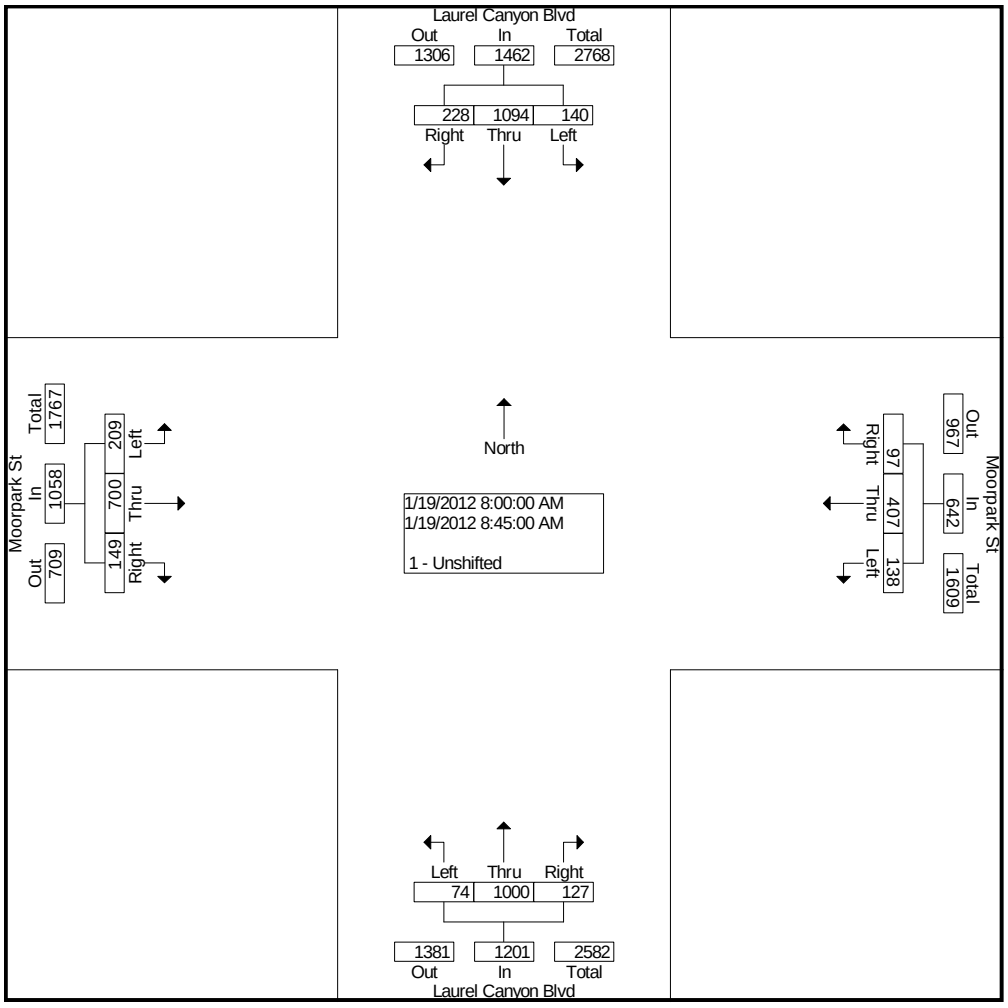
Groups Printed- 1 - Unshifted

	Laurel Canyon Blvd Southbound			Moorpark St Westbound			Laurel Canyon Blvd Northbound			Moorpark St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	21	384	25	20	31	8	8	139	24	32	41	10	743
07:15 AM	25	339	20	28	65	21	8	180	21	42	92	26	867
07:30 AM	27	342	18	31	100	45	12	206	33	54	174	22	1064
07:45 AM	22	279	33	35	107	27	10	227	39	56	143	35	1013
Total	95	1344	96	114	303	101	38	752	117	184	450	93	3687
08:00 AM	40	257	51	38	89	34	17	299	33	41	144	26	1069
08:15 AM	25	263	50	39	89	16	28	198	28	55	175	45	1011
08:30 AM	42	291	68	31	97	27	15	261	37	58	177	38	1142
08:45 AM	33	283	59	30	132	20	14	242	29	55	204	40	1141
Total	140	1094	228	138	407	97	74	1000	127	209	700	149	4363
09:00 AM	16	269	24	40	79	27	14	257	30	55	146	42	999
09:15 AM	15	320	33	36	78	22	11	255	26	42	145	46	1029
09:30 AM	32	351	26	39	51	15	16	275	29	43	118	30	1025
09:45 AM	24	274	15	31	68	22	11	259	23	45	99	49	920
Total	87	1214	98	146	276	86	52	1046	108	185	508	167	3973
03:00 PM	43	300	49	48	98	63	15	343	24	54	116	19	1172
03:15 PM	37	283	51	59	135	51	16	325	22	43	123	25	1170
03:30 PM	37	318	46	44	91	31	29	388	24	37	101	24	1170
03:45 PM	44	313	93	40	99	28	26	333	30	54	157	26	1243
Total	161	1214	239	191	423	173	86	1389	100	188	497	94	4755
04:00 PM	27	330	64	27	99	37	17	377	22	52	104	20	1176
04:15 PM	28	273	64	34	110	40	17	297	34	53	125	24	1099
04:30 PM	22	312	57	41	92	34	23	378	21	31	116	28	1155
04:45 PM	33	284	58	34	104	23	26	305	24	58	154	34	1137
Total	110	1199	243	136	405	134	83	1357	101	194	499	106	4567
05:00 PM	26	327	51	30	101	25	19	354	37	38	132	26	1166
05:15 PM	35	275	42	38	128	34	31	296	19	58	145	30	1131
05:30 PM	28	297	50	30	130	29	30	365	30	37	123	23	1172
05:45 PM	28	297	59	38	147	23	22	330	31	45	150	31	1201
Total	117	1196	202	136	506	111	102	1345	117	178	550	110	4670
Grand Total	710	7261	1106	861	2320	702	435	6889	670	1138	3204	719	26015
Apprch %	7.8	80.0	12.2	22.2	59.7	18.1	5.4	86.2	8.4	22.5	63.3	14.2	
Total %	2.7	27.9	4.3	3.3	8.9	2.7	1.7	26.5	2.6	4.4	12.3	2.8	

City Traffic Counters, LLC.
626-256-4171

File Name : LCMoorpark
Site Code : 00000000
Start Date : 1/19/2012
Page No : 2

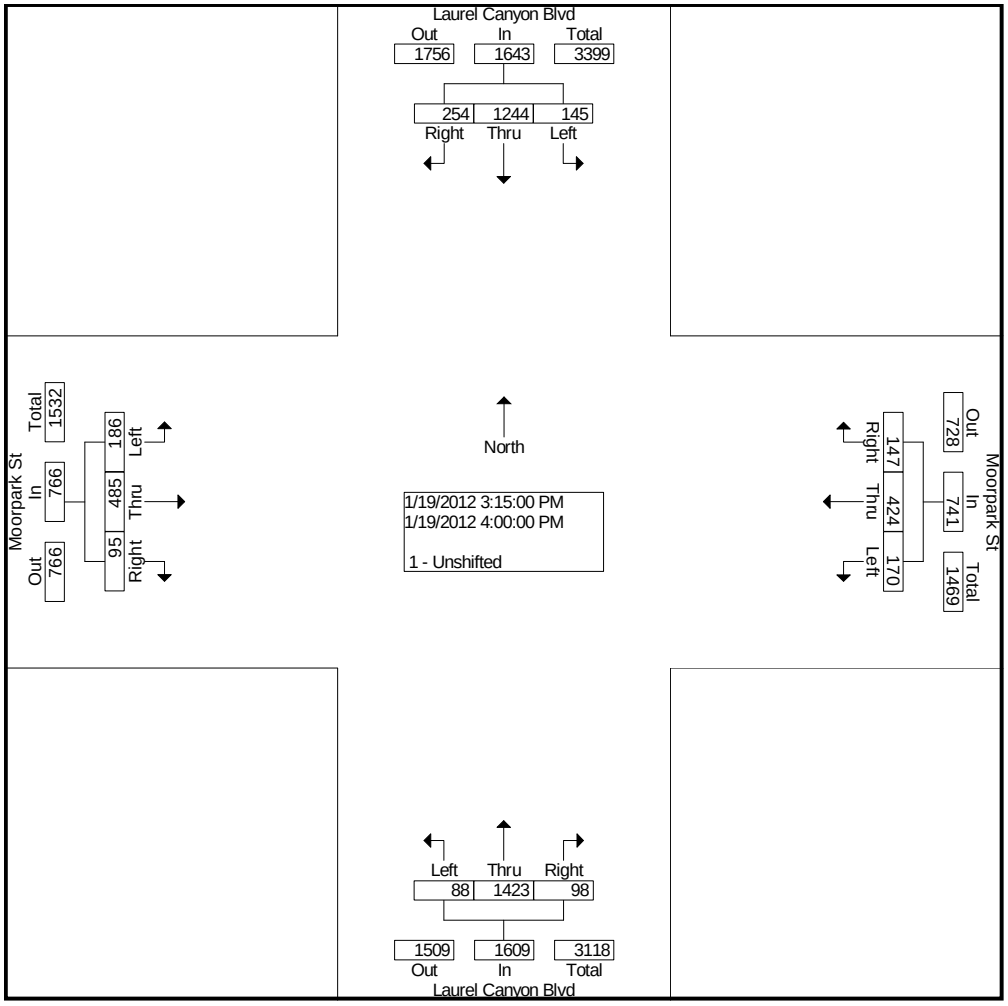
	Laurel Canyon Blvd Southbound				Moorpark St Westbound				Laurel Canyon Blvd Northbound				Moorpark St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection 08:00 AM																	
Volume	140	1094	228	1462	138	407	97	642	74	1000	127	1201	209	700	149	1058	4363
Percent	9.6	74.8	15.6		21.5	63.4	15.1		6.2	83.3	10.6		19.8	66.2	14.1		
08:30 Volume	42	291	68	401	31	97	27	155	15	261	37	313	58	177	38	273	1142
Peak Factor																	0.955
High Int.	08:30 AM				08:45 AM				08:00 AM				08:45 AM				
Volume	42	291	68	401	30	132	20	182	17	299	33	349	55	204	40	299	
Peak Factor				0.911				0.882				0.860				0.885	



City Traffic Counters, LLC.
626-256-4171

File Name : LCMoorpark
Site Code : 00000000
Start Date : 1/19/2012
Page No : 3

	Laurel Canyon Blvd Southbound				Moorpark St Westbound				Laurel Canyon Blvd Northbound				Moorpark St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	03:15 PM																
Volume	145	1244	254	1643	170	424	147	741	88	1423	98	1609	186	485	95	766	4759
Percent	8.8	75.7	15.5		22.9	57.2	19.8		5.5	88.4	6.1		24.3	63.3	12.4		
03:45 Volume	44	313	93	450	40	99	28	167	26	333	30	389	54	157	26	237	1243
Peak Factor																	0.957
High Int.	03:45 PM				03:15 PM				03:30 PM				03:45 PM				
Volume	44	313	93	450	59	135	51	245	29	388	24	441	54	157	26	237	
Peak Factor				0.913				0.756				0.912				0.808	



THE TRAFFIC SOLUTION - ADT WORKSHEET

CLIENT: LLG - ENGINEERS
PROJECT: STUDIO CITY
LOCATION: VALLEY SPRING LANE W/O WHITSETT AVENUE
DATE: THURSDAY, NOVEMBER 17, 2011
FILE NO: A-3

DIRECTION:	WESTBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	0	0	0	0	0
01:00	0	0	0	1	1
02:00	2	0	0	0	2
03:00	0	0	2	0	2
04:00	1	0	0	2	3
05:00	0	0	0	1	1
06:00	0	2	1	3	6
07:00	3	2	2	2	9
08:00	5	7	5	6	23
09:00	5	2	6	7	20
10:00	6	4	4	6	20
11:00	5	4	6	6	21
12:00	7	5	9	6	27
13:00	9	10	8	9	36
14:00	11	7	13	9	40
15:00	9	10	12	11	42
16:00	11	8	13	8	40
17:00	14	8	7	10	39
18:00	8	8	13	15	44
19:00	8	5	6	4	23
20:00	2	3	8	5	18
21:00	4	6	2	0	12
22:00	1	4	1	4	10
23:00	0	1	3	0	4
				TOTAL	443

AM PEAK HOUR	08:00-09:00
VOLUME	23
PM PEAK HOUR	15:45-16:45
VOLUME	44

DIRECTION:	EASTBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	0	2	4	6	12
07:00	7	4	5	7	23
08:00	7	13	11	14	45
09:00	19	13	10	5	47
10:00	5	6	7	5	23
11:00	8	7	7	5	27
12:00	9	6	8	5	28
13:00	5	7	8	5	25
14:00	6	9	5	4	24
15:00	8	6	10	6	30
16:00	7	6	9	12	34
17:00	6	6	7	11	30
18:00	9	7	10	5	31
19:00	5	6	4	3	18
20:00	3	3	2	0	8
21:00	1	0	0	1	2
22:00	0	0	0	0	0
23:00	0	1	0	0	1
				TOTAL	408

AM PEAK HOUR	08:15-09:15
VOLUME	57
PM PEAK HOUR	16:00-17:00
VOLUME	34

TOTAL DIRECTIONAL VOLUME	851

THE TRAFFIC SOLUTION - ADT WORKSHEET

CLIENT: LLG - ENGINEERS
PROJECT: STUDIO CITY
LOCATION: VALLEY SPRING LANE E/O WHITSETT AVENUE
DATE: THURSDAY, NOVEMBER 17, 2011
FILE NO: A-4

DIRECTION:	WESTBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	1	0	1
05:00	0	0	0	1	1
06:00	1	2	3	4	10
07:00	5	8	8	15	36
08:00	11	7	6	10	34
09:00	11	11	6	10	38
10:00	9	7	8	5	29
11:00	6	5	6	7	24
12:00	6	8	5	8	27
13:00	7	15	12	5	39
14:00	11	9	7	12	39
15:00	12	18	19	18	67
16:00	21	16	17	23	77
17:00	18	13	16	15	62
18:00	11	10	8	9	38
19:00	6	5	3	6	20
20:00	2	3	3	2	10
21:00	1	3	2	2	8
22:00	0	2	2	1	5
23:00	1	1	0	1	3
				TOTAL	568

AM PEAK HOUR	07:15-08:15
VOLUME	42
PM PEAK HOUR	16:00-17:00
VOLUME	77

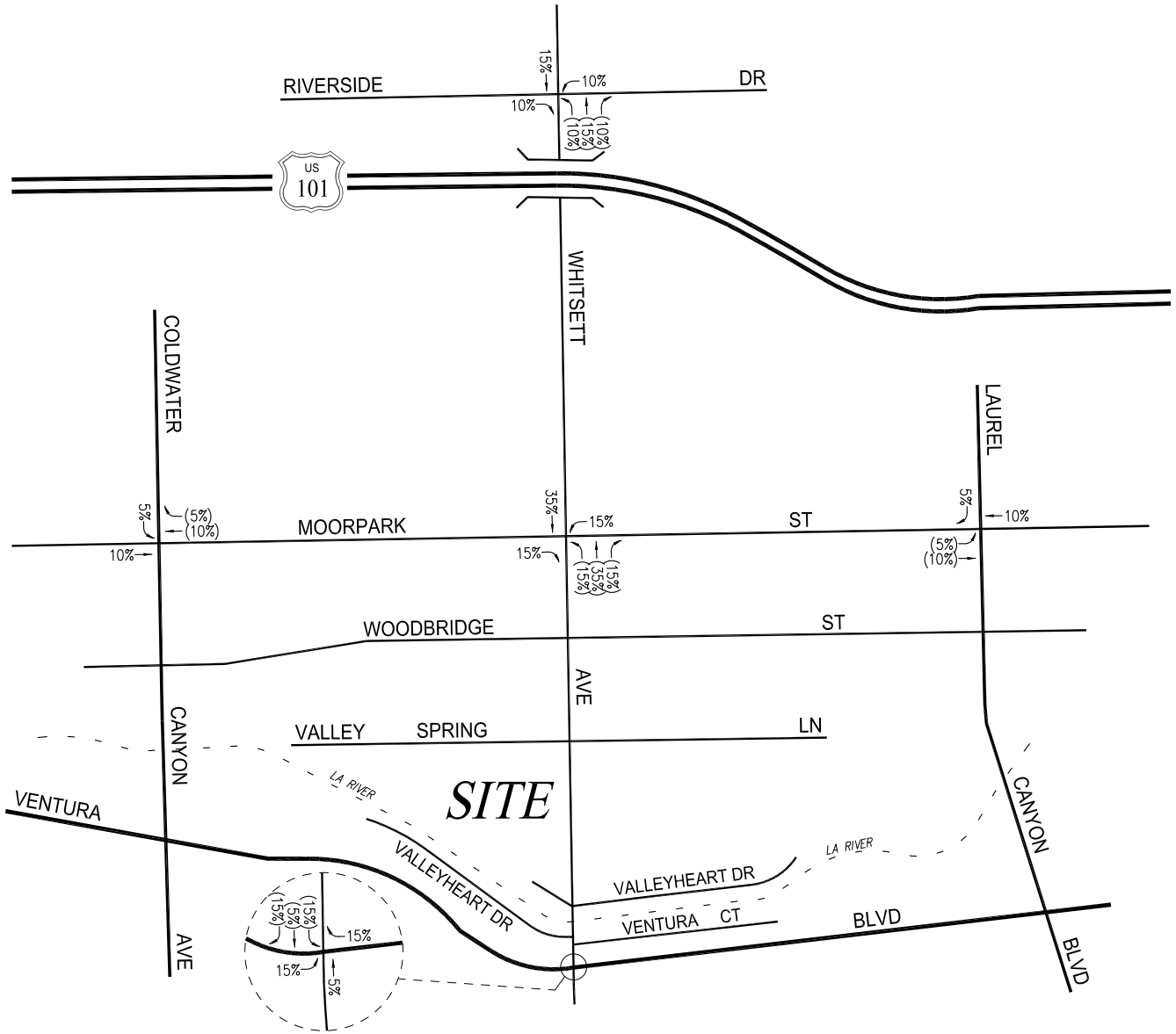
DIRECTION:	EASTBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	0	1	0	0	1
01:00	1	0	0	0	1
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	2	0	2
05:00	0	0	1	0	1
06:00	0	1	2	1	4
07:00	2	3	4	9	18
08:00	12	15	7	6	40
09:00	5	5	7	5	22
10:00	6	3	6	5	20
11:00	8	7	6	6	27
12:00	8	5	7	8	28
13:00	9	5	7	9	30
14:00	10	12	10	11	43
15:00	11	16	13	10	50
16:00	9	11	14	10	44
17:00	9	8	9	14	40
18:00	9	10	11	6	36
19:00	8	7	5	9	29
20:00	6	3	2	6	17
21:00	7	3	1	6	17
22:00	4	3	2	2	11
23:00	1	1	0	1	3
				TOTAL	484

AM PEAK HOUR	07:45-08:45
VOLUME	43
PM PEAK HOUR	15:00-16:00
VOLUME	50

TOTAL DIRECTIONAL VOLUME	1052

APPENDIX B

EXISTING SITE TRIP DISTRIBUTION



N

NOT TO SCALE

XX = INBOUND PERCENTAGES
(XX) = OUTBOUND PERCENTAGES

APPENDIX FIGURE B-1
EXISTING TRIP DISTRIBUTION

LINSCOTT, LAW & GREENSPAN, engineers

STUDIO CITY SENIOR LIVING CENTER PROJECT

APPENDIX C

CMA AND LEVELS OF SERVICE EXPLANATION
CMA DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS

CRITICAL MOVEMENT ANALYSIS (CMA) DESCRIPTION

Level of Service is a term used to describe prevailing conditions and their effect on traffic. Broadly interpreted, the Level of Service concept denotes any one of a number of differing combinations of operating conditions which may take place as a roadway is accommodating various traffic volumes. Level of Service is a qualitative measure of the effect of such factors as travel speed, travel time, interruptions, freedom to maneuver, safety, driving comfort and convenience.

Six Levels of Service, A through F, have been defined in the 1965 *Highway Capacity Manual*. Level of Service A describes a condition of free flow, with low traffic volumes and relatively high speeds, while Level of Service F describes forced traffic flow at low speeds with jammed conditions and queues which cannot clear during the green phases.

Critical Movement Analysis (CMA) is a procedure which provides a capacity and level of service geometry and traffic signal operation and results in a level of service determination for the intersection as a whole operating unit.

The per lane volume for each movement in the intersection is determined and the per lane intersection capacity based on the Transportation Research Board (TRB) Report 212 (*Interim Materials on Highway Capacity*). The resulting CMA represents the ratio of the intersection's cumulative volume over its respective capacity (V/C ratio). Critical Movement Analysis takes into account lane widths, bus and truck operations, pedestrian activity and parking activity, as well as number of lanes and geometrics.

The Level of Service (abbreviated from the *Highway Capacity Manual*) are listed here with their corresponding CMA and Load Factor equivalents. Load Factor is that proportion of the signal cycles during the peak hour which are fully loaded; i.e. when all of the vehicles waiting at the beginning of green are not able to clear on that green phase.

Critical Movement Analysis Characteristics

Level of Service	Load Factor	Equivalent CMA
A (free flow)	0.0	0.00 - 0.60
B (rural design)	0.0 - 0.1	0.61 - 0.70
C (urban design)	0.1 - 0.3	0.71 - 0.80
D (maximum urban design)	0.3 - 0.7	0.81 - 0.90
E (capacity)	0.7 - 1.0	0.91 - 1.00
F (force flow)	Not Applicable	Not Applicable

SERVICE LEVEL A
There are no loaded cycles and few are even close to loaded at this service level. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.

SERVICE LEVEL B
This level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.

SERVICE LEVEL C
At this level stable operation continues. Loading is still intermittent but more frequent than at Level B. Occasionally drivers may have to wait through more one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

SERVICE LEVEL D
This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak hour, but enough cycles with lower demand occur to permit periodic clearance of queues, thus preventing excessive backups. Drivers frequently have to wait through more than one red signal. This level is the lower limit of acceptable operation to most drivers.

SERVICE LEVEL E
This represents near capacity and capacity operation. At capacity (CMA = 1.0) it represents the most vehicles that the particular intersection can accommodate. However, full utilization of every signal cycle is seldom attained no matter how great the demand. At this level all drivers wait through more than one red signal, and frequently through several.

SERVICE LEVEL F
Jammed conditions. Traffic backed up from a downstream location on one of the street restricts or prevents movement of traffic through the intersection under consideration.

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Coldwater Canyon Avenue	Year of Count:	2012	Ambient Growth (%):	2.0	Conducted by:	City Trafic Counters	Date:	1/24/2012
CMA1	East-West Street:	Moorpark Street	Projection Year:	2016	Peak Hour:	AM	Reviewed by:		Project:	Studio City Senior Living Center P

No. of Phases			2			2			2			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2
Override Capacity			0			0			0			0			0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	34	1	34	0	34	34	2	39	1	39	0	39	1	39	0	39	1	39
	Left-Through		0							0				0				0	
	Through	587	1	**335**	0	587	**335**	21	656	1	**373**	0	656	1	**373**	0	656	1	**373**
	Through-Right		1							1				1				1	
	Right	83	0	83	0	83	83	0	90	0	90	0	90	0	90	0	90	0	90
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	111	1	**111**	0	111	**111**	0	120	1	**120**	0	120	1	**120**	0	120	1	**120**
	Left-Through		0							0				0				0	
	Through	482	1	302	0	482	302	18	540	1	336	0	540	1	336	0	540	1	336
	Through-Right		1							1				1				1	
	Right	121	0	121	0	121	121	0	131	0	131	0	131	0	131	0	131	0	131
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	175	1	175	0	175	175	0	189	1	189	0	189	1	189	0	189	1	189
	Left-Through		0							0				0				0	
	Through	795	1	**795**	0	795	**795**	16	877	1	**877**	0	877	1	**877**	0	877	1	**877**
	Through-Right		0							0				0				0	
	Right	42	1	25	0	42	25	1	46	1	27	0	46	1	27	0	46	1	27
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	47	1	**47**	0	47	**47**	0	51	1	**51**	0	51	1	**51**	0	51	1	**51**
	Left-Through		0							0				0				0	
	Through	422	1	422	3	425	425	26	483	1	483	3	486	1	486	0	486	1	486
	Through-Right		0							0				0				0	
	Right	84	1	29	6	90	35	0	91	1	31	6	97	1	37	0	97	1	37
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		446	*North-South:*		446	*North-South:*			493	*North-South:*			493	*North-South:*			493
		East-West:		842	*East-West:*		842	*East-West:*			928	*East-West:*			928	*East-West:*			928
		SUM:		1288	*SUM:*		1288	*SUM:*			1421	*SUM:*			1421	*SUM:*			1421
VOLUME/CAPACITY *(V/C)* RATIO:				0.859			0.859				0.947				0.947				0.947
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.759**			**0.759**				**0.847**				**0.847**				**0.847**
LEVEL OF SERVICE (LOS):				**C**			**C**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Coldwater Canyon Avenue	Year of Count:	2012	Ambient Growth (%):	2.0	Conducted by:	City Trafic Counters	Date:	1/24/2012
CMA1	East-West Street:	Moorpark Street	Projection Year:	2016	Peak Hour:	PM	Reviewed by:		Project:	Studio City Senior Living Center P

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	62	1	62	0	62	62	2	69	1	69	0	69	1	69	0	69	1	69
	Left-Through		0							0				0				0	
	Through	828	1	**455**	0	828	**455**	26	922	1	**505**	0	922	1	**505**	0	922	1	**505**
	Through-Right		1							1				1				1	
	Right	81	0	81	0	81	81	0	88	0	88	0	88	0	88	0	88	0	88
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	109	1	**109**	3	112	**112**	0	118	1	**118**	3	121	1	**121**	0	121	1	**121**
	Left-Through		0							0				0				0	
	Through	760	1	445	0	760	445	29	852	1	496	0	852	1	496	0	852	1	496
	Through-Right		1							1				1				1	
	Right	129	0	129	0	129	129	0	140	0	140	0	140	0	140	0	140	0	140
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	118	1	**118**	0	118	**118**	0	128	1	**128**	0	128	1	**128**	0	128	1	**128**
	Left-Through		0							0				0				0	
	Through	605	1	605	2	607	607	21	676	1	676	2	678	1	678	0	678	1	678
	Through-Right		0							0				0				0	
	Right	64	1	33	0	64	33	2	71	1	37	0	71	1	37	0	71	1	37
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	93	1	93	0	93	93	0	101	1	101	0	101	1	101	0	101	1	101
	Left-Through		0							0				0				0	
	Through	590	1	**590**	0	590	**590**	16	655	1	**655**	0	655	1	**655**	0	655	1	**655**
	Through-Right		0							0				0				0	
	Right	113	1	59	0	113	57	0	122	1	63	0	122	1	62	0	122	1	62
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		564	*North-South:*		567	*North-South:*			623	*North-South:*			626	*North-South:*			626
		East-West:		708	*East-West:*		708	*East-West:*			783	*East-West:*			783	*East-West:*			783
		SUM:		1272	*SUM:*		1275	*SUM:*			1406	*SUM:*			1409	*SUM:*			1409
VOLUME/CAPACITY *(V/C)* RATIO:				0.848			0.850				0.937				0.939				0.939
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.748**			**0.750**				**0.837**				**0.839**				**0.839**
LEVEL OF SERVICE (LOS):				C			C				D				D				D

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Whitsett Avenue	Year of Count:	2012	Ambient Growth (%):	2.0	Conducted by:	City Trafic Counters	Date:	1/24/2012
CMA2	East-West Street:	Riverside Drive	Projection Year:	2016	Peak Hour:	AM	Reviewed by:		Project:	Studio City Senior Living Center P

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2				2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	69	1	**69**	6	75	**75**	2	77	1	**77**	6	83	1	**83**	0	83	1	**83**
	Left-Through		0							0				0				0	
	Through	292	1	226	9	301	233	11	327	1	251	9	336	1	258	0	336	1	258
	Through-Right		1							1				1				1	
	Right	159	0	159	6	165	165	2	174	0	174	6	180	0	180	0	180	0	180
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	314	1	314	0	314	314	0	340	1	340	0	340	1	340	0	340	1	340
	Left-Through		0							0				0				0	
	Through	844	1	**536**	0	844	**536**	13	927	1	**587**	0	927	1	**587**	0	927	1	**587**
	Through-Right		1							1				1				1	
	Right	227	0	227	0	227	227	0	246	0	246	0	246	0	246	0	246	0	246
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	97	1	97	0	97	97	0	105	1	105	0	105	1	105	0	105	1	105
	Left-Through		0							0				0				0	
	Through	1058	1	**618**	0	1058	**618**	7	1152	1	**674**	0	1152	1	**674**	0	1152	1	**674**
	Through-Right		1							1				1				1	
	Right	178	0	178	0	178	178	2	195	0	195	0	195	0	195	0	195	0	195
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	127	1	**127**	0	127	**127**	2	139	1	**139**	0	139	1	**139**	0	139	1	**139**
	Left-Through		0							0				0				0	
	Through	830	1	430	0	830	430	22	920	1	476	0	920	1	476	0	920	1	476
	Through-Right		1							1				1				1	
	Right	30	0	30	0	30	30	0	32	0	32	0	32	0	32	0	32	0	32
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		605	*North-South:*		611	*North-South:*			664	*North-South:*			670	*North-South:*			670
		East-West:		745	*East-West:*		745	*East-West:*			813	*East-West:*			813	*East-West:*			813
		SUM:		1350	*SUM:*		1356	*SUM:*			1477	*SUM:*			1483	*SUM:*			1483
	VOLUME/CAPACITY *(V/C)* RATIO:			0.900			0.904				0.985				0.989				0.989
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.800**			**0.804**				**0.885**				**0.889**				**0.889**
	LEVEL OF SERVICE (LOS):			**C**			**D**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.004 **Δ*v/c* after mitigation:** 0.004

Significant impacted? NO **Fully mitigated?** N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Whitsett Avenue	Year of Count:	2012	Ambient Growth (%):	2.0	Conducted by:	City Trafic Counters	Date:	1/24/2012
CMA2	East-West Street:	Riverside Drive	Projection Year:	2016	Peak Hour:	PM	Reviewed by:		Project:	Studio City Senior Living Center P

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2			2
Override Capacity			0			0			0				0			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	133	1	133	0	133	133	3	147	1	147	0	147	1	147	0	147	1	147
	Left-Through		0							0				0				0	
	Through	601	1	**368**	0	601	**368**	17	668	1	**408**	0	668	1	**408**	0	668	1	**408**
	Through-Right		1							1				1				1	
	Right	134	0	134	0	134	134	3	148	0	148	0	148	0	148	0	148	0	148
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	95	1	**95**	0	95	**95**	0	103	1	**103**	0	103	1	**103**	0	103	1	**103**
	Left-Through		0							0				0				0	
	Through	389	1	244	6	395	247	14	435	1	271	6	441	1	274	0	441	1	274
	Through-Right		1							1				1				1	
	Right	98	0	98	0	98	98	0	106	0	106	0	106	0	106	0	106	0	106
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	168	1	**168**	0	168	**168**	0	182	1	**182**	0	182	1	**182**	0	182	1	**182**
	Left-Through		0							0				0				0	
	Through	839	1	491	0	839	493	12	920	1	539	0	920	1	541	0	920	1	541
	Through-Right		1							1				1				1	
	Right	143	0	143	3	146	146	3	158	0	158	3	161	0	161	0	161	0	161
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	114	1	114	3	117	117	3	126	1	126	3	129	1	129	0	129	1	129
	Left-Through		0							0				0				0	
	Through	1004	1	**536**	0	1004	**536**	6	1093	1	**583**	0	1093	1	**583**	0	1093	1	**583**
	Through-Right		1							1				1				1	
	Right	67	0	67	0	67	67	0	73	0	73	0	73	0	73	0	73	0	73
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		463	*North-South:*		463	*North-South:*			511	*North-South:*			511	*North-South:*			511
		East-West:		704	*East-West:*		704	*East-West:*			765	*East-West:*			765	*East-West:*			765
		SUM:		1167	*SUM:*		1167	*SUM:*			1276	*SUM:*			1276	*SUM:*			1276
VOLUME/CAPACITY *(V/C)* RATIO:				0.778			0.778				0.851				0.851				0.851
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.678**			**0.678**				**0.751**				**0.751**				**0.751**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.000 **Δ*v/c* after mitigation:** 0.000

Significant impacted? NO **Fully mitigated?** N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Whitsett Avenue	Year of Count:	2012	Ambient Growth (%):	2.0	Conducted by:	The Traffic Solution	Date:	1/24/2012
CMA3	East-West Street:	Moorpark Street	Projection Year:	2016	Peak Hour:	AM	Reviewed by:		Project:	Studio City Senior Living Center P

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	92	1	**92**	9	101	**101**	0	100	1	**100**	9	109	1	**109**	0	109	1	**109**
	Left-Through		0							0				0				0	
	Through	235	1	147	21	256	162	20	274	1	171	21	295	1	186	0	295	1	186
	Through-Right		1							1				1				1	
	Right	58	0	58	9	67	67	4	67	0	67	9	76	0	76	0	76	0	76
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	195	1	195	0	195	195	2	213	1	213	0	213	1	213	0	213	1	213
	Left-Through		0							0				0				0	
	Through	937	1	**504**	0	937	**504**	8	1022	1	**549**	0	1022	1	**549**	0	1022	1	**549**
	Through-Right		1							1				1				1	
	Right	70	0	70	0	70	70	0	76	0	76	0	76	0	76	0	76	0	76
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	67	1	67	0	67	67	0	73	1	73	0	73	1	73	0	73	1	73
	Left-Through		0							0				0				0	
	Through	723	0	**940**	0	723	**940**	16	799	0	**1034**	0	799	0	**1034**	0	799	0	**1034**
	Through-Right		1							1				1				1	
	Right	217	0	0	0	217	0	0	235	0	0	0	235	0	0	0	235	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	59	1	**59**	0	59	**59**	2	66	1	**66**	0	66	1	**66**	0	66	1	**66**
	Left-Through		0							0				0				0	
	Through	459	0	508	0	459	508	26	523	0	577	0	523	0	577	0	523	0	577
	Through-Right		1							1				1				1	
	Right	49	0	0	0	49	0	1	54	0	0	0	54	0	0	0	54	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		596	North-South:		605	North-South:			649	North-South:			658	North-South:			658
		East-West:		999	East-West:		999	East-West:			1100	East-West:			1100	East-West:			1100
		SUM:		1595	SUM:		1604	SUM:			1749	SUM:			1758	SUM:			1758
VOLUME/CAPACITY (V/C) RATIO:				1.063			1.069				1.166				1.172				1.172
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.963**			**0.969**				**1.066**				**1.072**				**1.072**
LEVEL OF SERVICE (LOS):				**E**			**E**				**F**				**F**				**F**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.006 — Δ*v/c* after mitigation: 0.006

Significant impacted? NO — Fully mitigated? N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Whitsett Avenue	Year of Count:	2012	Ambient Growth (%):	2.0	Conducted by:	The Traffic Solution	Date:	1/24/2012
CMA3	East-West Street:	Moorpark Street	Projection Year:	2016	Peak Hour:	PM	Reviewed by:		Project:	Studio City Senior Living Center P

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2
Override Capacity			0			0			0				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	155	1	155	0	155	155	0	168	1	168	0	168	1	168	0	168	1	168
	Left-Through		0							0				0				0	
	Through	649	1	**388**	1	650	**388**	17	719	1	**429**	1	720	1	**430**	0	720	1	**430**
	Through-Right		1							1				1				1	
	Right	126	0	126	0	126	126	3	139	0	139	0	139	0	139	0	139	0	139
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	54	1	**54**	0	54	**54**	1	59	1	**59**	0	59	1	**59**	0	59	1	**59**
	Left-Through		0							0				0				0	
	Through	428	1	252	13	441	258	25	488	1	285	13	501	1	291	0	501	1	291
	Through-Right		1							1				1				1	
	Right	75	0	75	0	75	75	0	81	0	81	0	81	0	81	0	81	0	81
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	112	1	**112**	0	112	**112**	0	121	1	**121**	0	121	1	**121**	0	121	1	**121**
	Left-Through		0							0				0				0	
	Through	489	0	581	0	489	587	21	550	0	650	0	550	0	656	0	550	0	656
	Through-Right		1							1				1				1	
	Right	92	0	0	6	98	0	0	100	0	0	6	106	0	0	0	106	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	78	1	78	6	84	84	5	89	1	89	6	95	1	95	0	95	1	95
	Left-Through		0							0				0				0	
	Through	597	0	**678**	0	597	**678**	16	662	0	**752**	0	662	0	**752**	0	662	0	**752**
	Through-Right		1							1				1				1	
	Right	81	0	0	0	81	0	2	90	0	0	0	90	0	0	0	90	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		442	*North-South:*		442	*North-South:*			488	*North-South:*			489	*North-South:*			489
		East-West:		790	*East-West:*		790	*East-West:*			873	*East-West:*			873	*East-West:*			873
		SUM:		1232	*SUM:*		1232	*SUM:*			1361	*SUM:*			1362	*SUM:*			1362
VOLUME/CAPACITY *(V/C)* RATIO:				0.821			0.821				0.907				0.908				0.908
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.721**			**0.721**				**0.807**				**0.808**				**0.808**
LEVEL OF SERVICE (LOS):				**C**			**C**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.001 **Δ*v/c* after mitigation:** 0.001

Significant impacted? NO **Fully mitigated?** N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Whitsett Avenue	Year of Count:	2012	Ambient Growth (%):	2.0	Conducted by:	The Traffic Solution	Date:	1/24/2012
CMA4	East-West Street:	Ventura Boulevard	Projection Year:	2016	Peak Hour:	AM	Reviewed by:		Project:	Studio City Senior Living Center P

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	56	1	**56**	0	56	**56**	0	61	1	**61**	0	61	1	**61**	0	61	1	**61**
Left-Through		0							0				0				0	
Through	93	0	112	0	93	112	0	101	0	122	0	101	0	122	0	101	0	122
Through-Right		1							1				1				1	
Right	19	0	0	0	19	0	0	21	0	0	0	21	0	0	0	21	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	611	2	336	9	620	341	7	668	2	367	9	677	2	372	0	677	2	372
Left-Through		0							0				0				0	
Through	236	1	236	3	239	239	0	255	1	255	3	258	1	258	0	258	1	258
Through-Right		0							0				0				0	
Right	500	1	**407**	9	509	**416**	10	551	1	**438**	9	560	1	**447**	0	560	1	**447**
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	93	1	93	0	93	93	12	113	1	**113**	0	113	1	**113**	0	113	1	**113**
Left-Through		0							0				0				0	
Through	988	1	**544**	0	988	**544**	35	1104	1	606	0	1104	1	606	0	1104	1	606
Through-Right		1							1				1				1	
Right	100	0	100	0	100	100	0	108	0	108	0	108	0	108	0	108	0	108
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	17	1	**17**	0	17	**17**	0	18	1	18	0	18	1	18	0	18	1	18
Left-Through		0							0				0				0	
Through	764	1	451	0	764	451	57	884	1	**519**	0	884	1	**519**	0	884	1	**519**
Through-Right		1							1				1				1	
Right	137	0	137	0	137	137	6	154	0	154	0	154	0	154	0	154	0	154
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		463	*North-South:*		472	*North-South:*			499	*North-South:*			508	*North-South:*			508
	East-West:		561	*East-West:*		561	*East-West:*			632	*East-West:*			632	*East-West:*			632
	SUM:		1024	*SUM:*		1033	*SUM:*			1131	*SUM:*			1140	*SUM:*			1140
VOLUME/CAPACITY *(V/C)* RATIO:			0.745			0.751				0.823				0.829				0.829
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.645**			**0.651**				**0.723**				**0.729**				**0.729**
LEVEL OF SERVICE (LOS):			**B**			**B**				**C**				**C**				**C**

	NB--	SB--	EB--	WB--
No. of Phases				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	3	2	0
ATSAC-1 or ATSAC+ATCS-2?				
Override Capacity				

	EXISTING CONDITION	EXISTING PLUS PROJECT	FUTURE CONDITION W/O PROJECT	FUTURE CONDITION W/ PROJECT	FUTURE W/ PROJECT W/ MITIGATION
No. of Phases	4	4	4	4	4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	3	3	3	3	3
ATSAC-1 or ATSAC+ATCS-2?	0	0	0	0	0
Override Capacity	2	2	2	2	2
	0	0	0	0	0

REMARKS: No right-turn on red 7:00 AM - 9:00 A

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	Δ*v/c* after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Whitsett Avenue	Year of Count:	2012	Ambient Growth (%):	2.0	Conducted by:	The Traffic Solution	Date:	1/24/2012
CMA4	East-West Street:	Ventura Boulevard	Projection Year:	2016	Peak Hour:	PM	Reviewed by:		Project:	Studio City Senior Living Center P

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4				4				4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--		3	NB-- 0	SB--		3	NB-- 0	SB--		3
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--		0	EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2
Override Capacity			0			0				0				0				0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	108	1	108	0	108	108	0	117	1	117	0	117	1	117	0	117	1	117
	Left-Through		0							0				0				0	
	Through	173	0	**191**	2	175	**193**	0	187	0	**206**	2	189	0	**208**	0	189	0	**208**
	Through-Right		1							1				1				1	
	Right	18	0	0	0	18	0	0	19	0	0	0	19	0	0	0	19	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	249	2	**137**	0	249	**137**	7	277	2	**152**	0	277	2	**152**	0	277	2	**152**
	Left-Through		0							0				0				0	
	Through	147	1	147	0	147	147	0	159	1	159	0	159	1	159	0	159	1	159
	Through-Right		0							0				0				0	
	Right	182	1	0	0	182	0	19	216	1	0	0	216	1	0	0	216	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	232	1	**232**	6	238	**238**	17	268	1	**268**	6	274	1	**274**	0	274	1	**274**
	Left-Through		0							0				0				0	
	Through	1026	1	580	0	1026	580	53	1164	1	654	0	1164	1	654	0	1164	1	654
	Through-Right		1							1				1				1	
	Right	133	0	133	0	133	133	0	144	0	144	0	144	0	144	0	144	0	144
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	26	1	26	0	26	26	0	28	1	28	0	28	1	28	0	28	1	28
	Left-Through		0							0				0				0	
	Through	1195	1	**719**	0	1195	**722**	42	1336	1	**804**	0	1336	1	**807**	0	1336	1	**807**
	Through-Right		1							1				1				1	
	Right	243	0	243	6	249	249	8	271	0	271	6	277	0	277	0	277	0	277
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		328	*North-South:*		330	*North-South:*			358	*North-South:*			360	*North-South:*			360
		East-West:		951	*East-West:*		960	*East-West:*			1072	*East-West:*			1081	*East-West:*			1081
		SUM:		1279	*SUM:*		1290	*SUM:*			1430	*SUM:*			1441	*SUM:*			1441
VOLUME/CAPACITY *(V/C)* RATIO:				0.930			0.938				1.040				1.048				1.048
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.830**			**0.838**				**0.940**				**0.948**				**0.948**
LEVEL OF SERVICE (LOS):				**D**			**D**				**E**				**E**				**E**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2012	Ambient Growth (%):	2.0	Conducted by:	City Trafic Counters	Date:	1/24/2012
CMA5	East-West Street:	Moorpark Street	Projection Year:	2016	Peak Hour:	AM	Reviewed by:		Project:	Studio City Senior Living Center P

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4				4	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		3	EB-- 0 WB--		3	EB-- 0 WB--		3		EB-- 0 WB--		3		EB-- 0 WB--		3	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	74	1	**74**	0	74	**74**	12	92	1	92	0	92	1	92	0	92	1	92
	Left-Through		0							0				0				0	
	Through	1000	1	564	0	1000	564	167	1249	1	**693**	0	1249	1	**693**	0	1249	1	**693**
	Through-Right		1							1				1				1	
	Right	127	0	127	0	127	127	0	137	0	137	0	137	0	137	0	137	0	137
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	140	1	140	0	140	140	9	161	1	**161**	0	161	1	**161**	0	161	1	**161**
	Left-Through		0							0				0				0	
	Through	1094	1	**661**	0	1094	**661**	79	1263	1	761	0	1263	1	761	0	1263	1	761
	Through-Right		1							1				1				1	
	Right	228	0	228	0	228	228	11	258	0	258	0	258	0	258	0	258	0	258
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	209	1	**209**	6	215	**215**	19	245	1	**245**	6	251	1	**251**	0	251	1	**251**
	Left-Through		0							0				0				0	
	Through	700	1	425	3	703	426	1	759	1	461	3	762	1	463	0	762	1	463
	Through-Right		1							1				1				1	
	Right	149	0	149	0	149	149	2	163	0	163	0	163	0	163	0	163	0	163
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	138	1	138	0	138	138	0	149	1	149	0	149	1	149	0	149	1	149
	Left-Through		0							0				0				0	
	Through	407	1	**407**	0	407	**407**	0	441	1	**441**	0	441	1	**441**	0	441	1	**441**
	Through-Right		0							0				0				0	
	Right	97	1	0	0	97	0	16	121	1	0	0	121	1	0	0	121	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		735	*North-South:*		735	*North-South:*			854	*North-South:*			854	*North-South:*			854
		East-West:		616	*East-West:*		622	*East-West:*			686	*East-West:*			692	*East-West:*			692
		SUM:		1351	*SUM:*		1357	*SUM:*			1540	*SUM:*			1546	*SUM:*			1546
	VOLUME/CAPACITY *(V/C)* RATIO:			0.983			0.987				1.120				1.124				1.124
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.883**			**0.887**				**1.020**				**1.024**				**1.024**
	LEVEL OF SERVICE (LOS):			**D**			**D**				**F**				**F**				**F**

REMARKS: Westbound overlap phase.

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2012	Ambient Growth (%):	2.0	Conducted by:	City Trafic Counters	Date:	1/24/2012
CMA5	East-West Street:	Moorpark Street	Projection Year:	2016	Peak Hour:	PM	Reviewed by:		Project:	Studio City Senior Living Center P

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4				4	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		3	EB-- 0 WB--		3	EB-- 0 WB--		3		EB-- 0 WB--		3		EB-- 0 WB--		3	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	88	1	88	0	88	88	5	100	1	100	0	100	1	100	0	100	1	100
	Left-Through		0							0				0				0	
	Through	1423	1	**761**	0	1423	**761**	72	1612	1	**859**	0	1612	1	**859**	0	1612	1	**859**
	Through-Right		1							1				1				1	
	Right	98	0	98	0	98	98	0	106	0	106	0	106	0	106	0	106	0	106
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	145	1	**145**	0	145	**145**	8	165	1	**165**	0	165	1	**165**	0	165	1	**165**
	Left-Through		0							0				0				0	
	Through	1244	1	749	0	1244	751	104	1451	1	869	0	1451	1	871	0	1451	1	871
	Through-Right		1							1				1				1	
	Right	254	0	254	3	257	257	12	287	0	287	3	290	0	290	0	290	0	290
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	186	1	**186**	0	186	**186**	8	209	1	**209**	0	209	1	**209**	0	209	1	**209**
	Left-Through		0							0				0				0	
	Through	485	1	290	0	485	290	1	526	1	320	0	526	1	320	0	526	1	320
	Through-Right		1							1				1				1	
	Right	95	0	95	0	95	95	11	114	0	114	0	114	0	114	0	114	0	114
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	170	1	170	0	170	170	0	184	1	184	0	184	1	184	0	184	1	184
	Left-Through		0							0				0				0	
	Through	424	1	**424**	2	426	**426**	1	460	1	**460**	2	462	1	**462**	0	462	1	**462**
	Through-Right		0							0				0				0	
	Right	147	1	2	0	147	2	5	164	1	0	0	164	1	0	0	164	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		906	*North-South:*		906	*North-South:*			1024	*North-South:*			1024	*North-South:*			1024
		East-West:		610	*East-West:*		612	*East-West:*			669	*East-West:*			671	*East-West:*			671
		SUM:		1516	*SUM:*		1518	*SUM:*			1693	*SUM:*			1695	*SUM:*			1695
	VOLUME/CAPACITY *(V/C)* RATIO:			1.103			1.104				1.231				1.233				1.233
	V/C LESS ATSAC/ATCS ADJUSTMENT:			1.003			1.004				1.131				1.133				1.133
	LEVEL OF SERVICE (LOS):			F			F				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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