# **APPENDIX L**

ALTERNATIVES TRAFFIC ANALYSES

### **PROJECT ALTERNATIVES**

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

### Project Alternative A: No Project (No Construction)

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

### Project Alternative B: Higher Density and Recreation

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

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

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

• Int. No. 3: Whitsett Avenue/Moorpark Street AM peak hour *v/c* ratio increase of 0.018 [to 1.084 (LOS F) from 1.066 (LOS F)] • Int. No. 4: Whitsett Avenue/Ventura Boulevard PM peak hour *v/c* ratio increase of 0.023 [to 0.963 (LOS E) from 0.940 (LOS E)]

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

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

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

### Project Alternative C: Original Zoning Alternative

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

Traffic generation for the proposed Project Alternative C was estimated based on trip rates provided in the ITE *Trip Generation* manual. A summary of the trip generation forecast for Project Alternative C is presented in *Appendix X* (refer to Appendix Table X-2). As shown in *Appendix X*, Project Alternative C is expected to generate 47 net new vehicle trips (-13 inbound trips and 60 outbound trips) during the AM peak hour. During the PM peak hour, Project Alternative C is expected to generate 16 net new vehicle trips (30 inbound trips and -14 outbound trips). Over a 24-hour period, Project Alternative C is forecast to generate 200 net new daily trip ends during a typical weekday (100 inbound trips and 100 outbound trips). Summaries of the v/c ratios and LOS values during the AM and PM peak hours are provided in *Appendix X* (refer to Appendix Table X-5 for the study intersections). As presented in *Appendix X* (refer to columns [2] and [4] of Appendix Table X-5), no significant impacts would result under this alternative for existing and future with project conditions, similar to that for the proposed project. As no significant impacts are expected due to Project Alternative C, no traffic mitigation measures are required or recommended for the study intersections.

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

### Project Alternative D: Los Angeles River Natural Park Alternative

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

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

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

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

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

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

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

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

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

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

[3] ITE Land Use Code 220 (Apartment) trip generation average rates

- Daily Trip Rate: 6.65 trips/Dwelling Units (DU); 50% inbound/50% outbound

- AM Peak Hour Trip Rate: 0.51 trips/DU; 20% inbound/80% outbound

- PM Peak Hour Trip Rate: 0.62 trips/DU; 65% inbound/35% outbound

[4] ITE Land Use Code 432 (Golf Driving Range) trip generation average rates

- Daily Trip Rate: 13.65 trips/Tee; 50% inbound/50% outbound

- AM Peak Hour Trip Rate: 0.40 trips/Tee; 61% inbound/39% outbound

- PM Peak Hour Trip Rate: 1.25 trips/Tee; 45% inbound/55% outbound

[5] ITE Land Use Code 430 (Golf Course) trip generation average rates

- Daily Trip Rate: 35.74 trips/Hole; 50% inbound/50% outbound

- AM Peak Hour Trip Rate: 2.23 trips/Hole; 79% inbound/21% outbound

- PM Peak Hour Trip Rate: 2.78 trips/Hole; 45% inbound/55% outbound

[6] ITE Land Use Code 490 (Tennis Courts) trip generation average rates

- Daily Trip Rate: 31.04 trips/court; 50% inbound/50% outbound

- AM Peak Hour Trip Rate: 1.67 trips/court; 50% inbound/50% outbound

- PM Peak Hour Trip Rate: 3.88 trips/court; 50% inbound/50% outbound

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

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

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

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

[3] ITE Land Use Code 230 (Residential Condominium/Townhouse) trip generation average rates.

- Daily Trip Rate: 5.81 trips/Dwelling Units (DU); 50% inbound/50% outbound

- AM Peak Hour Trip Rate: 0.44 trips/DU; 17% inbound/83% outbound

- PM Peak Hour Trip Rate: 0.52 trips/DU; 67% inbound/33% outbound

[4] ITE Land Use Code 210 (Single-Family Detached Housing) trip generation average rates.

- Daily Trip Rate: 9.57 trips/Dwelling Units (DU); 50% inbound/50% outbound

- AM Peak Hour Trip Rate: 0.75 trips/DU; 25% inbound/75% outbound

- PM Peak Hour Trip Rate: 1.01 trips/DU; 63% inbound/37% outbound

[5] ITE Land Use Code 432 (Golf Driving Range) trip generation average rates.

- Daily Trip Rate: 13.65 trips/Tee; 50% inbound/50% outbound

- AM Peak Hour Trip Rate: 0.40 trips/Tee; 61% inbound/39% outbound

- PM Peak Hour Trip Rate: 1.25 trips/Tee; 45% inbound/55% outbound

[6] ITE Land Use Code 430 (Golf Course) trip generation average rates.

- Daily Trip Rate: 35.74 trips/Hole; 50% inbound/50% outbound

- AM Peak Hour Trip Rate: 2.23 trips/Hole; 79% inbound/21% outbound

- PM Peak Hour Trip Rate: 2.78 trips/Hole; 45% inbound/55% outbound

[7] ITE Land Use Code 490 (Tennis Courts) trip generation average rates.

- Daily Trip Rate: 31.04 trips/court; 50% inbound/50% outbound

- AM Peak Hour Trip Rate: 1.67 trips/court; 50% inbound/50% outbound - PM Peak Hour Trip Rate: 3.88 trips/court; 50% inbound/50% outbound

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

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

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

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

[3] ITE Land Use Code 435 (Multipurpose Recreational Facility) trip generation average rates.

- Daily Trip Rate: 90.38 trips/Acre; 50% inbound/50% outbound

- AM Peak Hour Trip Rate: 1.92 trips/Acre; 50% inbound/50% outbound

- PM Peak Hour Trip Rate: 5.77 trips/Acre; 50% inbound/50% outbound

[4] ITE Land Use Code 432 (Golf Driving Range) trip generation average rates.

- Daily Trip Rate: 13.65 trips/Tee; 50% inbound/50% outbound

- AM Peak Hour Trip Rate: 0.40 trips/Tee; 61% inbound/39% outbound
- PM Peak Hour Trip Rate: 1.25 trips/Tee; 45% inbound/55% outbound

[5] ITE Land Use Code 490 (Tennis Courts) trip generation average rates.

- Daily Trip Rate: 31.04 trips/court; 50% inbound/50% outbound

- AM Peak Hour Trip Rate: 1.67 trips/court; 50% inbound/50% outbound

- PM Peak Hour Trip Rate: 3.88 trips/court; 50% inbound/50% outbound [6] ITE Land Use Code 430 (Golf Course) trip generation average rates.

- Daily Trip Rate: 35.74 trips/Hole; 50% inbound/50% outbound

- AM Peak Hour Trip Rate: 2.23 trips/Hole; 79% inbound/21% outbound

- PM Peak Hour Trip Rate: 2.78 trips/Hole; 45% inbound/55% outbound

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

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

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

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



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

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

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

Final v/c	LOS	Project Related Increase in v/c
> 0.700 - 0.800	С	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

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

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

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

Final v/c	LOS	Project Related Increase in v/c
> 0.700 - 0.800	С	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

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

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

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

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

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

[4] Percent Project Alternative B-related increase based on column [2] divided by column [3].

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

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

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

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

[8] Percent Project Alternative B-related increase based on column [2] divided by column [7].

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

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

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

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

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

[4] Percent Project Alternative C-related increase based on column [2] divided by column [3].

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

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

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

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

[8] Percent Project Alternative C-related increase based on column [2] divided by column [7].

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

		[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]
				YEAR 2012	% ADT	EXISTING		YEAR 2016	% ADT	FUTURE
		YEAR 2012	DAILY	EXISTING	INCREASE	WITH	YEAR 2016	FUTURE	INCREASE	WITH
		EXISTING	PROJ. ALT D	WITH	WITH	PROJ. ALT D	FUTURE	WITH	WITH	PROJ. ALT D
		24-HOUR	BUILD-OUT	PROJ. ALT D	PROJ. ALT D	SEGMENT	PRE-PROJECT	PROJ. ALT D	PROJ. ALT D	SEGMENT
NO.	STREET SEGMENT	VOLUME	TRIP ENDS	[(1)+(2)]	[(2)/(3)]	IMPACT	VOLUME	[(2)+(6)]	[(2)/(7)]	IMPACT
1	Wallaw Carriers Lana, hattaan	868	10	878	1.1%	NO	894	904	1.1%	NO
1	Valley Spring Lane between Babcock Ave. & Whitsett Ave.	808	10	8/8	1.1%	NO	894	904	1.1%	NO
2	Valley Spring Lane between	1,073	10	1,083	0.9%	NO	1,105	1,115	0.9%	NO
	Whitsett Ave. & Wilkinson Ave.									

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

[2] Net Project Alternative D build-out daily trip ends include inbound and outbound trips based on the Project Alternative D trip generation forecasts provided in Appendix Table X-3. Please note that one percent (1.0%) has been utilized as a default distribution percentage for the neighborhood study street segment where no project-related traffic is expected or forecast in the traffic study. As all project-related traffic is anticipated to travel along the key arterials providing direct access to the project site, the use of this default factor is intended to account for potential trips associated with motorists who unexpectedly or inadvertently travel on a neighborhood street segment.

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

[4] Percent Project Alternative D-related increase based on column [2] divided by column [3].

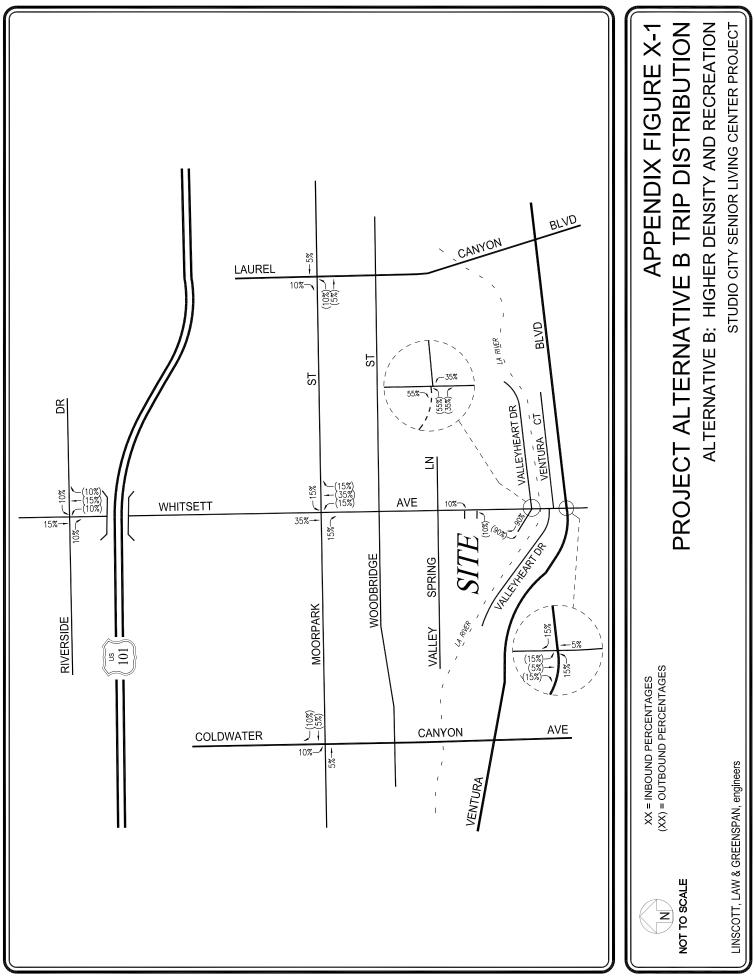
[5]/[9] According to LADOT's "Traffic Study Policies & Procedures," August 2011: "A local residential street shall be deemed significantly impacted based on an increase in the projected average daily traffic (ADT) volumes."

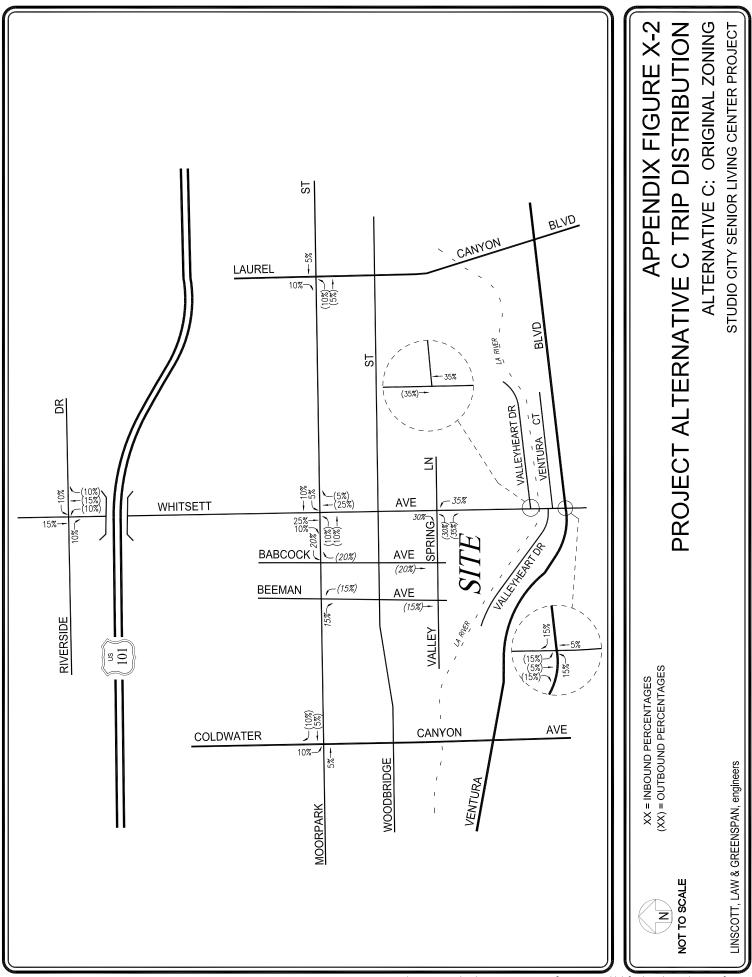
Projected Average	
Daily Traffic with	Project-Related
Project (Final ADT)	Increase in ADT
0 to 999	16% or more of final ADT
1,000 or more	12% or more of final ADT
2,000 or more	10% or more of final ADT
3,000 or more	8% or more of final ADT

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

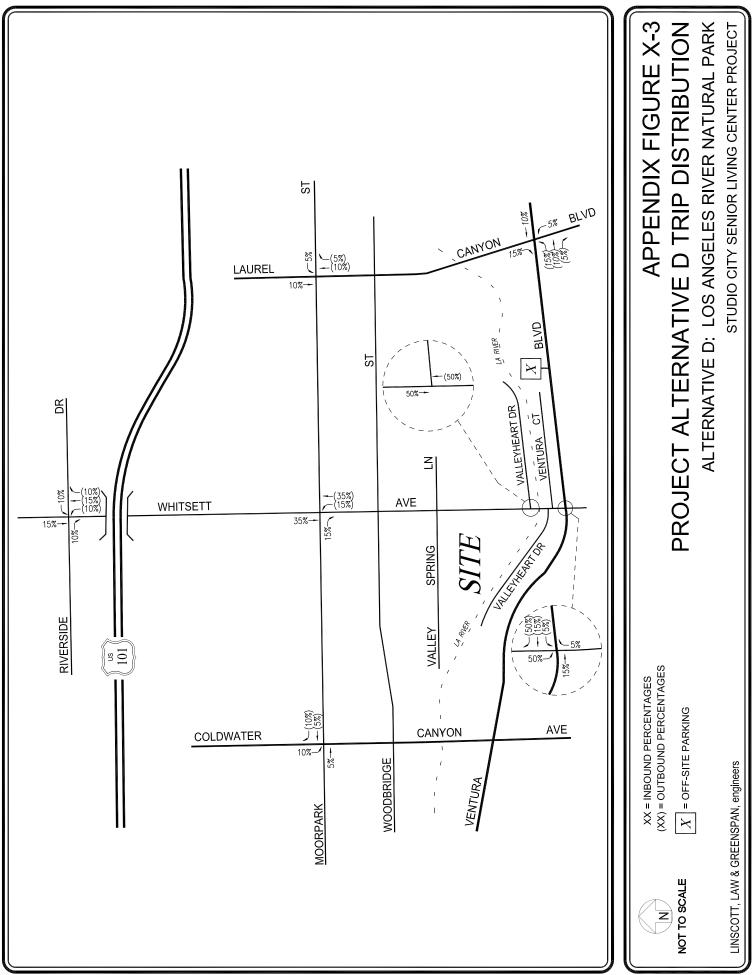
[7] Total of columns [2] and [6].

[8] Percent Project Alternative D-related increase based on column [2] divided by column [7].





o:/job\_file/3948/alts/appdx f-x2.dwg LDP 11:57:29 04/30/2012 rodriguez



o:/job\_file/3948/alts/dwg/appdx f-x3.dwg LDP 13:32:35 04/30/2012 rodriguez

**APPENDIX X-1** 

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



(Circular 212 Method)



I/S #:	North-	South Street:	Coldwa	iter Canyon	Avenue		Year	of Count:	2012	Amb	ient Grov	vth: (%):	2.0	Condu	cted by:	City Trafic	Counters	Date:		5/30/2012	
CMA1	East	t-West Street:	Moorpa	ark Street			Projec	tion Year:	2016		Pea	ak Hour:	AM	Revie	wed by:			Project:	Studio City	Senior Livir	ng Center P
Орро	osed Ø'in	No. of ng: N/S-1, E/W-2 or	Phases Both-3?			2 0			2 0				2 0				2 0				2 0
Right	Turns: F	REE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 0	SB WB	0 0	NB EB	0 SE 0 W		NB EB	0 0	SB WB	0 0	NB EB	0 0	SB WB	0 0	NB EB	0 0	SB WB	0 0
	AT	SAC-1 or ATSAC+		<i>EB</i> 0	WD	2	ED	0 00	2	<i>LD</i>	0	WD	2	<i>L</i> D	0	WD	2	ED	U	WD	2
		Override (	Capacity	EVIOT	NG CONDI	0	EVICT	NG PLUS P		FUTUD		ON W/O PR	0	FUTUE			0	FUTUR		CT W/ MIT	0
		MOVEMENT		EXIST	NG CONDI No. of	Lane	-			Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
		MOVEMENT		Volume	Lanes	Volume	Project Traffic	Total Volume	Lane Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Δ	Ĵ	Left		34	1	34	0	34	34	2	39	1	39	0	39	1	39	0	39	1	39
NN	Ť,	Left-Through		507	0 1	225	0	507	225	24	050	0 1	070	0	050	0 1	070	0	050	0	272
NORTHBOUND	↑	Through Through-Right		587	1	335	0	587	335	21	656	1	373	0	656	1	373	0	656	1	373
ЯΤΗ	r C	Right		83	0	83	0	83	83	0	90	0	90	0	90	0	90	0	90	0	90
Į O	$\leftrightarrow$	Left-Through-Ri	ght		0							0				0				0	
~	$\checkmark$	Left-Right			0							0				0				0	
	<b>L</b>	Left		111	1	111	2	113	113	0	120	1	120	2	122	1	122	0	122	1	122
QN	└→ Left-Through				0		-	110	115	Ŭ	120	0	120	-	122	0	122	Ŭ	122	0	122
SOL	↓ Through ↓ Through ↓ Through-Right			482	1	302	0	482	302	18	540	1	336	0	540	1	336	0	540	1	336
SOUTHBOUND	<ul> <li>✓ Through-Right</li> <li>✓ Right</li> </ul>			404	1	121	0	121	404	0	131	1 0	404	0	131	1 0	404	0	131	1	131
БО	لَّهُ Right		aht	121	0	121	U	121	121	0	131	0	131	0	131	0	131	0	131	0	131
Š	↔     Left-Through-Right       ↓     Left-Right		5		0							0				0				0	
	Left Left			475	1	475	0	475	475	0	400	1	100	0	100	1	400	0	400	1	100
₽		Left-Through		175	0	175	0	175	175	0	189	0	189	0	189	0	189	0	189	0	189
NO.	$\rightarrow$	Through		795	1	795	1	796	796	16	877	1	877	1	878	1	878	0	878	1	878
EASTBOUND	1×1	Through-Right			0							0				0				0	
AS	÷.	Right Left-Through-Ri	aht	42	1	25	0	42	25	1	46	1 0	27	0	46	1	27	0	46	1	27
ш	Ž	Left-Right	9		0 0							õ				Ő				Ő	
				-																	
₽	$\frac{1}{7}$	Left Left-Through		47	1	47	0	47	47	0	51	1 0	51	0	51	1 0	51	0	51	1 0	51
WESTBOUND	<i>—</i>	Through		422	1	422	5	427	427	26	483	1	483	5	488	1	488	0	488	1	488
TBC	4	Through-Right			0		_					0				0		_		0	
ESI	4	Right		84	1	29	10	94	38	0	91	1	31	10	101	1	40	0	101	1	40
>	Ě	Left-Through-Ri Left-Right	gnt		0 0							0 0				0				0 0	
				Nor	th-South:	446	No	rth-South:	448		Nor	th-South:	493		Nort	th-South:	495		Nor	th-South:	495
	CRITICAL VOLUMES			E	ast-West:	842	E	ast-West:	843		Ea	ast-West:	928		Ea	ast-West:	929		Ea	ast-West:	929
	VOLUM				SUM:	1288		SUM:	1291			SUM:	1421			SUM:	1424			SUM:	1424
1//2	VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT:					0.859			0.861				0.947				0.949				0.949
V/C	LEVEL OF SERVICE (LOS):					0.759			0.761				0.847				0.849				0.849
	L		E (LOS): MARKS:			С			С				D				D				D

REMARKS: ALT-B

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.002 Significant impacted? NO

∆v/c after mitigation: 0.002 Fully mitigated? N/A

1



(Circular 212 Method)



I/S #:	North-	-South Street:	Coldwa	iter Canyon	Avenue		Year	of Count:	2012	Amb	ient Grov	vth: (%):	2.0	Condu	cted by:	City Trafic	Counters	Date:		5/30/2012	
CMA1	Eas	t-West Street:	Moorpa	ark Street			Projec	tion Year:	2016		Pea	ak Hour:	PM		wed by:			Project:	Studio City	Senior Livir	ng Center P
	9		f Phases			2			2				2				2				2
Oppo	osed Ø'in	ng: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns: F	REE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 0	SB	0	NB	0 SI 0 W		NB	0	SB WB	0	NB	0 0	SB	0	NB	0 0	SB	0
	ΔΤ	SAC-1 or ATSAC+	ATCS-22	EB 0	WB	0 2	EB	0 W	<b>B</b> 0 2	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
		Override (				0			0				0 0				ō				0
				EXISTI	ING CONDI	TION	EXIST	NG PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF		ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
0	Ĵ.	Left		62	1	62	0	62	62	2	69	1	69	0	69	1	69	0	69	1	69
N	4	Left-Through			0							0				0				0	
NORTHBOUND	Î	Through		828	1	455	0	828	455	26	922	1	505	0	922	1	505	0	922	1	505
E	ĥ	Through-Right		81	1 0	81	0	81	81	0	88	1 0	88	0	88	1 0	88	0	88	1 0	88
.NC	4	Right Left-Through-Ri	aht	01	0	01	U	01	01	0	00	0	00	0	00	0	00	0	00	0	00
ž	$\gamma$	Left-Right	gin		0							Ő				0				0	
	• •				-																
Δ	└→ Left ↓→ Left-Through			109	1	109	9	118	118	0	118	1	118	9	127	1	127	0	127	1	127
N	↓ Through				0 1							0				0				0 1	100
BO	↓ Through ↓ Through-Right			760	1	445	0	760	445	29	852	1	496	0	852	1	496	0	852	1	496
SOUTHBOUND	✓Through-Right✓Right			129	0	129	0	129	129	0	140	ŏ	140	0	140	ò	140	0	140	0	140
no	<ul> <li>✓ Right</li> <li>✓ Left-Through-Right</li> </ul>			120	0	120	Ŭ	120	120	Ŭ	110	0	110	Ŭ	110	0	110	Ŭ	110	0	110
s	Left-Through-Right				0							0				0				0	
	1																				
Δ		Left Left-Through		118	1 0	118	0	118	118	0	128	1 0	128	0	128	1 0	128	0	128	1 0	128
N	$\rightarrow$	Through		605	1	605	5	610	610	21	676	1	676	5	681	1	681	0	681	1	681
ВО		Through-Right		000	0	000	Ŭ	010	010		010	0	010	Ŭ	001	0	001	Ŭ	001	0	001
EASTBOUND	7	Right		64	1	33	0	64	33	2	71	1	37	0	71	1	37	0	71	1	37
ЕA	÷.	Left-Through-Ri	ight		0							0				0				0	
	$\prec$	Left-Right			0							0				0				0	
	ſ	Left		93	1	93	0	93	93	0	101	1	101	0	101	1	101	0	101	1	101
Q		Left-Through		~~~	0	00	Ŭ	00	00	Ĭ		0		Ĭ		0		Ĭ		0	
WESTBOUND	<u>~</u>	Through		590	1	590	2	592	592	16	655	1	655	2	657	1	657	0	657	1	657
ΤB	<u>ک</u> ۲	Through-Right			0		_			_		0		_		0		_		0	
ES	Right			113	1	59	5	118	59	0	122	1 0	63	5	127	1 0	64	0	127	1	64
>	Left-Through-Right				0							0				0				0	
	CRITICAL VOLUMES			Nor	th-South:	564	No	rth-South:	573		Nor	th-South:	623		Nor	th-South:	632		Nor	th-South:	632
		CRITICAL VO	OLUMES	Ea	ast-West:	708	E	ast-West:	710		Ea	ast-West:	783		Ea	ast-West:	785		E	ast-West:	785
					SUM:	1272		SUM:	1283			SUM:	1406			SUM:	1417			SUM:	1417
	VOLUME/CAPACITY (V/C) RATIO:					0.848			0.855				0.937				0.945				0.945
V/C	LESS AT	TSAC/ATCS ADJUS	STMENT:			0.748			0.755				0.837				0.845				0.845
	L	LEVEL OF SERVIC	E (LOS):			С			С				D				D				D
r			MARKS	ALT-B																	

2

REMARKS: ALT-B

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.008 Significant impacted? NO

∆v/c after mitigation: 0.008 Fully mitigated? N/A



(Circular 212 Method)



Concernance         Base-Week Strong         Respective Strong         Projection View File         Projection View File <th>I/S #:</th> <th>North-</th> <th>South Street:</th> <th>Whitset</th> <th>tt Avenue</th> <th></th> <th></th> <th>Year</th> <th>of Count:</th> <th>2012</th> <th>Amb</th> <th>ient Grov</th> <th>vth: (%):</th> <th>2.0</th> <th>Condu</th> <th>cted by:</th> <th>City Trafic</th> <th>Counters</th> <th>Date:</th> <th></th> <th>5/30/2012</th> <th></th>	I/S #:	North-	South Street:	Whitset	tt Avenue			Year	of Count:	2012	Amb	ient Grov	vth: (%):	2.0	Condu	cted by:	City Trafic	Counters	Date:		5/30/2012	
Oppose         Single Visi LW sin	CMA2	East	t-West Street:	Riversi	de Drive			Projec	tion Year:	2016		Pea	ak Hour:	AM					Project:	Studio City	Senior Livir	ng Center P
																						_
Name         Name <t< td=""><td>Орро</td><td>osed Ø'in</td><td>ig: N/S-1, E/W-2 or</td><td>Both-3?</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>-</td></t<>	Орро	osed Ø'in	ig: N/S-1, E/W-2 or	Both-3?																		-
TRAC-4r C322 Ownide Cape+12Image: State in the	Right	Turns: F	REE-1, NRTOR-2 c	or OLA-3?												•						-
$  \  \  \  \  \  \  \  \  \  \  \  \  \$		AT	SAC-1 or ATSAC+/	ATCS-2?	<i>LB</i> 0	WD		LD	0 00		LD	0	WD		<i>LD</i>	U	WD		<i>LD</i>	0	WB	-
Image: model between the state of																						
$ \  \  \  \  \  \  \  \  \  \  \  \  \ $					EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUR		ION W/ PR	OJECT	FUTURE	W/ PROJE	ЕСТ W/ МІТ	IGATION
Open of the set of th			MOVEMENT																			
appended       i       Left-Through-Right       222       i       226       i       5       307       238       11       327       1       251       15       342       1       1       261       342       1       1       261       1       342       1		~											Lanes									
Y         Left-Right         314         1         314         1         314         1         314         0         314         0         314         0         314         0         314         0         314         0         314         0         314         0         314         0         314         1         314         0         314         1         314         0         314         1         340         0         340         1         340         0         340         1         340         0         340         1         340         0         340         1         340         0         340         1         340         0         340         1         340         0         340         1         340         0         340         1         340         0         340         1         340         0         340         1         340         0         340         1         340         1         340         1         340         1         340         1         340         1         340         1         340         1         340         1         340         1         340         1         1         <	₽	) _↑			69		69	10	79	79	2	11	1	77	10	87		87	0	87		87
N         Left-Right         314         1         314	۲, I	7	-		292		226	15	307	238	11	327		251	15	342		263	0	342		263
N         Left-Right         314         1         314	BO	1	•		252		220		001	200		021		201	10	042		200	Ŭ	042		200
N         Left-Right         314         1         314	ᅻ	ŕ			159	0	159	10	169	169	2	174	0	174	10	184	0	184	0	184	0	184
N         Left-Right         314         1         314	Ō	*	Left-Through-Ri	ight		· ·											-				· ·	
Model         Left-Through-Right         0         844         1         536         4         848         538         13         927         1         587         4         931         1         589         0         931         1         589           1         Through-Right         227         0         246         0         246         0         246         0         246         0         246         0         246         0         246         0         246         0         246         0         246         0         246         0         246         0         246         0         246         0         246         0	~		Left-Right			0							0				0				0	
Model         Left-Through-Right         0         844         1         536         4         848         538         13         927         1         587         4         931         1         589         0         931         1         589           1         Through-Right         227         0         246         0         246         0         246         0         246         0         246         0         246         0         246         0         246         0         246         0         246         0         246         0         246         0         246         0         246         0         246         0					314	1	314	0	314	317	0	340	1	340	0	340	1	340	0	340	1	340
Image: Construction of the second	Q	→ Left-Through			514		514	0	514	514	0	540		340	v	540		540	0	540		340
Image: Construction of the second	D0	↓ Through			844	1	536	4	848	538	13	927		587	4	931	1	589	0	931	1	589
Image: Section of the restance of the r	HB	✓ Through-Right				1							1								1	
Image: Construction of the second	5	بَ Right		a h t	227	0	227	0	227	227	0	246		246	0	246	-	246	0	246	0	246
OPO         J         Left         97         0         97         97         0         105         1         105         0         105         105         105         105         105 <t< td=""><td>so</td><td colspan="3">← Left-Through-Right</td><td></td><td>0</td><td></td><td></td><td></td><td></td><td></td><td></td><td>-</td><td></td><td></td><td></td><td>•</td><td></td><td></td><td></td><td>0</td><td></td></t<>	so	← Left-Through-Right				0							-				•				0	
OPOOD       J       Left-Through       1058       1       618       0       1058       619       7       1152       1       674       0       1152       1       675       0       1152       1       1       1       <		Left-Right																				
Image: constraint of the sector of the s	•	ر			97		97	0	97	97	0	105		105	0	105		105	0	105		105
Image: constraint of the constrain					1050	•			4050		-	4450	-	07.4		4450	-			4450	×	075
Image: constraint of the constrain	20L		-		1058	1	618	0	1058	619	(	1152	1	674	0	1152		675	0	1152		675
Image: constraint of the constrain	STE	, L			178	0	178	2	180	180	2	195	0	195	2	197		197	0	197		197
Volume         Volum         Volum         Volum <td>EA</td> <td><math>\Rightarrow</math></td> <td></td> <td>ight</td> <td></td> <td>•</td> <td></td> <td>-</td> <td></td> <td></td> <td></td> <td>•</td> <td></td>	EA	$\Rightarrow$		ight		•											-				•	
Op       T       Left-Through       0       0       0       830       1       430       0       830       430       22       920       1       476       0       920       1       476       0       920       1       476       0       920       1       476       0       920       1       476       0       920       1       476       0       920       1       476       1 <th1< th="">       1       <th1< th=""></th1<></th1<>		$\prec$	Left-Right			0							0				0				0	
Op       T       Left-Through       0       0       0       830       1       430       0       830       430       22       920       1       476       0       920       1       476       0       920       1       476       0       920       1       476       0       920       1       476       0       920       1       476       0       920       1       476       1 <th1< th="">       1       <th1< th=""></th1<></th1<>		ſ	Left		107	1	107	2	120	120	2	120	1	120	2	1/1	1	141	0	1/1	1	141
Left-Right         0         -         0         -         0 <th< td=""><td>₽</td><td>*7</td><td></td><td></td><td>127</td><td></td><td>121</td><td><b>_</b></td><td>123</td><td>129</td><td><b>∠</b></td><td>199</td><td></td><td>139</td><td><u> </u></td><td>141</td><td></td><td>141</td><td>U V</td><td>141</td><td></td><td>141</td></th<>	₽	*7			127		121	<b>_</b>	123	129	<b>∠</b>	199		139	<u> </u>	141		141	U V	141		141
Left-Right         0         -         0         -         0 <th< td=""><td>Inc</td><td>-</td><td>Through</td><td></td><td>830</td><td>1</td><td>430</td><td>0</td><td>830</td><td>430</td><td>22</td><td>920</td><td>1</td><td>476</td><td>0</td><td>920</td><td>1</td><td>476</td><td>0</td><td>920</td><td>1</td><td>476</td></th<>	Inc	-	Through		830	1	430	0	830	430	22	920	1	476	0	920	1	476	0	920	1	476
Left-Right         0 <th< td=""><td>TB(</td><td><u>ل</u>م ۲</td><td></td><td></td><td></td><td>1</td><td></td><td></td><td></td><td></td><td></td><td></td><td>1</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>1</td><td></td></th<>	TB(	<u>ل</u> م ۲				1							1								1	
Left-Right         0 <th< td=""><td>ES.</td><td>Ť</td><td>-</td><td>aht</td><td>30</td><td>· ·</td><td>30</td><td>0</td><td>30</td><td>30</td><td>0</td><td>32</td><td></td><td>32</td><td>0</td><td>32</td><td></td><td>32</td><td>0</td><td>32</td><td>×</td><td>32</td></th<>	ES.	Ť	-	aht	30	· ·	30	0	30	30	0	32		32	0	32		32	0	32	×	32
North-South:         605         North-South:         617         North-South:         664         North-South:         676         North-South:         676           CRITICAL VOLUMES         East-West:         745         East-West:         748         East-West:         813         East-West:         816         East-West:         816         East-West:         816           VOLUME/CAPACITY (V/C) RATIO:         0.900         0.910         0.910         0.985         0.995         0.995         0.995	>			ignt		•							-				•				•	
SUM:         1350         SUM:         1365         SUM:         1477         SUM:         1492         SUM:         1492           VOLUME/CAPACITY (V/C) RATIO:         0.900         0.910         0.910         0.985         0.995         0.995         0.995		· · · ·			Nor	th-South:	605	No	rth-South:	617		Nor	th-South:	664		Nort	th-South:	676		Nor	th-South:	676
VOLUME/CAPACITY (V/C) RATIO:         0.900         0.910         0.985         0.995         0.995		CRITICAL VOLUMES			Ea			E				E				Ea				Ea		
0.000						SUM:		ļ	SUM:				SUM:				SUM:				SUM:	
			. ,				0.900			0.910				0.985				0.995				0.995
0.000	V/C	V/C LESS ATSAC/ATCS ADJUSTMENT:					0.800			0.810				0.885				0.895				0.895
LEVEL OF SERVICE (LOS): D D D D		L	LEVEL OF SERVIC	E (LOS):			С			D				D				D				D

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REMARKS: ALT-B

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.010 Significant impacted? NO

∆v/c after mitigation: 0.010 Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-	South Street:	Whitset	tt Avenue			Year	of Count:	2012	Amb	ient Grov	vth: (%):	2.0	Condu	cted by:	City Trafic	Counters	Date:		5/30/2012	
CMA2	East	t-West Street:	Riversi	de Drive			Projec	tion Year:	2016		Pea	ak Hour:	PM		wed by:			Project:	Studio City	Senior Livir	ng Center P
			f Phases			2			2				2				2				2
Орро	sed Ø'in	g: N/S-1, E/W-2 or	Both-3?			0		0	0		0		0		0		0		0		0
Right	Turns: F	REE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 0	SB WB	0 0	NB EB	0 SE 0 W		NB EB	0 0	SB WB	0 0	NB EB	0 0	SB WB	0 0	NB EB	0 0	SB WB	0 0
	AT	SAC-1 or ATSAC+	ATCS-2?	<i>LB</i> 0	WB	2	<i>LD</i>	0	2	LD	0	WB	2	LD	0	WB	2	<i>LD</i>	0	WB	2
		Override	Capacity			0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	NG PLUS P	ROJECT	FUTUR	E CONDITI	on w/o pf	OJECT	FUTUF		ION W/ PR	OJECT	FUTURE	E W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
	6			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
₽		Left Left-Through		133	1 0	133	5	138	138	3	147	1 0	147	5	152	1 0	152	0	152	1 0	152
Б.	Ţ	Through		601	1	368	7	608	374	17	668	1	408	7	675	1	414	0	675	1	414
BG	 1-+	Through-Right		001	1	000	,	000	014		000	1	400		0/0	1	414	Ŭ	0/0	1	414
NORTHBOUND	r A	Right		134	0	134	5	139	139	3	148	0	148	5	153	0	153	0	153	0	153
١ <u>م</u>	<	Left-Through-R	ight		0							0				0				0	
-	$\gamma$	Left-Right			0							0				0				0	
- 1	Left			95	1	95	0	95	95	0	103	1	103	0	103	1	103	0	103	1	103
Q	Left ↓ Left-Through ↓ Through			50	0	33	v	55	33	Ŭ	105	0	105	Ŭ	105	0	105	Ŭ	100	0	105
DO.				389	1	244	15	404	251	14	435	1	271	15	450	1	278	0	450	1	278
SOUTHBOUND					1							1				1				1	
UT I				98	0	98	0	98	98	0	106	0 0	106	0	106	0	106	0	106	0	106
sc	↓     Left-Through-Right       ↓     Left-Right				0							0				0				0	
	Left-Right			-																	
0	ر ۱	Left		168	1	168	0	168	168	0	182	1	182	0	182	1	182	0	182	1	182
N N	⊥ →	Left-Through Through		000	0 1	404	0	000	400	10	000	0 1	520	0	000	0 1	<b>E</b> 4 4	0	000	0	<b>F</b> 4 4
EASTBOUND	$\overrightarrow{\gamma}$	Through-Right		839	1	491	0	839	496	12	920	1	539	0	920	1	544	0	920	1	544
STE	, F	Right		143	0	143	9	152	152	3	158	0	158	9	167	0	167	0	167	0	167
EA	÷	Left-Through-R	ight		0							0				0				0	
	$\prec$	Left-Right			0							0				0				0	
1	6	Left		114	1	114	9	123	123	3	126	1	126	9	135	1	135	0	135	1	135
Ð	Ť	Left-Through			0	114	3	120	120	5	120	0	120	3	100	0	100	Ŭ	100	0 0	100
WESTBOUND	<u>ج</u>	Through		1004	1	536	0	1004	536	6	1093	1	583	0	1093	1	583	0	1093	1	583
Ē	¢.	Through-Right		07	1	07			07		70	1	70		70	1	70		70	1	70
ES	€ Right		iaht	67	0	67	0	67	67	0	73	0 0	73	0	73	0	73	0	73	0	73
3	<pre>↓ Left-Through-Right ↓ Left-Right</pre>		igin		0							0				0				0	
	CRITICAL VOLUMES			Nor	th-South:	463	No	rth-South:	469		Nor	th-South:	511		Nort	h-South:	517		Nor	th-South:	517
	CRITICAL VOLUMES			Eá	ast-West:	704	E	ast-West:	704		Ea	ast-West:	765		Ea	st-West:	765		Ea	ast-West:	765
	VOLUM			<u> </u>	SUM:	1167		SUM:	1173			SUM:	1276			SUM:	1282			SUM:	1282
	VOLUME/CAPACITY (V/C) RATIO:					0.778			0.782				0.851				0.855				0.855
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT:					0.678			0.682				0.751				0.755				0.755
	L	EVEL OF SERVIC	· /	ALT-B		В			В				С				С				С

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REMARKS: ALT-B

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.004 Significant impacted? NO

∆v/c after mitigation: 0.004 Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-	-South Street:	Whitset	tt Avenue			Year	of Count:	2012	Amb	ient Grov	vth: (%):	2.0	Condu	cted by:	The Traffic	Solution	Date:		5/30/2012	
CMA3	Eas	t-West Street:	Moorpa	ark Street			Projec	tion Year:	2016		Pea	ak Hour:	AM	Revie	wed by:			Project:	Studio City	Senior Livir	ng Center P
Орр	osed Ø'in	No. of ng: N/S-1, E/W-2 or	f Phases Both-3?			2 0			2 0				2 0				2 0	-			2 0
Right	Turns: F	REE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 0	SB WB	0 0	NB EB	0 SI 0 W		NB EB	0 0	SB WB	0 0	NB EB	0 0	SB WB	0 0	NB EB	0 0	SB WB	0 0
	AT	SAC-1 or ATSAC+	ATCS-2?	EB U	WB	2	EB	0 00	B 0 2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
		Override	Capacity			0			0				0				0				0
				EXISTI	NG CONDI			ING PLUS P	ROJECT		E CONDITI		ROJECT							ECT W/ MIT	
		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
	5	Left		92	1	92	15	107	107	0	100	1	100	15	115	1	115		115	1	115
QN	4	Left-Through			0					Ŭ		0				0		Ŭ		0	
NORTHBOUND	1	Through		235	1	147	35	270	172	20	274	1	171	35	309	1	196	0	309	1	196
Ë	ŕ	Through-Right		58	1	58	15	73	73	4	67	1 0	67	15	82	1	82	0	82	1	82
OR.	$\Rightarrow$	Right Left-Through-Ri	aht	00	0	50	15	13	13	4	07	0	07	15	02	0	02	0	02	0	02
z	$\checkmark$	Left-Right	.g		0							0				0				0	
	<b>1</b> (	1 - 4		405		405		405	405		040	4	040		010	4	040	0	040	4	010
Ð	C→ Left ↓→ Left-Through ↓ Through			195	1 0	195	0	195	195	2	213	1 0	213	0	213	1 0	213	0	213	1 0	213
N	↓ Friend Left-Through ↓ Through ↓ Through-Right			937	1	504	8	945	508	8	1022	1	549	8	1030	1	553	0	1030	1	553
EH H					1							1				1				1	
SOUTHBOUND				70	0	70	0	70	70	0	76	0 0	76	0	76	0	76	0	76	0	76
Š	↔     Left-Through-Right       ,↓     Left-Right				0 0							0 0				0				0	
	- I 1																				
٩	」 	Left Left-Through		67	1	67	0	67	67	0	73	1 0	73	0	73	1 0	73	0	73	1	73
EASTBOUND	$\rightarrow$	Through		723	0	940	0	723	944	16	799	0	1034	0	799	0	1038	0	799	1	799
BG	$\overrightarrow{}$	Through-Right			1							1				1				0	
AS		Right Left-Through-Ri	ight	217	0	0	4	221	0	0	235	0 0	0	4	239	0	0	0	239	1	182
ш	Å.	Left-Right	gin		0							0				0				0	
	- *			-																	
₽	<i>↓</i> <i>↓</i>	Left Left-Through		59	1	59	4	63	63	2	66	1 0	66	4	70	1 0	70	0	70	1	70
WESTBOUND	<u> </u>	Through		459	0	508	0	459	508	26	523	0	577	0	523	0	577	0	523	0	577
TBC	<u>_</u>	Through-Right			1							1				1				1	
ES.	C Right		aht	49	0	0	0	49	0	1	54	0 0	0	0	54	0	0	0	54	0	0
>	Left-Through-Right				0							0				0				0	
	CRITICAL VOLUMES				th-South:	596		rth-South:	615			th-South:	649			th-South:	668			th-South:	668
				Ea	ast-West: SUM:	999 1595	4	East-West: SUM:	1007 1622		E	ast-West:	1100 1749		Ea	ast-West: SUM:	1108 1776		Ea	ast-West: SUM:	869 1537
	VOLUM	E/CAPACITY (V/C	) RATIO:	1	30IVI:	1.063	<u> </u>	30M:	1.081			SUM:	1.166			30M:	1.184			301VI:	1.025
V/C		ISAC/ATCS ADJUS				0.963			0.981				1.166 1.066				1.184 1.084				0.925
		LEVEL OF SERVIC				0.963 E			0.901 E				1.060 F				1.064 F				0.925 E
			· /	ALT-B																	

1

REMARKS: ALT-B

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.018 Significant impacted? YES ∆v/c after mitigation: -0.141 Fully mitigated? YES



(Circular 212 Method)



I/S #:	North-South Street:	Whitse	tt Avenue			Year	of Count:	2012	Amb	ient Grov	vth: (%):	2.0	Condu	cted by:	The Traffic	Solution	Date:		5/30/2012	
CMA3	East-West Street:	Moorpa	ark Street			Projec	tion Year:	2016		Pea	ak Hour:	РМ	Revie	wed by:			Project:	Studio City	Senior Livir	ng Center P
	osed Ø'ing: N/S-1, E/W-2		NB 0	SB	2 0 0	NB	0 SE	2 0 <b>3</b> 0	NB	0	SB	2 0 0	NB	0	SB	2 0 0	NB	0	SB	2 0 0
Right	Turns: FREE-1, NRTOR-	2 or OLA-3?	EB 0	WB	0 0	EB	0 W		EB	0	WB	0 0	EB	0	WB	0	EB	0	08 ₩B	0
	ATSAC-1 or ATSA Overrie	C+ATCS-2? de Capacity			2 0			2 0				2 0				2 0				2 0
			EXISTI	ING CONDI	TION	-	ING PLUS P	ROJECT			ON W/O PF	OJECT				OJECT			CT W/ MIT	IGATION
	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
QN	ົງ Left ∽∫ Left-Through	ı	155	1 0	155	7	162	162	0	168	1 0	168	7	175	1 0	175	0	175	1 0	175
HBOL	↑ Through ↑→ Through-Rig	ht	649	1 1	388	17	666	400	17	719	1 1	429	17	736	1 1	441	0	736	1 1	441
NORTHBOUND		-Right	126	0	126	7	133	133	3	139	0	139	7	146	0	146	0	146	0	146
	✓ Left-Right		I	0							0				0				0	
QNN	└── Left ↓ Left-Through ↓ Through ↓ Through-Right		54	1 0 1	<b>54</b> 252	0	54	54	1	59	1 0 1	59	0	59	1 0 1	<b>59</b> 301	0	59	1 0 1	<b>59</b> 301
SOUTHBOUND			428 75	1 0	252 75	33 0	461 75	268 75	25 0	488 81	1 0	285 81	33 0	521 81	1 0	81	0	521 81	1 0	81
nos	← Left-Through-Right ↓ Left-Right			0 0					-	•••	0 0		-		0 0				0 0	
Q			112	1 0	112	0	112	112	0	121	1 0	121	0	121	1 0	121	0	121	1 0	121
EASTBOUND	→ Through → Through-Rig → Right	ht	489	0 1	581	0	489	596	21	550	0 1	650	0	550	0 1	665	0	550	1	550
EAS'	Right Left-Through	-Right	92	0 0 0	0	15	107	0	0	100	0 0 0	0	15	115	0 0 0	0	0	115	1 0 0	28
	√ Left		78	1	78	15	93	93	5	89	1	89	15	104	1	104	0	104	1	104
<b>DNUC</b>	<ul> <li>✓ Left-Through</li> <li>✓ Through</li> </ul>	1	597	0	678	0	597	678	16	662	0 0	752	0	662	0	752	0	662	0	752
WESTBOUND	Through-Rig		81	1 0	0	0	81	0	2	90	1 0	0	0	90	1 0	0	0	90	1 0	0
3	↓ Left-Through ├ Left-Right	-Right		0 0							0 0				0 0				0 0	
			-	th-South: ast-West: SUM:	442 790 1232	-	rth-South: East-West: SUM:	454 790 1244			th-South: ast-West: SUM:	488 873 1361			th-South: ast-West: SUM:	500 873 1373			th-South: ast-West: SUM:	500 873 1373
	VOLUME/CAPACITY (N				0.821			0.829				0.907				0.915				0.915
V/C	LESS ATSAC/ATCS ADJ				0.721			0.729				0.807				0.815				0.815
	LEVEL OF SER	/ICE (LOS):			С			С				D				D				D

2

REMARKS: ALT-B

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.008 Significant impacted? NO

∆v/c after mitigation: 0.008 Fully mitigated? N/A



(Circular 212 Method)



Come         East-West Since:         Verture	I/S #:	North	-South Street:	Whitset	tt Avenue			Year	of Count:	2012	Amb	ient Grov	vth: (%):	2.0	Condu	cted by:	The Traffic	Solution	Date:		5/30/2012	
Opposite         Opposite         NS-1	CMA4	Eas	t-West Street:	Ventura	a Boulevard			Projec	tion Year:	2016		Pea	ak Hour:	AM	Revie	wed by:			Project:	Studio City	Senior Livir	ng Center P
Right Turns: FIRE 4, INTOR-2 or OLA3         NBB- Def         SB- 2         SB- 2 <td></td> <td>4</td>																						4
Name         Name <th< td=""><td>Oppo</td><td>osed Ø'in</td><td>ng: N/S-1, E/W-2 or</td><td>Both-3?</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>0</td><td></td><td></td><td></td><td>0</td><td></td><td></td><td></td><td>0</td><td></td><td>-</td></th<>	Oppo	osed Ø'in	ng: N/S-1, E/W-2 or	Both-3?								0				0				0		-
	Right	Turns: F	REE-1, NRTOR-2 o	or OLA-3?												-						
NOVEMENT         EXISTING CONTON         EXISTING CONTON         PULLE POLICIT         PUTURE CONTON         PUTURE C		AT	SAC-1 or ATSAC+	ATCS-2?							20	-				-				-		-
Image: state			Override	Capacity																		-
					EXISTI		-	-														
Open of the left. Through Through Bight         56         1         56         0         56         56         0         61         0         61         0         61         0         61         0         61         1         61         0         61         1         61         0         61         1         61         0         61         1         61         0         61         1         61         0         61         1         61         0         61         1         61         0         61         1         61         0         61         1         61         0         61         1         61         0         61         1         61         0         0         123         0         102         0         102         0         0         123         0         102         13         0         102         0         0         21         0         0         21         0         0         21         0         0         21         0         0         21         0         0         21         0         0         21         0         0         21         0         0         21         0			MOVEMENT		Valuma																	
Part       Left Frough Through-Right       93       0       112       1       94       113       0       101       1       121       1       102       0       113       0       0       101       1       102       0       113       0       0       101       1       102       0       113       0       101       1       102       0       113       0       101       1       102       0       133       0       21       0       113       0       101 <td></td> <td>5</td> <td>l oft</td> <td></td>		5	l oft																			
No         Left Hight         O         O         S         O <tho< th="">         O         <th< td=""><td>Q</td><td>1</td><td></td><td></td><td>00</td><td></td><td>50</td><td>Ŭ</td><td>00</td><td>50</td><td>Ŭ</td><td>01</td><td>0</td><td>01</td><td>Ŭ</td><td>01</td><td></td><td>01</td><td>Ŭ</td><td>01</td><td></td><td>01</td></th<></tho<>	Q	1			00		50	Ŭ	00	50	Ŭ	01	0	01	Ŭ	01		01	Ŭ	01		01
N         Left-Right         611         2         336         15         626         344         7         668         2         367         15         683         2         376         0         683         2         376         280         1         280         0         683         2         376         280         1         280         0         683         2         376         280         1         280         0         260         1         280         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1<	no	l †	Through		93	0	112	1	94	113	0	101	0	122	1	102	0	123	0	102	0	123
N         Left-Right         611         2         336         15         626         344         7         668         2         367         15         683         2         376         0         683         2         376         280         1         280         0         683         2         376         280         1         280         0         683         2         376         280         1         280         0         260         1         280         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1<	HB	Ì≁				1															1	
N         Left-Right         611         2         336         15         626         344         7         668         2         367         15         683         2         376         0         683         2         376         280         1         280         0         683         2         376         280         1         280         0         683         2         376         280         1         280         0         260         1         280         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1<	RT	, t	-		19	•	0	0	19	0	0	21		0	0	21	· ·	0	0	21	· ·	0
Orgonal         C         Left         Gamma         Ga	ž		-	ignt		· ·											•				· ·	
Mon         Mon <td></td> <td></td> <td>Lenthynt</td> <td></td> <td>1</td> <td>U</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>U</td> <td></td> <td></td> <td></td> <td>U</td> <td></td> <td></td> <td></td> <td>U</td> <td></td>			Lenthynt		1	U							U				U				U	
J       Left       93       1       93       4       97       97       12       113       1       113       4       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       117       0       117       117       0       110       0       110       0       100       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108	Δ	↓ Left-Through			611		336	15	626	344	7	668		367	15	683		376	0	683		376
J       Left       93       1       93       4       97       97       12       113       1       113       4       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       117       0       117       117       0       110       0       110       0       100       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108	NN	<pre>└→ Left-Through ↓ Through</pre>				-																
J       Left       93       1       93       4       97       97       12       113       1       113       4       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       117       0       117       117       0       110       0       110       0       100       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108	BO	↓ Through ↓ Through-Right			236		236	5	241	241	0	255		255	5	260		260	0	260		260
J       Left       93       1       93       4       97       97       12       113       1       113       4       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       117       0       117       117       0       110       0       110       0       100       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108	H				500	· ·	407	15	515	418	10	551		438	15	566		449	0	566	· ·	449
J       Left       93       1       93       4       97       97       12       113       1       113       4       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       1       117       0       117       117       0       117       117       0       110       0       110       0       100       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108		↔ Left-Through-Right				0			0.0				-				0			000	0	
OP OF US       J       Left-Through       988       1       544       0       988       544       35       1104       1       606       0       1104       1       606       0       1104       1       606       0       1104       1       606       0       1104       1       606       0       1104       1       606       0       1104       1       606       0       1104       1       606       0       1104       1       606       0       1104       1       606       0       1104       1       606       0       1104       1       606       0       1104       1       606       0       1104       1       606       0       1104       1       606       0       1104       1       606       0       1104       1       606       0       1104       1       606       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0 <th< td=""><td>S</td><td colspan="3"></td><td></td><td>0</td><td></td><td></td><td></td><td></td><td></td><td></td><td>0</td><td></td><td></td><td></td><td>0</td><td></td><td></td><td></td><td>0</td><td></td></th<>	S					0							0				0				0	
OP OF US       J       Left-Through       988       1       544       0       988       544       35       1104       1       606       0       1104       1       606       0       1104       1       606       0       1104       1       606       0       1104       1       606       0       1104       1       606       0       1104       1       606       0       1104       1       606       0       1104       1       606       0       1104       1       606       0       1104       1       606       0       1104       1       606       0       1104       1       606       0       1104       1       606       0       1104       1       606       0       1104       1       606       0       1104       1       606       0       1104       1       606       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0       108       0 <th< td=""><td></td><td colspan="3"></td><td>03</td><td>1</td><td>03</td><td>4</td><td>07</td><td>07</td><td>12</td><td>113</td><td>1</td><td>112</td><td>4</td><td>117</td><td>1</td><td>117</td><td>0</td><td>117</td><td>1</td><td>117</td></th<>					03	1	03	4	07	07	12	113	1	112	4	117	1	117	0	117	1	117
Image: book book book book book book book boo	Ð	→			55		33	-	51	51	12	115		115	7	117		117	0	117		117
Image: book book book book book book book boo	Inc		•		988	1	544	0	988	544	35	1104	1	606	0	1104		606	0	1104	1	606
Image: book book book book book book book boo	TB(					1							1								1	
Image: book book book book book book book boo	AS		•	iaht	100	· ·	100	0	100	100	0	108		108	0	108	-	108	0	108		108
Image: Construct of the construct	ш	Ť.	-	igin		· ·											-				· ·	
Image: Construct of the construct		*	-																			
Image: Problem         Left-Right         0         Image: Problem         Left-Right         0<	٥	↓ ←			17		17	0	17	17	0	18		18	0	18		18	0	18		18
Image: Problem         Left-Right         0         Image: Problem         Left-Right         0<	N		•		764	•	451	0	764	453	57	884		519	0	884		521	0	884	-	442
Image: Problem         Left-Right         0         Image: Problem         Left-Right         0<	BO	4	-		704	1	401	Ŭ	707	400	57	00-	1	015	Ŭ	00-		021	Ĭ	004		
Image: Problem         Left-Right         0         Image: Problem         Left-Right         0<	EST	L L	-		137	· ·	137	4	141	141	6	154		154	4	158		158	0	158		0
North-South:         463         North-South:         474         North-South:         499         North-South:         510         North-South:         510           CRITICAL VOLUMES         East-West:         561         East-West:         561         East-West:         561         East-West:         632         East-West:         638         East-West:         624           SUM:         1024         SUM:         1035         SUM:         1131         SUM:         1148         SUM:         1134           VOLUME/CAPACITY (V/C) RATIO:         0.745         0.753         0.823         0.835         0.825           V/C LESS ATSAC/ATCS ADJUSTMENT:         0.645         0.653         0.653         0.723         0.735         0.735	ME	×	•	ight		•							-				•				•	
CRITICAL VOLUMES         East-West:         561         East-West:         561         East-West:         661         East-West:         638         East-West:         624           VOLUME/CAPACITY (V/C) RATIO:         1024         0.745         0.753         0.753         0.823         0.823         0.835         0.835         0.725           V/C LESS ATSAC/ATCS ADJUSTMENT:         0.645         0.653         0.653         0.723         0.723         0.735         0.735		- · · · · · · · · · · · · · · · · · · ·			Nor	•	463	No	rth-South:	474		Nor		499		Nori	v	510		Nor		510
VOLUME/CAPACITY (V/C) RATIO:         0.745         0.753         0.823         0.835         0.835           V/C LESS ATSAC/ATCS ADJUSTMENT:         0.645         0.653         0.723         0.735         0.725		CRITICAL VOLUMES			_			-														
V/C LESS ATSAC/ATCS ADJUSTMENT:         0.645         0.653         0.723         0.735         0.725					ļ	SUM:	1024		SUM:	1035			SUM:	1131			SUM:	1148			SUM:	1134
0.000		. ,					0.745			0.753				0.823				0.835				0.825
LEVEL OF SERVICE (LOS): B B C C C	V/C	V/C LESS ATSAC/ATCS ADJUSTMENT:					0.645			0.653								0.735				0.725
		I	LEVEL OF SERVIC	E (LOS):			В			В				С				С				С

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

Version: 1i Beta; 8/4/2011 ALT-B

#### PROJECT IMPACT

Change in v/c due to project: 0.012 Significant impacted? NO ∆v/c after mitigation: 0.002 Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North	-South Street:	Whitset	tt Avenue			Year	of Count:	2012	Amb	ient Grov	vth: (%):	2.0	Condu	cted by:	The Traffic	Solution	Date:		5/30/2012	
CMA4	Eas	st-West Street:	Ventura	a Boulevard			Projec	tion Year:	2016		Pea	ak Hour:	PM	Revie	wed by:			Project:	Studio City	Senior Livir	ng Center P
			f Phases			4			4				4				4				4
Opp	osed Ø'in	ng: N/S-1, E/W-2 or	Both-3?			0			0		0		0		0		0		0		0
Right	Turns: F	FREE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 0	SB WB	3 0	NB EB	0 SI 0 W	B 3 B 0	NB EB	0 0	SB WB	3 0	NB EB	0 0	SB WB	3 0	NB EB	0 0	SB WB	3 0
	AT	SAC-1 or ATSAC+	ATCS-2?			2		•	2		Ŭ		2		Ŭ		2		Ŭ		2
		Override	Capacity			0			0				0				0				0
				EXISTI	NG CONDI	-	-	ING PLUS P	ROJECT			ON W/O PF							W/ PROJE		
		MOVEMENT			No. of	Lane Volume	Project Traffic	Total	Lane	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of	Lane Volume	Added Volume	Total Volume	No. of	Lane Volume
	5	Left		Volume 108	Lanes 1	108		Volume 108	Volume 108		117	Lanes	117	volume 0	117	Lanes 1	117	volume	117	Lanes 1	117
₽		Left-Through		100	0	100	U	100	106	0	117	0	117	U	117	0	117	0	117	0	117
NORTHBOUND		Through		173	0	191	5	178	196	0	187	0	206	5	192	0	211	0	192	0	211
P P P		Through-Right			1							1				1				1	
RT		Right		18	0	0	0	18	0	0	19	0	0	0	19	0	0	0	19	0	0
P N	$\Rightarrow$	Left-Through-R	ight		0							0				0				0	
	$\gamma$	Left-Right			0							0				0				0	
	└→ Left └→ Left-Through			249	2	137	7	256	141	7	277	2	152	7	284	2	156	0	284	2	156
N N					0							0				0				0	
ğ	↓ Through ↓ Through-Right			147	1	147	2	149	149	0	159	1	159	2	161	1	161	0	161	1	161
본	୍ ← Through-Right ୶ Right			100	0	0	7	189	0	19	216	0 1	0	7	223	0 1	0	0	223	0	0
SOUTHBOUND	<ul> <li>✓ Right</li> <li>✓ Left-Through-Right</li> </ul>			182	0	0		189	0	19	216	0	0		223	0	0	0	223	0	0
Š	Left-Right				0							0				0				0	
	,, Left-Right ↓ Left																				
Δ		Left Left-Through		232	1	232	15	247	247	17	268	1 0	268	15	283	1 0	283	0	283	1	283
N	$\rightarrow$	Through		1026	1	580	0	1026	580	53	1164	1	654	0	1164	1	654	0	1164	1	654
EASTBOUND		Through-Right		1020	1	000	Ŭ	1020	000		1101	1	001	° °	1101	1	001	Ŭ	1101	1	001
<b>ST</b>	7	Right		133	0	133	0	133	133	0	144	0	144	0	144	0	144	0	144	0	144
Б	T T	Left-Through-R	ight		0							0 0				0				0	
		Left-Right		I	0							U				U				0	
	ſ	Left		26	1	26	0	26	26	0	28	1	28	0	28	1	28	0	28	1	28
WESTBOUND	₹	Left-Through			0		-			-		0		-		0		-		0	-
DO	↓ ↓	Through		1195	1	719	0	1195	727	42	1336	1	804	0	1336	1	811	0	1336	2	668
STB	Ĩ.	Through-Right Right		243	1	243	15	258	258	8	271	1 0	271	15	286	1 0	286	0	286	0 1	208
VES	Right Left-Through-Right		ight	243	0	243	10	200	200	°	211	0	271	10	200	0	200	U V	200	0	200
>	} Left-Right				0							0				0				0	
	CRITICAL VOLUMES			-	th-South:	328	-	rth-South:	337			th-South:	358			th-South:	367			th-South:	367
					ast-West: SUM:	951 1279	<sup>6</sup>	East-West: SUM:	974 1311		E	ast-West: SUM:	1072 1430		Ea	ast-West: SUM:	1094 1461		Ea	ast-West: SUM:	951 1318
	VOLUM	ME/CAPACITY (V/C	) RATIO:	1	3011/.	0.930		30117	0.953			3011	1.040			30IVI:	1.063			30IVI:	0.959
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT:																				
0/0	LEVEL OF SERVICE (LOS):					0.830 D			0.853 D				0.940 E				0.963 E				0.859 D
<u> </u>			E (LUS):	<u> </u>		U			U				E .				C				U

REMARKS: ALT-B

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.023 Significant impacted? YES

 $\Delta v/c$  after mitigation: -0.081

Fully mitigated? YES



(Circular 212 Method)



I/S #:	North-	-South Street:	Laurel	Canyon Bou	llevard		Year	of Count:	2012	Amb	ient Grov	/th: (%):	2.0	Condu	cted by:	City Trafic	Counters	Date:		5/30/2012	
CMA5	Eas	t-West Street:	Moorpa	ark Street			Projec	tion Year:	2016		Pea	ak Hour:	AM		wed by:			Project:	Studio City	Senior Livir	ng Center P
Орр	osed Ø'in	No. of ng: N/S-1, E/W-2 or	FPhases Both-3?			4 0			4 0				4 0				4 0	-			4 0
Right	Turns: F	REE-1, NRTOR-2 d	or OLA-3?	NB 0 EB 0	SB WB	0 3	NB EB	0 SE 0 W		NB EB	0 0	SB WB	0 3	NB EB	0 0	SB WB	0 3	NB EB	0 0	SB WB	0 3
	AT	SAC-1 or ATSAC+	ATCS-2?	EB U	WB	2	EB	0 00	B 3 2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
		Override	Capacity			0			0				0				0				0
				EXISTI	NG CONDI			NG PLUS P	ROJECT		E CONDITI				RE CONDIT				W/ PROJE		
		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
	5	Left		74	1	74	0	74	74	12	92	1	92	0	92	1	92	0	92	1	92
N N	₹Ĵ	Left-Through			0							0				0				0	
NORTHBOUND	Î	Through		1000	1	564	0	1000	564	167	1249	1	693	0	1249	1	693	0	1249	1	693
H	ŕ	Through-Right Right		127	0	127	0	127	127	0	137	0	137	0	137	0	137	0	137	0	137
OR	$\leftrightarrow$	Left-Through-Ri	ght		0		Ŭ			Ŭ	101	0	101	Ŭ	107	0	101	Ŭ	101	0	107
2	$\dot{\gamma}$	Left-Right			0							0				0				0	
	Left			140	1	140	0	140	140	9	161	1	161	0	161	1	161	0	161	1	161
R	↓ Left-Through			140	0	140	Ŭ	140	140	5	101	0	101	Ŭ	101	0	101	U U	101	0	101
l ou				1094	1	661	0	1094	662	79	1263	1	761	0	1263	1	762	0	1263	1	762
SOUTHBOUND	↓Through-Right↓Right			228	1	228	2	230	230	11	258	1 0	258	2	260	1 0	260	0	260	1	260
O.	<ul> <li>✓ Right</li> <li>✓ Left-Through-Right</li> </ul>			220	0	220	2	230	230	11	200	0	200	2	200	0	260	0	200	0	200
Ō	Left-Through-Right				0							0				0				0	
	Left-Right Left			209	1	209	10	219	219	19	245	1	245	10	255	1	255	0	255	1	255
₽		Left-Through		209	0	209	10	219	219	19	245	0	245	10	200	0	255	0	200	0	255
EASTBOUND	$\rightarrow$	Through		700	1	425	5	705	427	1	759	1	461	5	764	1	464	0	764	1	464
Ē	T C	Through-Right Right		149	1	149	0	149	149	2	163	1 0	163	0	163	1 0	163	0	163	1	163
EAS	+	Left-Through-Ri	ght	149	0	149	0	149	149	2	105	0	105	0	103	0	103	0	105	0	105
	$\dashv$	Left-Right	-		0							0				0				0	
	ſ	Left		138	1	138	0	138	138	0	149	1	149	0	149	1	149	0	149	1	149
Q	Ť	Left-Through		130	0	150	Ŭ	150	130	U	143	0	143	U U	143	0	143	Ŭ	143	0	143
WESTBOUND	, L	Through		407	1	407	1	408	408	0	441	1	441	1	442	1	442	0	442	1	442
ЗТВ	τ.	Through-Right Right		97	0	0	0	97	0	16	121	0 1	0	0	121	0 1	0	0	121	0	0
VES	Right Left-Through-Right		ght	97	0	0	U	97	U	10	121	0	0	U	121	0	0	U	121	0	0
>	Left-Right				0							0				0				0	
	CRITICAL VOLUMES				th-South: ast-West:	735 616		rth-South: ast-West:	736 627			th-South: ast-West:	854 686			th-South: ast-West:	854 697			th-South: ast-West:	854 697
				E	SUM:	1351		:ast-west: SUM:	1363		E	SUM:	1540		Eč	SUM:	1551		E	SUM:	697 1551
	VOLUM	IE/CAPACITY (V/C)	RATIO:			0.983			0.991				1.120				1.128				1.128
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT:					0.883			0.891				1.020				1.028				1.028
	I	LEVEL OF SERVIC	E (LOS):			D			D				F				F				F
<u></u>			MARKS	Westbound or																	

1

**REMARKS:** Westbound overlap phase.

Version: 1i Beta; 8/4/2011 ALT-B

#### PROJECT IMPACT

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



(Circular 212 Method)



I/S #:	North	-South Street:	Laurel	Canyon Bou	llevard		Year	of Count:	2012	Amb	ient Grov	vth: (%):	2.0	Condu	cted by:	City Trafic	Counters	Date:		5/30/2012	
CMA5	Eas	t-West Street:	Moorpa	ark Street			Projec	tion Year:	2016		Pea	ak Hour:	PM	Revie	wed by:			Project:	Studio City	Senior Livir	ng Center P
			f Phases			4			4				4				4				4
Орро	osed Ø'ir	ng: N/S-1, E/W-2 or	Both-3?			0			0		0		0		0		0		0		0
Right	Turns: F	REE-1, NRTOR-2 c	or OLA-3?	NB 0 EB 0	SB WB	0 3	NB EB	0 SI 0 W		NB EB	0 0	SB WB	0 3	NB EB	0 0	SB WB	0 3	NB EB	0 0	SB WB	0 3
	AT	SAC-1 or ATSAC+	ATCS-2?		WB	2	LD	0 00	2	LD	0	WB	2	ED	0	WB	2	<i>LD</i>	0	WB	2
		Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PR	ROJECT	FUTUR		ION W/ PR	OJECT	FUTURE	E W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
	~			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
9	) _↑	Left Left-Through		88	1 0	88	0	88	88	5	100	1 0	100	0	100	1 0	100	0	100	1 0	100
NORTHBOUND	Ţ	Lett-Inrough Through		1423	1	761	0	1423	761	72	1612	1	859	0	1612	1	859	0	1612	1	859
BG	 1->	Through-Right		1420	1	701	Ŭ	1420	701	12	1012	1	000	Ŭ	1012	1	000	Ŭ	1012	1	000
감	r	Right		98	0	98	0	98	98	0	106	0	106	0	106	0	106	0	106	0	106
<u> </u>	$\Leftrightarrow$	Left-Through-Ri	ight		0							0				0				0	
~	$\gamma$	Left-Right			0							0				0				0	
- 1	Left			145	1	145	0	145	145	8	165	1	165	0	165	1	165	0	165	1	165
QN	Left-Through			140	0	145	0	145	145	0	105	0	105	U	105	0	105	0	105	0	105
0 N	↓ Through			1244	1	749	0	1244	754	104	1451	1	869	0	1451	1	874	0	1451	1	874
НВ	✓ Through-Right				1							1				1				1	
SOUTHBOUND	ل Right			254	0	254	9	263	263	12	287	0 0	287	9	296	0 0	296	0	296	0	296
so	-\- -\-	Left-Through-Ri Left-Right	ignt		0							0				0				0	
	24	Lon night			Ŭ							Ŭ				Ŭ				Ŭ	
	ر ر	Left		186	1	186	5	191	191	8	209	1	209	5	214	1	214	0	214	1	214
INC	$\rightarrow$	Left-Through			0							0				0				0	
EASTBOUND	1 1	Through Through-Right		485	1	290	2	487	291	1	526	1	320	2	528	1	321	0	528	1	321
STE	· ∕	Right		95	0	95	0	95	95	11	114	0	114	0	114	0	114	0	114	0 0	114
EA:	$\leftarrow$	Left-Through-Ri	ight		0		-					0		-		0		-		0	
	$\prec$	Left-Right			0							0				0				0	
	<u> </u>	Left		170	1	170	0	170	170	0	184	1	104	0	184	1	184	0	184	1	184
Ģ	$\overleftarrow{}$	Left-Through		170	0	170		170	170	U	104	0	184	U	104	0	104	U	104	0	104
WESTBOUND	$\leftarrow$	Through		424	1	424	5	429	429	1	460	1	460	5	465	1	465	0	465	1	465
TB(	<u>↓</u>	Through-Right			0							0				0				0	
ES.	¥	Right		147	1	2	0	147	2	5	164	1	0	0	164	1	0	0	164	1	0
>	ž	Left-Through-Ri Left-Right	ignt		0							0				0 0				0	
	•			Nor	th-South:	906	No	rth-South:	906		Nor	th-South:	1024		Nori	th-South:	1024		Nor	th-South:	1024
	CRITICAL VOLUMES				ast-West:	610		ast-West:	620			ast-West:	669			ast-West:	679			ast-West:	679
					SUM:	1516		SUM:	1526			SUM:	1693			SUM:	1703			SUM:	1703
	VOLUME/CAPACITY (V/C) RATIO:					1.103			1.110				1.231				1.239				1.239
V/C	C LESS ATSAC/ATCS ADJUSTMENT:					1.003			1.010				1.131				1.139				1.139
	1	LEVEL OF SERVIC	E (LOS):			F			F				F				F				F

2

**REMARKS:** Westbound overlap phase.

Version: 1i Beta; 8/4/2011 ALT-B

#### PROJECT IMPACT

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

APPENDIX X-2

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



(Circular 212 Method)



I/S #:	North-South S	Coldwa	ter Canyon	Avenue		Year	of Count:	2012	Amb	ient Grov	vth: (%):	2.0	Condu	cted by:	City Trafic	Counters	Date:		5/30/2012		
CMA1	East-West	Street:	Moorpa	rk Street			Projec	tion Year:	2016		Pea	ak Hour:	AM	Revie	wed by:			Project:	Studio City	Senior Livir	ng Center P
	osed Ø'ing: N/S-1 Turns: FREE-1, I	, E/W-2 or E		NB 0	SB	2 0 0	NB	0 SI		NB	0	SB	2 0 0	NB	0	SB	2 0 0	NB	0	SB	2 0 0
rugit		r ATSAC+A Override C	TCS-2?	EB 0	WB	0 2 0	EB	<mark>0</mark> W	B 0 2 0	EB	0	WB	0 2 0	EB	0	WB	0 2 0	EB	0	WB	0 2 0
				EXISTI	NG CONDI	TION	EXIST	NG PLUS P	ROJECT	FUTUR	E CONDITI	on w/o pf	OJECT	FUTUR		ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
	MOVEN	IENT		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	່ Throι	Through Igh Igh-Right		34 587	1 0 1 1	34 <b>335</b>	0	34 587	34 <b>335</b>	2 21	39 656	1 0 1 1	39 <b>373</b>	0	39 656	1 0 1 1	39 <b>373</b>	0	39 656	1 0 1 1	39 <b>373</b>
NORTI	←    Right           ←     Left-T           ←     Left-F	hrough-Rig	ght	83	0 0 0	83	0	83	83	0	90	0 0 0	90	0	90	0 0 0	90	0	90	0 0 0	90
SOUTHBOUND	Contract Co			111 482 121	1 0 1 1 0	<b>111</b> 302 121	-2 0 0	109 482 121	<b>109</b> 302 121	0 18 0	120 540 131	1 0 1 1 0	<b>120</b> 336 131	-2 0 0	118 540 131	1 0 1 1 0	<b>118</b> 336 131	0 0 0	118 540 131	1 0 1 1 0	<b>118</b> 336 131
SO	triangle construction construc		yht	175	0 0 1	175	0	175	175	0	189	0 0 1	189	0	189	0 0 1	189	0	189	0 0 1	189
EASTBOUND	⊥→ Left-T     → Throu	Through ugh ugh-Right		795	0 1 0	<b>795</b>	-1	794	<b>794</b>	16	877	0 1 0	877	-1	876	0 1 0	876	0	876	0 1 0	876
EAST	Right	 hrough-Rig	ght	42	1 0 0	25	0	42	25	1	46	1 0 0	27	0	46	1 0 0	27	0	46	1 0 0	27
DNNO	← Throເ	-		47 422	1 0 1	<b>47</b> 422	0	47 425	<b>47</b> 425	0 26	51 483	1 0 1	<b>51</b> 483	0	51 486	1 0 1	<b>51</b> 486	0	51 486	1 0 1	<b>51</b> 486
WESTBOUND	<u>€</u> Right	hrough-Rig	ght	84	0 1 0 0	29	6	90	36	0	91	0 1 0 0	31	6	97	0 1 0 0	38	0	97	0 1 0 0	38
	CRITICAL VOLUMES				th-South: ast-West: SUM:	446 842 1288	-	rth-South: East-West: SUM:	444 841 1285			th-South: ast-West: SUM:	493 928 1421			th-South: ast-West: SUM:	491 927 1418			th-South: ast-West: SUM:	491 927 1418
v/c	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT:					0.859 <b>0.759</b>			0.857 <b>0.757</b>				0.947 <b>0.847</b>				0.945 <b>0.845</b>				0.945 <b>0.845</b>
	LEVEL OF SERVICE (LOS)					С			С				D				D				D

REMARKS: ALT-C

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: -0.002 Significant impacted? NO

∆v/c after mitigation: -0.002 Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-Sou	uth Street:	Coldwa	ter Canyon	Avenue		Year	of Count:	2012	Amb	ient Grov	vth: (%):	2.0	Condu	cted by:	City Trafic	Counters	Date:		5/30/2012	
CMA1	East-We	est Street:	Moorpa	rk Street			Projec	tion Year:	2016		Pea	ak Hour:	РМ	Revie	wed by:			Project:	Studio City	Senior Livir	ng Center P
Орре	osed Ø'ing: N	No. of V/S-1, E/W-2 or	Phases Both-3?			2 0			2 0				2 0				2 0				2 0
Right	Turns: FREE	E-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	0 0	NB EB	0 SE 0 W		NB EB	0 0	SB WB	0 0	NB EB	0 0	SB WB	0 0	NB EB	0 0	SB WB	0 0
	ATSAC	-1 or ATSAC+A Override (		20	112	2 0	22	•	2 0	22	Ŭ		2 0	22	0		2 0	22	Ŭ		2 0
				EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	on w/o pf	OJECT	FUTUR		ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
	МО	VEMENT		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
DND	-√ L	eft eft-Through		62	1	62	0	62	62	2	69	1	69	0	69	1	69	0	69	1	69
NORTHBOUND	т 🖓	hrough hrough-Right light		828 81	1 1 0	<b>455</b> 81	0	828 81	<b>455</b> 81	26 0	922 88	1 1 0	<b>505</b> 88	0	922 88	1 1 0	<b>505</b> 88	0	922 88	1 1 0	<b>505</b> 88
NOR	- ↓ L	eft-Through-Ri eft-Right	ght	01	0 0	01	Ŭ	01	01	Ŭ	00	0 0	00	Ŭ	00	0	00	Ŭ	00	0	00
		-tt		100	1	400		440	440	0	440	1	440	2	404	1	404	0	404	4	404
DUND	Left Left-Through ↓ Through ↓ Through			109 760	0	<b>109</b> 445	3	112 760	<b>112</b> 445	0 29	118 852	0	<b>118</b> 496	3	121 852	0	<b>121</b> 496	0	121 852	1 0 1	<b>121</b> 496
SOUTHBOUND	→ Through → Through-Right → Right → Loft Through Dickt			129	1 0	129	0	129	129	0	140	1 0	140	0	140	1 0	140	0	140	1 0	140
sol	↓     Right       ↓     Left-Through-Right       ↓↓     Left-Right				0 0							0 0				0 0				0 0	
₽	4	eft eft-Through		118	1 0	118	0	118	118	0	128	1 0	128	0	128	1 0	128	0	128	1 0	128
EASTBOUND	√ т	hrough hrough-Right		605	1 0	605	1	606	606	21	676	1 0	676	1	677	1 0	677	0	677	1 0	677
EAS	ĻΥ Γ	ight eft-Through-Ri eft-Right	ght	64	1 0 0	33	0	64	33	2	71	1 0 0	37	0	71	1 0 0	37	0	71	1 0 0	37
	• •	-		-	Ŭ							Ŭ				Ŭ					
DNL	₩Т L	eft eft-Through		93	1 0	93	0	93	93	0	101	1 0	101	0	101	1	101	0	101	1	101
WESTBOUND	т 🛧 т	hrough hrough-Right iabt		590 113	1 0 1	<b>590</b> 59	-1	589 112	<b>589</b> 56	16 0	655 122	1 0 1	<b>655</b> 63	-1 -1	654 121	1 0 1	<b>654</b> 61	0	654 121	1 0 1	<b>654</b> 61
WES	Right ↓ Left-Through-Right ↓ Left-Right		ght	113	0		-1	112		Ŭ	122	0	00	- 1	121	0	01		121	0	01
	CRITICAL VOLUMES			-	th-South: ast-West: SUM:	564 708 1272	-	rth-South: East-West: SUM:	567 707 1274			th-South: ast-West: SUM:	623 783 1406			th-South: ast-West: SUM:	626 782 1408			th-South: ast-West: SUM:	626 782 1408
	VOLUME/C	APACITY (V/C)	RATIO:			0.848			0.849				0.937				0.939				0.939
V/C	C LESS ATSAC/ATCS ADJUSTMENT:					0.748			0.749				0.837				0.839				0.839
	LEV	EL OF SERVICI	E (LOS):			С			С				D				D				D
		0.00	MARKS:	ALT-C																	

2

REMARKS: ALT-C

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.002 Significant impacted? NO

∆v/c after mitigation: 0.002 Fully mitigated? N/A



(Circular 212 Method)



I/S #:			Whitset	tt Avenue			Year	of Count:	2012	Amb	ient Grov	vth: (%):	2.0	Condu	cted by:	City Trafic	Counters	Date:		5/30/2012	2
CMA2	Eas	t-West Street:	Riversi	de Drive			Projec	tion Year:	2016		Pea	ak Hour:	AM		wed by:			Project:	Studio City	Senior Livir	ng Center P
Орр	osed Ø'in					2 0			2 0				2 0				2 0				2 0
		REE-1, NRTOR-2 c		NB 0	SB	Ő	NB	0 SI	B 0	NB	0	SB	Ő	NB	0	SB	0	NB	0	SB	0
Night				EB 0	WB	0	EB	0 W	B 0	EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	AI	SAC-1 or ATSAC+/ Override				2 0			2 0				2 0				2 0				2 0
				EXISTI	NG CONDI	TION	EXIST	NG PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUR	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	ECT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
	1 <			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
₽	$\int$	Left Left-Through		69	1 0	69	6	75	75	2	77	1 0	77	6	83	1 0	83	0	83	1 0	83
NORTHBOUND	<b>1</b>	Lett-Inrougn Through		292	1	226	9	301	233	11	327	1	251	9	336	1	258	0	336	1	258
Pă Pă		Through-Right			1		Ŭ		200		02.	1	201	, in the second s	000	1	200	Ŭ		1	200
RT	~	Right		159	0	159	6	165	165	2	174	0	174	6	180	0	180	0	180	0	180
S S	$\Rightarrow$	Left-Through-Ri	ght		0							0				0				0	
	Ŷ	Left-Right		1	0							0				0				0	
	<u> </u>	Left		314	1	314	0	314	314	0	340	1	340	0	340	1	340	0	340	1	340
N	<ul> <li>↓ Left-Through</li> <li>↓ Through</li> </ul>				0							0				0				0	
BO	↓ Through ✔ Through-Right			844	1	536	-2	842	535	13	927	1	587	-2	925	1	586	0	925	1	586
SOUTHBOUND	<ul> <li>✓ Through-Right</li> <li>✓ Right</li> </ul>			227	0	227	0	227	227	0	246	0	246	0	246	0	246	0	246	0	246
l ol	$\leftrightarrow$	Left-Through-Ri	ght		0							0				0				0	
	$\downarrow$	Left-Right			0							0				0				0	
	<u>_</u>	Left		97	1	97	0	97	97	0	105	1	105	0	105	1	105	0	105	1	105
Ð	>	Left-Through		01	0	0.	Ŭ	01	07	Ŭ	100	0	100	Ŭ	100	0	100	Ŭ	100	0	100
EASTBOUND	$\overrightarrow{\gamma}$	Through		1058	1	618	0	1058	617	7	1152	1	674	0	1152	1	673	0	1152	1	673
)TB	· ↓	Through-Right Right		178	1	178	-2	176	176	2	195	1	195	-2	193	1 0	193	0	193	1	193
EAS	$\neq$	Left-Through-Ri	ght	170	Ő	170	-2	170	170	2	155	Ő	155	-2	155	Ő	190	U U	190	Ő	135
_	$\prec$	Left-Right	-		0							0				0				0	
		Left		127	1	127	-2	125	125	2	139	1	139	-2	137	1	137	0	137	1	137
Q	$\overleftarrow{}$	Left-Through		127	0	127	-2	120	125	2	199	0	139	-2	137	0	137	U U	137	0	137
WESTBOUND	<u>←</u>	Through		830	1	430	0	830	430	22	920	1	476	0	920	1	476	0	920	1	476
ΪB		Through-Right			1 0	00		00	00		00	1	00		00	1	00		00	1 0	00
/ES	÷	Right Left-Through-Ri	aht	30	0	30	0	30	30	0	32	0 0	32	0	32	0	32	0	32	0	32
5	Left-Through-Right				0							0				0				0	
	CRITICAL VOLUMES				th-South:	605		rth-South:	610			th-South:	664			th-South:	669			th-South:	669
	CRITICAL VOLUMES			Ea	ast-West: SUM:	745 1350	E	ast-West: SUM:	742 1352		Ea	ast-West: SUM:	813 1477		Ea	ast-West: SUM:	810 1479		Ea	ast-West: SUM:	810 1479
	VOLUME/CAPACITY (V/C) RATIO				30IVI.	0.900		30111.	0.901			30W.	0.985			30111.	0.986			30111.	0.986
V/C	C LESS ATSAC/ATCS ADJUSTMENT:					0.900 0.800			0.901 0.801				0.965 0.885				0.966				0.966 0.886
						0.800 C			0.801 D				0.885 D				0.000 D				0.880 D
L	LEVEL OF SERVICE (LOS)			ALT-C		<u> </u>				ļ				I							

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REMARKS: ALT-C

Version: 1i Beta; 8/4/2011

### PROJECT IMPACT Change in v/c due to project: 0.001 Δ

significant impacted? NO

*∆v/c* after mitigation: 0.001 Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-	-South Street:	Whitset	tt Avenue			Year	of Count:	2012	Amb	ient Grov	vth: (%):	2.0	Condu	cted by:	City Trafic	Counters	Date:		5/30/2012	2
CMA2	East	t-West Street:	Riversi	de Drive			Projec	tion Year:	2016		Pea	ak Hour:	PM		wed by:			Project:	Studio City	Senior Livir	ng Center P
			f Phases			2			2				2				2				2
Орро	osed Ø'in	ng: N/S-1, E/W-2 or	Both-3?			0		0	0		0		0		0		0		0		0
Right	Turns: F	REE-1, NRTOR-2	or OLA-3?	NB 0 EB 0	SB WB	0 0	NB EB	0 SI 0 W		NB EB	0 0	SB WB	0 0	NB EB	0 0	SB WB	0 0	NB EB	0 0	SB WB	0 0
	AT	SAC-1 or ATSAC+	ATCS-2?			2		<u> </u>	2	20	Ŭ		2		Ŭ		2		Ŭ		2
		Override	Capacity			0			0				0				0				0
				EXISTI	NG CONDI	-	-	NG PLUS P	ROJECT			ON W/O PF							E W/ PROJE		
		MOVEMENT			No. of	Lane Volume	Project Traffic	Total	Lane	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of	Lane Volume	Added Volume	Total Volume	No. of	Lane Volume
	5	Left		Volume 133	Lanes 1	133	-1	Volume 132	Volume 132	volume 3	147	Lanes	147	volume -1	146	Lanes 1	146		146	Lanes 1	146
₽	4	Left-Through		155	0	155	-1	132	132	3	147	0	147	-1	140	0	140	0	140	0	140
NORTHBOUND		Through		601	1	368	-2	599	366	17	668	1	408	-2	666	1	407	0	666	1	407
Ρ	<b>h</b>	Through-Right			1							1				1				1	
RTI		Right		134	0	134	-1	133	133	3	148	0	148	-1	147	0	147	0	147	0	147
N N	$\Rightarrow$	Left-Through-R	ight		0							0				0				0	
	$\gamma$	Left-Right		1	0							0				0				0	
	Left			95	1	95	0	95	95	0	103	1	103	0	103	1	103	0	103	1	103
SOUTHBOUND	↓ Left-Through Through				0							0				0				0	
30L	↓ Through			389	1	244	5	394	246	14	435	1	271	5	440	1	273	0	440	1	273
臣	✓ Through-Right			98	1	98	0	98	98	0	106	1 0	106	0	100	1 0	106	0	106	1	106
50	✓ Inrougn-Right ✓ Right ✓ Left-Through-Right			98	0	98	U	98	98	0	106	0	106	0	106	0	106	0	106	0	106
Š	J.	Left-Right	5		0							0				0				0	
Δ		Left Left-Through		168	1	168	0	168	168	0	182	1 0	182	0	182	1 0	182	0	182	1	182
N	$\rightarrow$	Through		839	1	491	0	839	493	12	920	1	539	0	920	1	541	0	920	1	541
EASTBOUND		Through-Right		000	1	101	Ŭ	000	100		020	1	000	Ŭ	020	1	011	Ŭ	020	1	011
<b>ST</b>	7	Right		143	0	143	3	146	146	3	158	0	158	3	161	0	161	0	161	0	161
Е¢	- Ţ	Left-Through-R	ight		0							0 0				0 0				0	
	う	Left-Right		1	U							U				0				U	
	F	Left		114	1	114	3	117	117	3	126	1	126	3	129	1	129	0	129	1	129
WESTBOUND		Left-Through			0							0				0				0	
l ol	Å	Through		1004	1	536	0	1004	536	6	1093	1	583	0	1093	1	583	0	1093	1	583
STB	Ĩ.	Through-Right Right		67	1	67	0	67	67	0	73	1 0	73	0	73	1 0	73	0	73	1	73
VES	Right Left-Through-Right		ight	07	0	07	Ŭ	07	07	v	15	0	15	U U	15	0	13	U V	15	0	15
>	Left-Right		-		0							0				0				0	
	CRITICAL VOLUMES			-	th-South:	463	-	rth-South:	461			th-South:	511			th-South:	510			th-South:	510
	CRITICAL VOLUMES			Ea	ast-West: SUM:	704 1167	E	ast-West: SUM:	704 1165		Ea	ast-West: SUM:	765 1276		Ea	ast-West: SUM:	765 1275		Ea	ast-West: SUM:	765 1275
	VOLUME/CAPACITY (V/C) RATIO				50W.	0.778		50111.	0.777			50W.	0.851			5011.	0.850			501/1.	0.850
V/C	C LESS ATSAC/ATCS ADJUSTMENT:												0.851 0.751				0.850 0.750				0.850 0.750
						0.678 B			0.677 B				0.751 C				0.750 C				0.750 C
<u> </u>	LEVEL OF SERVICE (LOS)			<u> </u>		D			Ð												U

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REMARKS: ALT-C

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: -0.001 Significant impacted? NO

∆v/c after mitigation: -0.001 Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-	-South Street:	Whitset	tt Avenue			Year	of Count:	2012	Amb	ient Grov	vth: (%):	2.0	Condu	cted by:	The Traffic	Solution	Date:		5/30/2012	
CMA3	Eas	t-West Street:	Moorpa	ark Street			Projec	tion Year:	2016		Pea	ak Hour:	AM	Revie	wed by:			Project:	Studio City	Senior Livir	ng Center P
Орре	osed Ø'in	No. of ng: N/S-1, E/W-2 or	Phases Both-3?			2 0			2 0				2 0				2 0	-			2 0
Right	Turns: F	REE-1, NRTOR-2 c	or OLA-3?	NB 0 EB 0	SB WB	0 0	NB EB	0 SE 0 W		NB EB	0 0	SB WB	0 0	NB EB	0 0	SB WB	0 0	NB EB	0 0	SB WB	0 0
	AT	SAC-1 or ATSAC+	ATCS-2?		WD	2	LD	0	2	LD	U	110	2	LD	U	110	2	LD	U	WD	2
		Override	Capacity			0			0				0				0				0
		MOVEMENT		EXISTI				NG PLUS P				ON W/O PF								CT W/ MIT	
		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
Δ	ر ب	Left		92	1	92	-3	89	89	0	100	1	100	-3	97	1	97	0	97	1	97
N	4	Left-Through		005	0 1	4 47	40	040	454	20	074	0 1	474	10	207	0 1	470	0	007	0 1	470
NORTHBOUND	1	Through Through-Right		235	1	147	13	248	154	20	274	1	171	13	287	1	178	0	287	1	178
ST -	r	Right		58	0	58	1	59	59	4	67	0	67	1	68	0	68	0	68	0	68
Ĩ	*	Left-Through-Ri	ght		0							0				0				0	
	Ŷ	Left-Right			0							0				0				0	
Δ	4	Left		195	1	195	0	195	195	2	213	1	213	0	213	1	213	0	213	1	213
NN	↓ Left-Through ↓ Through				0		_					0		_		0				0	
BO	✓ Through-Right			937	1	504	-7	930	501	8	1022	1	549	-7	1015	1	547	0	1015	1	547
SOUTHBOUND	, → Right			70	0	70	2	72	72	0	76	0	76	2	78	0	78	0	78	0	78
sol	<ul> <li>✓ Right</li> <li>✓ Left-Through-Right</li> </ul>				0							0				0 0				0	
	4	Left-Right			0							0				0				0	
		Left		67	1	67	8	75	75	0	73	1	73	8	81	1	81	0	81	1	81
INC	→	Left-Through Through		723	0	940	8	731	943	16	799	0 0	1034	8	807	0 0	1037	0	807	0 0	4007
BOI		Through-Right		723	1	940	8	731	943	10	799	1	1034	8	807	1	1037	0	807	1	1037
EASTBOUND	7	Right		217	0	0	-5	212	0	0	235	0	0	-5	230	0	0	0	230	0	0
E/	ţ	Left-Through-Ri Left-Right	ght		0 0							0 0				0 0				0	
	- J	Len-Right		1	U							U				U				U	
	√ ↓	Left		59	1	59	-4	55	55	2	66	1	66	-4	62	1	62	0	62	1	62
WESTBOUND	₹ ↓	Left-Through Through		459	0 0	508	2	461	510	26	523	0 0	577	2	525	0 0	579	0	525	0	579
BO	4	Through-Right			ĭ	000	2	101	010	20	525	1	511	2	525	1	515	Ŭ	525	ĭ	515
ESI	C 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				0 0				0 0	
	· · · · ·			-	th-South:	596	-	rth-South:	590			th-South:	649			th-South:	644			th-South:	644
		CRITICAL VOLUMES East-Wes				999 1595	E	ast-West: SUM:	998 1588		E	ast-West: SUM:	1100 1749		Ea	st-West: SUM:	1099 1743		Ea	ast-West: SUM:	1099 1743
	VOLUM	E/CAPACITY (V/C)	1	3011/:	1.063		SUN:	1.059			30111:	1.166			30IVI:	1.162			30IVI:	1.162	
V/C		ISAC/ATCS ADJUS				0.963			0.959				1.066				1.162 1.062				1.162 1.062
		LEVEL OF SERVIC				0.903 E			0.959 E				F				1.002 F				F
L			、 <i>/</i>	ALT-C						l				I							•

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REMARKS: ALT-C

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: -0.004 Significant impacted? NO

∆v/c after mitigation: -0.004 Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-	-South Street:	Whitse	tt Avenue			Year	of Count:	2012	Amb	ient Grov	vth: (%):	2.0	Condu	cted by:	The Traffic	Solution	Date:		5/30/2012	
CMA3	Eas	t-West Street:	Moorpa	ark Street			Projec	tion Year:	2016		Pea	ak Hour:	PM	Revie	wed by:			Project:	Studio City	Senior Livir	ng Center P
Орр	osed Ø'in	No. of ng: N/S-1, E/W-2 or	f Phases Both-3?			2 0			2 0				2 0		-		2 0	-			2 0
Right	Turns: F	REE-1, NRTOR-2 o	or OLA-3?	NB 0	SB	0	NB	0 SI		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
	ΔТ	SAC-1 or ATSAC+	ATCS-22	EB 0	WB	0 2	EB	0 W	<b>B</b> 0 2	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	~ ~ ~	Override				ō			ō				ō				0				0
				EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	on w/o pf	ROJECT	FUTUR		ION W/ PR	OJECT	FUTURE	W/ PROJE	ECT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
	~			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
₽	) _↑	Left Left-Through		155	1 0	155	-9	146	146	0	168	1 0	168	-9	159	1 0	159	0	159	1 0	159
NORTHBOUND	<b>1</b>	Left-Inrough Through		649	1	388	-9	640	380	17	719	1	429	-9	710	1	421	0	710	1	421
₽ ₽		Through-Right		010	1	000	Ŭ	0.10			110	1	120	Ŭ	110	1		, in the second s	110	1	
L T		Right		126	0	126	-7	119	119	3	139	0	139	-7	132	0	132	0	132	0	132
Ō	4	Left-Through-Ri	ight		0							0				0				0	
	$\gamma$	Left-Right			0							0				0				0	
	Left			54	1	54	0	54	54	1	59	1	59	0	59	1	59	0	59	1	59
	Left-Through			÷.	0	•••		0.	••			0		Ŭ		0		, in the second s		0	
l d	Through			428	1	252	2	430	257	25	488	1	285	2	490	1	290	0	490	1	290
SOUTHBOUND	-↓ Through-Right			75	1	75		0.4	0.4	0	04	1 0	04	•	00	1 0	00	0	00	1	00
5	✓ Through-Right ✓ Right ✓ Left-Through-Right			75	0	75	9	84	84	0	81	0	81	9	90	0	90	0	90	0	90
Š	j.	Left-Right	5		õ							Ő				Õ				Ő	
	-			-																	
Δ	) ユ	Left Left-Through		112	1 0	112	5	117	117	0	121	1 0	121	5	126	1 0	126	0	126	1 0	126
NN	$\rightarrow$	Through		489	0	581	5	494	578	21	550	0	650	5	555	0	647	0	555	0	647
BO		Through-Right		400	1	001	Ŭ	-0-	0/0	21	000	1	000	Ŭ	000	1	041	Ŭ	000	1	047
EASTBOUND	7	Right		92	0	0	-8	84	0	0	100	0	0	-8	92	0	0	0	92	0	0
Ш	7	Left-Through-Ri Left-Right	ight		0 0							0 0				0 0				0 0	
	5	Len-Right		1	0							U				U				U	
	<i>(</i>	Left		78	1	78	-4	74	74	5	89	1	89	-4	85	1	85	0	85	1	85
WESTBOUND		Left-Through			0							0				0				0	
30L	, L	Through Through-Right		597	0	678	9	606	687	16	662	0	752	9	671	0 1	761	0	671	0	761
STE		Right		81	0	0	0	81	0	2	90	0	0	0	90	0	0	0	90	0	0
Ň	Right Left-Through-Right		ight	<b>.</b>	0	Ŭ	Ĭ	0.	Ŭ	_		0	Ŭ	Ŭ		0	Ŭ	Ŭ		0	Ĵ
	Left-Right				0				40.1			0	15-			0				0	16-
	CRITICAL VOLUMES			_	th-South: ast-West:	442 790		rth-South: East-West:	434 804			th-South: ast-West:	488 873			th-South: ast-West:	480 887			th-South: ast-West:	480 887
					SUM:		1	SUM:	1238		E	SUM:	1361		E	SUM:	1367		E	SUM:	1367
	VOLUM	E/CAPACITY (V/C	) RATIO:			0.821			0.825				0.907				0.911				0.911
V/C	LESS AT	SAC/ATCS ADJUS	TMENT:			0.721			0.725				0.807				0.811				0.811
	I	LEVEL OF SERVIC	E (LOS):			C			C				D				D				D
L			MARKS:	ALT-C					-	l			_	I				I			

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REMARKS: ALT-C

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.004 Significant impacted? NO

∆v/c after mitigation: 0.004 Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North	-South Street:	Whitset	tt Avenue			Year	of Count:	2012	Amb	ient Grov	vth: (%):	2.0	Condu	cted by:	The Traffic	Solution	Date:		5/30/2012	
CMA4	Eas	st-West Street:	Ventura	a Boulevard			Projec	tion Year:	2016		Pea	ak Hour:	AM	Revie	wed by:			Project:	Studio City	Senior Livir	ng Center P
			f Phases			4			4				4				4				4
Орр	osed Ø'in	ng: N/S-1, E/W-2 or	Both-3?			0			0		0		0		0		0		0		0
Right	Turns: F	REE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 2	SB WB	3 0	NB EB	0 SI 2 W		NB EB	0 2	SB WB	3 0	NB EB	0 2	SB WB	3 0	NB EB	0 2	SB WB	3 0
	AT	SAC-1 or ATSAC+	ATCS-2?			2			2	20	-		2		-		2		-		2
		Override	Capacity			0			0				0				0				0
				EXISTI	NG CONDI	-	-	ING PLUS P	ROJECT			ON W/O PF							E W/ PROJE		
		MOVEMENT			No. of	Lane Volume	Project Traffic	Total	Lane	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of	Lane Volume	Added Volume	Total	No. of	Lane Volume
	5	Left		Volume 56	Lanes 1	volume 56		Volume 56	Volume 56	Volume	61	Lanes	61	volume 0	61	Lanes 1	61	Volume	Volume 61	Lanes 1	volume 61
Q		Left-Through		00	0	30	0	00	90	0	01	0	01	0	01	0	01	0	01	0	01
		Through		93	0	112	-1	92	111	0	101	0 0	122	-1	100	0	121	0	100	0	121
Ë		Through-Right			1							1				1				1	
NORTHBOUND		Right		19	0	0	0	19	0	0	21	0	0	0	21	0	0	0	21	0	0
R	$\Rightarrow$	Left-Through-R	ight		0							0 0				0				0	
	Ŷ	Left-Right		1	0							U				U				0	
0	5	Left		611	2	336	9	620	341	7	668	2	367	9	677	2	372	0	677	2	372
SOUTHBOUND	↓ Left-Through ↓ Through				0							0				0				0	
801	↓ Through ↓ Through-Right			236	1 0	236	3	239	239	0	255	1	255	3	258	1	258	0	258	1 0	258
[ 폰	✓ Through-Right			500	1	407	9	509	418	10	551	0 1	438	9	560	0 1	449	0	560	1	449
.no	<ul> <li>✓ Right</li> <li>✓ Left-Through-Right</li> </ul>			500	0 0	407	5	303	410	10	551	0	430	5	500	0	443	0	500	0	445
s	<i></i>	Left-Right	-		0							0				0				0	
	1	Left			1	00		04	04	40	140	1	440	0		1				1	444
<u>e</u>		Left-Through		93	0	93	-2	91	91	12	113	0	113	-2	111	0	111	0	111	0	111
N N	$\rightarrow$	Through		988	1	544	0	988	544	35	1104	1	606	0	1104	ĩ	606	0	1104	1	606
EASTBOUND	7	Through-Right			1							1				1				1	
ASI	<u>}</u>	Right	a h t	100	0 0	100	0	100	100	0	108	0 0	108	0	108	0 0	108	0	108	0	108
ш	Ž	Left-Through-R Left-Right	ignt		0							0				0				0	
	• •				<u> </u>															<u> </u>	
0	, ,	Left		17	1	17	0	17	17	0	18	1	18	0	18	1	18	0	18	1	18
WESTBOUND	₹ ↓	Left-Through		704	0 1	454	_	704	450	<b>F</b> 7	004	0 1	E40	~	004	0 1	540		004	0 1	540
BO	à	Through Through-Right		764	1	451	0	764	450	57	884	י 1	519	0	884	1	518	0	884	1	518
ST		Right		137	0	137	-2	135	135	6	154	0	154	-2	152	0 0	152	0	152	0	152
ME	Left-Through-Right		ight		0							0				0				0	
	├ Left-Right			Nor	0 th-South:	463	N-	rth-South:	474		N	0 th-South:	499		N	0 th-South:	510		N	0 th-South:	510
	CRITICAL VOLUMES				tn-Soutn: ast-West:	463 561	-	rtn-Soutn: East-West:	474 561			tn-Soutn: ast-West:	499 632			ast-West:	629			ast-West:	629
					SUM:	1024		SUM:	1035		-	SUM:	1131			SUM:	1139			SUM:	1139
	VOLUME/CAPACITY (V/C) RATIO					0.745			0.753				0.823				0.828				0.828
V/C	C LESS ATSAC/ATCS ADJUSTMENT:					0.645			0.653				0.723				0.728				0.728
	LEVEL OF SERVICE (LOS)					В			В				С				С				С
μ			MARKS	No right-turn o	17.00																

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

Version: 1i Beta; 8/4/2011 ALT-C

#### PROJECT IMPACT

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



(Circular 212 Method)



I/S #:	North	-South Street:	Whitset	tt Avenue			Year	of Count:	2012	Amb	ient Grov	vth: (%):	2.0	Condu	cted by:	The Traffic	Solution	Date:		5/30/2012	
CMA4	Eas	t-West Street:	Ventura	a Boulevard			Projec	tion Year:	2016		Pe	ak Hour:	PM	Revie	wed by:			Project:	Studio City	Senior Livir	ng Center P
			f Phases			4			4				4		-		4				4
Орро	osed Ø'ir	ng: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns: F	REE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 0	SB WB	3 0	NB EB	0 SE 0 W		NB EB	0 0	SB WB	3 0	NB EB	0 0	SB WB	3 0	NB EB	0 0	SB WB	3 0
	АТ	SAC-1 or ATSAC+	ATCS-2?	EB U	WB	2	EB	0 00	2	EB	U	WB	2	EB	0	WB	2	EB	0	WB	2
		Override				ō			ō				ō				ō				ō
				EXISTI	NG CONDI	TION	EXIST	NG PLUS PI	ROJECT	FUTUR		on w/o pf	ROJECT	FUTUR	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	ECT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Δ	Ĵ	Left		108	1	108	0	108	108	0	117	1	117	0	117	1	117	0	117	1	117
N	4	Left-Through		470	0 0	404		474	400	0	407	0		1	400	0	007	0	400	0	007
ВО		Through Through-Right		173	1	191		174	192	0	187	0 1	206	1	188	0 1	207	0	188	0	207
NORTHBOUND	ŕ	Right		18	0	0	0	18	0	0	19	0	0	0	19	0	0	0	19	0	0
OR	4	Left-Through-Ri	ight		0 0	Ŭ			Ŭ	Ŭ		0 0	Ŭ	Ŭ		0	Ŭ	, in the second s		0	Ũ
z	$\dot{\gamma}$	Left-Right	-		0							0				0				0	
								o :=		_						_		_		_	
9		Left Left-Through		249	2 0	137	-2	247	136	7	277	2 0	152	-2	275	2 0	151	0	275	2 0	151
n n	ľ	Through		147	1	147	-1	146	146	0	159	1	159	-1	158	1	158	0	158	1	158
1BC	ų	Through-Right		147	0	147		140	140	U	100	0	100		150	0	100	Ŭ	100	0	100
Ē	نہ	Right		182	1	0	-2	180	0	19	216	1	0	-2	214	1	0	0	214	1	0
SOUTHBOUND	↔	Left-Through-Ri	ight		0							0				0				0	
•,	4	Left-Right		l	0							0				0				0	
1	ر	Left		232	1	232	5	237	237	17	268	1	268	5	273	1	273	0	273	1	273
₽	>	Left-Through		202	0		Ŭ	201	201		200	0	200	Ŭ	210	0	2.0	, in the second s	210	0	2.0
Inc	$\rightarrow$	Through		1026	1	580	0	1026	580	53	1164	1	654	0	1164	1	654	0	1164	1	654
TB(	Т Г	Through-Right			1							1				1				1	
EASTBOUND	4	Right Left-Through-Ri	aht	133	0 0	133	0	133	133	0	144	0 0	144	0	144	0 0	144	0	144	0 0	144
ш	Ž	Left-Right	gin		0							0				0				0	
		J																			
	Ç.	Left		26	1	26	0	26	26	0	28	1	28	0	28	1	28	0	28	1	28
N	₹	Left-Through		1405	0 1	740		1105	700	10	4000	0 1	004		4000	0 1	000	•	4000	0	000
BOI	À	Through Through-Right		1195	1	719	0	1195	722	42	1336	1	804	0	1336	1	806	0	1336	1	806
WESTBOUND		Right		243	0	243	5	248	248	8	271	0	271	5	276	0	276	0	276	0	276
ŇE	$\overleftrightarrow$	Left-Through-Ri	ight		0		-	-		-		0		-	-	0		-	-	0	
-	$\succ$	Left-Right			0				000			0	0.5-5			0	0.5-5			0	
		CRITICAL V	אוו ועבפ	_	th-South:	328	-	rth-South:	328 959			th-South:	358 1072			th-South:	358 1079			th-South:	358
		GRITICAL V	JEOWEO	Ea	ast-West: SUM:	951 1279	'	ast-West: SUM:	959 1287		E	ast-West: SUM:			E	ast-West: SUM:	1079 1437		Ea	ast-West: SUM:	1079 1437
	VOLUN	IE/CAPACITY (V/C	) RATIO:	1	<i>3011.</i>	0.930		5011.	0.936			5011.	1.040			0011.	1.045			30111.	1.045
V/C		TSAC/ATCS ADJUS																			
v/0						0.830 D			0.836 D				0.940 E				0.945 F				0.945
		LEVEL OF SERVIC	· /			U			U				E				E				E
		RE	MARKS:	ALT-C																	

2

Version: 1i Beta; 8/4/2011 ALT-C

#### PROJECT IMPACT

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



(Circular 212 Method)



I/S #:	North	-South Street:	Laurel	Canyon Bou	llevard		Year	of Count:	2012	Amb	ient Grov	vth: (%):	2.0	Condu	cted by:	City Trafic	Counters	Date:		5/30/2012	2
CMA5	Eas	st-West Street:	Moorpa	ark Street			Projec	tion Year:	2016		Pea	ak Hour:	AM		wed by:			Project:	Studio City	Senior Livir	ng Center P
			f Phases			4			4				4				4				4
Opp	osed Ø'ir	ng: N/S-1, E/W-2 or	Both-3?			0			0		0		0		•		0		0		0
Right	Turns: F	FREE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 0	SB WB	0 3	NB EB	0 SI 0 W		NB EB	0 0	SB WB	0 3	NB EB	0 0	SB WB	0 3	NB EB	0 0	SB WB	0 3
	AT	TSAC-1 or ATSAC+	ATCS-2?		WD	2	LD	0 00	2	LD	U	WD	2	<i>LD</i>	U	WB	2	<i>LD</i>	0	WD	2
		Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF		ION W/ PR	OJECT	FUTURE	E W/ PROJE	СТ W/ МІТ	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
	~			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
9	) .↑	Left		74	1	74	0	74	74	12	92	1	92	0	92	1	92	0	92	1	92
NORTHBOUND	T 1	Left-Through Through		1000	0	564	0	1000	564	167	1249	0 1	693	0	1249	0 1	693	0	1249	0	693
BC		Through-Right		1000	1	504	U U	1000	504	107	1243	1	033	Ŭ	1243	1	035	v	1243	1	035
Ē	Right			127	0	127	0	127	127	0	137	0	137	0	137	0	137	0	137	0	137
ğ	De → Left-Through-Right				0							0				0				0	
~	Z Left-Right				0							0				0				0	
	<b>Г</b> .	Left		140	1	140		1.40	1.40	9	404	1	404	0	404	1	404	0	404	1	404
Q	4			140	0	140	0	140	140	9	161	0	161	0	161	0	161	0	161	0	161
N N	E Left-Through			1094	1	661	0	1094	660	79	1263	1	761	0	1263	1	760	0	1263	1	760
Ρ̈́Ξ	5 ↓ Through ← Through-Right				1							1				1				1	
5	E ← Through-Right → Right - Loft Through Bight			228	0	228	-2	226	226	11	258	0	258	-2	256	0	256	0	256	0	256
so	Control Contr				0 0							0 0				0 0				0	
	$\sim$	Len-Right			U							U				0				U	
-	J Left J Left J Left-Through			209	1	209	6	215	215	19	245	1	245	6	251	1	251	0	251	1	251
Ð					0							0				0				0	
D0	O → Through-Right			700	1	425	3	703	426	1	759	1	461	3	762	1	463	0	762	1	463
TB	Control Tribugh Control Tribu			149	1	149	0	149	149	2	163	1	163	0	163	1	163	0	163	1	163
EAS	$\Rightarrow$	Left-Through-R	ight	145	0	145	0	143	145	2	105	0	105	U	105	0	105	U	105	0	105
	$\prec$	Left-Right	5		0							0				0				0	
							_			_				_							
₽	$\overleftarrow{\tau}$	Left Left-Through		138	1	138	0	138	138	0	149	1 0	149	0	149	1 0	149	0	149	1 0	149
NN	, the second sec	Through		407	1	407	-1	406	406	0	441	1	441	-1	440	1	440	0	440	1	440
BO	4	Through-Right		107	0		'	.00	.00	Ŭ	1 1 1	0		· ·	110	0		Ŭ	1 10	0	
ST	Right			97	1	0	0	97	0	16	121	1	0	0	121	1	0	0	121	1	0
ME	Left-Through-Right				0							0				0				0	
		Left-Right		Nor	0 th-South:	735		rth-South:	734		Nor	0 th-South:	854		Nor	0 th-South:	854		Nor	0 th-South:	854
		CRITICAL V	OLUMES		ast-West:	616		Tast-West:	621			ast-West:	686			ast-West:	691			ast-West:	691
					SUM:	1351		SUM:	1355			SUM:	1540			SUM:	1545			SUM:	1545
	VOLUN	ME/CAPACITY (V/C	) RATIO:			0.983			0.985				1.120				1.124				1.124
V/C	LESS AT	TSAC/ATCS ADJUS	STMENT:			0.883			0.885				1.020				1.024				1.024
		LEVEL OF SERVIC	E (LOS):			D			D				F				F				F
L			、 <i>/</i>	Westbound or						1											

1

**REMARKS:** Westbound overlap phase.

Version: 1i Beta; 8/4/2011 ALT-C

#### PROJECT IMPACT

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



(Circular 212 Method)



I/S #:	North	-South Street:	Laurel	Canyon Boı	llevard		Year	of Count:	2012	Amb	ient Grov	vth: (%):	2.0	Condu	cted by:	City Trafic	Counters	Date:		5/30/2012	2
CMA5	Eas	t-West Street:	Moorpa	ark Street			Projec	tion Year:	2016		Pea	ak Hour:	PM	Revie	wed by:			Project:	Studio City	Senior Livir	ng Center P
			Phases			4			4				4				4				4
Орро	osed Ø'ir	ng: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns: F	REE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 0	SB WB	0	NB	0 SI 0 W		NB	0 0	SB	0	NB EB	0 0	SB	0	NB	0 0	SB WB	0
	ΔΤ	SAC-1 or ATSAC+	ATCS-22	EB 0	WB	3 2	EB	0 00	B 3 2	EB	0	WB	3 2	EB	0	WB	3 2	EB	0	WB	3 2
	~ ~ ~	Override				0			0				ō				0 0				0
				EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PR	OJECT	FUTUF		ION W/ PR	OJECT	FUTURE	E W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Δ	ŗ,	Left		88	1	88	0	88	88	5	100	1	100	0	100	1	100	0	100	1	100
N	۲Ì	Left-Through			0							0				0				0	
NORTHBOUND	Î	Through		1423	1	761	0	1423	761	72	1612	1	859	0	1612	1	859	0	1612	1	859
王	Through-Right			98	0	98	0	98	98	0	106	1 0	106	0	106	1 0	106	0	106	0	106
.NO	C Right C Right Left-Through-Right			90	0	90	0	90	90	U	100	0	100	U	100	0	100		100	0	100
ž	$\gamma$	Left-Right	gin		0							0				0				0	
		<u> </u>														-					
Δ	C,	Left		145	1	145	0	145	145	8	165	1	165	0	165	1	165	0	165	1	165
SOUTHBOUND	. ↓	Left-Through			0							0				0				0	
BO		Through		1244	1	749	0	1244	751	104	1451	1	869	0	1451	1	871	0	1451	1	871
王	el	Through-Right		254	0	254	3	257	257	12	287	0	287	3	290	0	290	0	290	0	290
DO	<ul> <li>✓ Right</li> <li>✓ Left-Through-Right</li> </ul>			204	0	204	3	257	207	12	207	0	207	3	290	0	290	0	290	0	290
Ň	Contraction Contr				0							0				0				0	
				-																	
0	ر بد	Left		186	1	186	-1	185	185	8	209	1	209	-1	208	1	208	0	208	1	208
Ξ.	$\rightarrow$	Left-Through Through		405	0 1	200		40.4	200		526	0 1	220		505	0 1	220	0	505	0 1	220
301				485	1	290	-1	484	290	1	526	1	320	-1	525	1	320	0	525	1	320
STE	$\overrightarrow{\mathcal{H}}$ $\overrightarrow{\mathcal{H}}$ Right			95	0	95	0	95	95	11	114	0	114	0	114	0	114	0	114	0	114
EA:	$\Rightarrow$	Left-Through-R	ght		0		-					0				0				0	
		Left-Right			0							0				0				0	
	C	l off		470	4	470		170	470		404	4	101		404	1	404		404	4	404
9	$\overleftarrow{\tau}$	Left Left-Through		170	1 0	170	0	170	170	0	184	1 0	184	0	184	1	184	0	184	1 0	184
۲ <u>م</u>	÷	Through		424	1	424	1	425	425	1	460	1	460	1	461	1	461	0	461	1	461
BO	4	Through-Right		TT	0		· ·	.20	.20		100	0			101	0		Ŭ		0	
ST	Right			147	1	2	0	147	2	5	164	1	0	0	164	1	0	0	164	1	0
ME	Left-Through-Right				0							0				0				0	
	$\succ$	Left-Right		<u> </u>	0	000	L		000			0	1001			0	1001			0	1004
		CRITICAL V	DLUMES		th-South: ast-West:	906 610		rth-South: East-West:	906 610			th-South: ast-West:	1024 669			h-South: st-West:	1024 669			th-South: ast-West:	1024 669
					SUM:		"	SUM:	1516		E	SUM:	1693		Ed	SUM:	1693		E	SUM:	1693
	VOLUN	IE/CAPACITY (V/C	RATIO:	1		1.103			1.103				1.231				1.231				1.231
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT:					1.003			1.003				1.131				1.131				1.131
.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		LEVEL OF SERVIC			1.003 F			1.003 F				1.131 F				1.131 F				1.131 F	
			· /	Westbound or		-			<b>-</b>				F				Г				F

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**REMARKS:** Westbound overlap phase.

Version: 1i Beta; 8/4/2011 ALT-C

### PROJECT IMPACT

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

**APPENDIX X-3** 

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



(Circular 212 Method)



I/S #:	North-Sou	th Street:	Coldwa	ter Canyon	Avenue		Year	of Count:	2012	Amb	ient Grov	vth: (%):	2.0	Condu	cted by:	City Trafic	Counters	Date:		5/30/2012	
CMA1	East-We	est Street:	Moorpa	rk Street			Projec	tion Year:	2016		Pea	ak Hour:	AM	Revie	wed by:			Project:	Studio City	Senior Livir	ng Center P
Орро	sed Ø'ing: N	No. of I/S-1, E/W-2 or ∣	Phases Both-3?		0.5	2 0		0.00	2		0	0.5	2 0		0	0.0	2 0				2 0 0
Right	Turns: FREE	-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	0 0	NB EB	0 SE 0 W		NB EB	0 0	SB WB	0 0	NB EB	0	SB WB	0 0	NB EB	0 0	SB WB	0
	ATSAC	-1 or ATSAC+A Override C				2 0			2 0				2 0		, in the second s		2 0		, in the second s		2 0
				EXISTI	NG CONDI	TION	EXIST	NG PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	OJECT	FUTUR		ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
	MO	VEMENT		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
QNN	∽∱ Le	eft eft-Through		34	1	34	0	34	34	2	39	1	39	0	39	1	39	0	39	1	39
NORTHBOUND	, TI	hrough hrough-Right ight		587 83	1 1 0	<b>335</b> 83	0	587 83	<b>335</b> 83	21 0	656 90	1 1 0	<b>373</b> 90	0	656 90	1 1 0	<b>373</b> 90	0	656 90	1 1 0	<b>373</b> 90
NOR	Left-Right				0	00		00	00	v	30	0	30	v	30	0	30		30	0	30
9				111	1	111	-1	110	110	0	120	1 0	120	-1	119	1 0	119	0	119	1 0	119
BOUN	Left ↓ Left-Through ↓ Through			482	0 1 1	302	0	482	302	18	540	0 1 1	336	0	540	0 1 1	336	0	540	1 1	336
SOUTHBOUND	↓ Through ↓ Through-Right ↓ Right ↓ Left-Through-Right ↓ Left-Right			121	0 0 0	121	0	121	121	0	131	0 0 0	131	0	131	0 0 0	131	0	131	0 0 0	131
9		eft eft-Through		175	1	175	0	175	175	0	189	1 0	189	0	189	1 0	189	0	189	1	189
EASTBOUND	→ TI → TI	hrough hrough-Right		795	1 0	795	0	795	795	16	877	1 0	877	0	877	1 0	877	0	877	1 0	877
EAS1	-	ight eft-Through-Rig eft-Right	ght	42	1 0 0	25	0	42	25	1	46	1 0 0	27	0	46	1 0 0	27	0	46	1 0 0	27
	*				-							-									
QNN	℃ Le	eft eft-Through		47 422	1 0 1	<b>47</b> 422	0	47 422	<b>47</b> 422	0 26	51 483	1 0 1	<b>51</b> 483	0	51 483	1 0 1	<b>51</b> 483	0	51 483	1 0 1	<b>51</b> 483
STBO	Q     ✓     Left-Through       MOD     ✓     Through       MOD     ✓     Through-Right       MOD     ✓     Right       MOD     ✓     Left-Through-Right			422 84	0 1	422 29	1	422 85	422 30	20	483 91	0 1	483 31	1	483 92	0	483 33	0	483 92	0	483 33
WE	Left-Through-Right				0 0	-						0 0				0 0		-		0 0	
		CRITICAL VO		-	th-South: ast-West: SUM:	446 842 1288	-	rth-South: East-West: SUM:	445 842 1287			th-South: ast-West: SUM:	493 928 1421			th-South: ast-West: SUM:	492 928 1420			th-South: ast-West: SUM:	492 928 1420
	VOLUME/C	APACITY (V/C)	RATIO:			0.859			0.858				0.947				0.947				0.947
V/C I	LESS ATSAC	ATCS ADJUS	TMENT:			0.759			0.758				0.847				0.847				0.847
	LEVE	EL OF SERVICE	E (LOS):			С			С				D				D				D

REMARKS: ALT-D

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.000 Significant impacted? NO

∆v/c after mitigation: 0.000 Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-	-South Street:	Coldwa	iter Canyon	Avenue		Year	of Count:	2012	Amb	ient Grov	vth: (%):	2.0	Condu	cted by:	City Trafic	Counters	Date:		5/30/2012	
CMA1	East	t-West Street:	Moorpa	ark Street			Projec	tion Year:	2016		Pea	ak Hour:	PM	Revie	wed by:			Project:	Studio City	Senior Livir	ng Center P
	<u>4</u>		f Phases			2			2				2				2				2
Opp	osed Ø'in	ng: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns: F	REE-1, NRTOR-2 c	or OLA-3?	NB 0	SB	0	NB	0 SI		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
	AT	SAC-1 or ATSAC+	ATCS-22	EB 0	WB	0 2	EB	0 W	<b>B</b> 0 2	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
		Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	on w/o pf	ROJECT	FUTUF		ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
0	J.	Left		62	1	62	0	62	62	2	69	1	69	0	69	1	69	0	69	1	69
Ī	₹Î	Left-Through			0							0				0				0	
NORTHBOUND	Î Î	Through		828	1	455	0	828	455	26	922	1	505	0	922	1	505	0	922	1	505
王	ĥ	Through-Right		81	1	81	0	81	81	0	88	1 0	88	0	88	1 0	88	0	88	1	88
.NO	C C Right C ← Ceft-Through-Right			01	0	01	0	01	01	0	00	0	00	0	00	0	00	0	00	0	00
ž	$\gamma$	Left-Right	gin		0							0 0				0				0	
	<b>R</b> '				-																
Δ	<u> </u>	Left		109	1	109	2	111	111	0	118	1	118	2	120	1	120	0	120	1	120
N		Left-Through			0 1							0				0				0 1	100
B	L.	Through Through-Right		760	1	445	0	760	445	29	852	1 1	496	0	852	1	496	0	852	1	496
SOUTHBOUND	ن لي	Right		129	0	129	0	129	129	0	140	0	140	0	140	0	140	0	140	0	140
N N	et.	Left-Through-Ri	ight	120	0	120		120	120	Ŭ	110	0	110	Ŭ	110	0	110	Ŭ	110	0	110
s	<u>ل</u> م	Left-Right			0							0				0				0	
	1																				
Ω		Left Left-Through		118	1 0	118	0	118	118	0	128	1 0	128	0	128	1 0	128	0	128	1 0	128
Ŋ	$\rightarrow$	Through		605	1	605	1	606	606	21	676	1	676	1	677	1	677	0	677	1	677
BO		Through-Right		000	0	000		000	000		010	0	010	· ·	011	0	011	Ŭ	011	0	0//
ST				64	1	33	0	64	33	2	71	1	37	0	71	1	37	0	71	1	37
EA	-	Left-Through-Ri	ight		0							0				0				0	
	$\dashv$	Left-Right			0							0				0				0	
	5	Left		93	1	93	0	93	93	0	101	1	101	0	101	1	101	0	101	1	101
Ð		Left-Through			0		Ĭ			Ť		0		Ĭ		0		Ĭ		0	
0	<u>←</u>	Through		590	1	590	1	591	591	16	655	1	655	1	656	1	656	0	656	1	656
Ē		Through-Right			0					-	100	0	~~~	_	46-	0		_	16-	0	67
ES	Q     Image: Constraint of the second s			113	1 0	59	3	116	61	0	122	1 0	63	3	125	1	65	0	125	1	65
≥	Ĺ.	Left-Right	gnt		0							0				0				0	
	. v			Nor	th-South:	564	No	rth-South:	566		Nor	th-South:	623		Nort	th-South:	625		Nor	th-South:	625
		CRITICAL V	OLUMES	Ea	ast-West:	708	E	East-West:	709		Ea	ast-West:	783		Ea	ast-West:	784		Ea	ast-West:	784
					SUM:	1272		SUM:	1275			SUM:	1406			SUM:	1409			SUM:	1409
		IE/CAPACITY (V/C)				0.848			0.850				0.937				0.939				0.939
V/C	LESS AT	ISAC/ATCS ADJUS	TMENT:			0.748			0.750				0.837				0.839				0.839
	L	LEVEL OF SERVIC	E (LOS):			С			С				D				D				D
			MARKS:	ALT-C																	

REMARKS: ALT-C

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.002

∆v/c after mitigation: 0.002 Fully mitigated? N/A

Significant impacted? NO

CMA1.xls



(Circular 212 Method)



I/S #:	North-	South Street:	Whitset	t Avenue			Year	of Count:	2012	Amb	ient Grov	vth: (%):	2.0	Condu	cted by:	City Trafic	Counters	Date:		5/30/2012	
CMA2	Eas	t-West Street:	Riversi	de Drive			Projec	tion Year:	2016		Pea	ak Hour:	AM		wed by:			Project:	Studio City	Senior Livir	ng Center P
Орр	osed Ø'in	No. of ng: N/S-1, E/W-2 or	f Phases Both-3?			2 0			2 0				2 0		-		2 0				2 0
Right	Turns: F	REE-1, NRTOR-2 o	or OLA-3?	NB 0	SB	0	NB	0 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
_	ΔΤ	SAC-1 or ATSAC+	ATCS-22	EB 0	WB	0 2	EB	0 W	B 0 2	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	/	Override				ō			ō				ō				ō				Ō
				EXISTI	NG CONDI	TION	EXISTI	NG PLUS P	ROJECT	FUTUR		on w/o pf	ROJECT	FUTUR		ION W/ PR	OJECT	FUTURE	W/ PROJE	ECT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
	~			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
₽		Left Left-Through		69	1 0	69	1	70	70	2	77	1 0	77	1	78	1 0	78	0	78	1 0	78
NORTHBOUND		Through		292	1	226	1	293	227	11	327	1	251	1	328	1	252	0	328	1	252
Ĕ		Through-Right			1			200			02.	1	20.		020	1	202	Ŭ	020	1	
RTI	<ul> <li>✓ Right</li> <li>← Left-Through-Right</li> </ul>			159	0	159	1	160	160	2	174	0	174	1	175	0	175	0	175	0	175
2 2	$\Rightarrow$		ight		0							0				0				0	
	$\gamma$	Left-Right		L	0							0				0				0	
	<u> </u>	Left		314	1	314	0	314	314	0	340	1	340	0	340	1	340	0	340	1	340
SOUTHBOUND	<b>→</b>	Left-Through			0							0				0				0	
30L	▷ Left-Through ↓ Through			844	1	536	0	844	536	13	927	1	587	0	927	1	587	0	927	1	587
臣	↓ Through ↓ Through-Right ↓ Right			227	1	227	0	227	227	0	246	1 0	246	0	246	1 0	246	0	246	1	246
.no	→ Right → Left-Through-Right			221	0	221	0	221	221	0	240	0	240	U	240	0	240	0	240	0	240
Ō	Control Contr				0							0				0				0	
	1							~=													
₽	→ Left			97	1	97	0	97	97	0	105	1 0	105	0	105	1 0	105	0	105	1	105
NO.	$\begin{array}{ccc} & \stackrel{\mathcal{I}}{\longrightarrow} & \text{Left-Through} \\ & \stackrel{\longrightarrow}{\longrightarrow} & \text{Through} \end{array}$			1058	1	618	0	1058	618	7	1152	1	674	0	1152	1	673	0	1152	1	673
EASTBOUND	7	Through-Right			1							1				1				1	
AST		Right		178	0	178	-1	177	177	2	195	0 0	195	-1	194	0	194	0	194	0	194
Ш	Ž	Left-Through-Ri Left-Right	ignt		0							0				0				0	
	• •	Lott Hight		l 	Ŭ.							<u> </u>				Ŭ				Ŭ	
0	<u> </u>	Left		127	1	127	-1	126	126	2	139	1	139	-1	138	1	138	0	138	1	138
NI N	Ť	Left-Through		000	0 1	400		000	400	22	000	0 1	470	0	000	0 1	470		000	0 1	470
BOI	Ā	Through Through-Right		830	1	430	0	830	430	22	920	1	476	0	920	1	476	0	920	1	476
STI	Q ↓ Left-Through → Through A Through-Right ↓ Right U ↓ Left-Through-Right			30	0	30	0	30	30	0	32	0	32	0	32	0	32	0	32	0	32
ME	Left-Through-Right				0							0				0				0	
	$\sim$	Left-Right			0	605	-14	rth-South:	606		N/	0	664		N/	0	665		N/	0	665
		CRITICAL V	OLUMES		th-South: ast-West:	605 745	-	ast-West:	606 744			th-South: ast-West:	664 813			th-South: ast-West:	665 811			th-South: ast-West:	665 811
			-		SUM:	1350		SUM:	1350			SUM:	1477			SUM:	1476			SUM:	1476
	VOLUM	IE/CAPACITY (V/C	) RATIO:			0.900			0.900				0.985				0.984				0.984
V/C	LESS AT	SAC/ATCS ADJUS	STMENT:			0.800			0.800				0.885				0.884				0.884
	I	LEVEL OF SERVIC	E (LOS):			С			С				D				D				D
ļ			MARKS	ALT-D																	

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REMARKS: ALT-D

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: -0.001 Significant impacted? NO

∆v/c after mitigation: -0.001 Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North	-South Street:	Whitset	tt Avenue			Year	of Count:	2012	Amb	ient Grov	vth: (%):	2.0	Condu	cted by:	City Trafic	Counters	Date:		5/30/2012	
CMA2	Eas	t-West Street:	Riversi	de Drive			Projec	tion Year:	2016		Pea	ak Hour:	PM		wed by:			Project:	Studio City	Senior Livir	ng Center P
0.000			f Phases			2			2				2				2				2
		ng: N/S-1, E/W-2 or		NB 0	SB	0 0	NB	0 SE	0 B 0	NB	0	SB	0 0	NB	0	SB	0 0	NB	0	SB	0 0
Right		REE-1, NRTOR-2 o		EB 0	WB	0	EB		B 0	EB	0 0	WB	Ő	EB	Ő	WB	0	EB	0	WB	0
	AT	SAC-1 or ATSAC+				2 0			2				2 0				2 0				2 0
		Override	Capacity	EXISTI			EXIST	NG PLUS P		FUTUR	E CONDITI	ON W/O PF	<b>.</b>	FUTUR		ION W/ PR		FUTURE	W/ PROJE	CT W/ MIT	~
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٩	5	Left		133	1	133	3	136	136	3	147	1	147	3	150	1	150	0	150	1	150
NN N	T +	Left-Through Through		601	0 1	368	4	605	371	17	668	0 1	408	4	672	0 1	412	0	672	0	412
P B C B	ĥ	Through-Right		001	1	000	-	000	0/1		000	1	400	-	012	1	712	Ŭ	072	1	412
NORTHBOUND	C C Right C ← Right C ← ← Left-Through-Right			134	0	134	3	137	137	3	148	0	148	3	151	0	151	0	151	0	151
2 S	C ↔ Left-Through-Right ↔ Left-Right				0 0							0 0				0				0	
	Left-Right			1	0							0				0				U	
Δ	<u> </u>	Left		95	1	95	0	95	95	0	103	1	103	0	103	1	103	0	103	1	103
NN		Left-Through		200	0	244	5	394	246	14	435	0 1	271	5	440	0 1	273	0	440	0	273
BC	→ Left-Through → Through → √ Through-Right			389	1	244	5	394	240	14	435	1	271	5	440	1	213	0	440	1	213
SOUTHBOUND	→ Through-Right → Right			98	0	98	0	98	98	0	106	0	106	0	106	0	106	0	106	0	106
so	C C Right C C Right C C C C C C C C C C C C C C C C C C C				0							0 0				0 0				0	
				1	U							U				U				U	
0	Left			168	1	168	0	168	168	0	182	1	182	0	182	1	182	0	182	1	182
N N				839	0	491	0	839	492	12	920	0 1	539	0	920	0 1	540	0	920	0	540
BO	$ \begin{array}{ccc} & \rightarrow & \text{Through} \\ \hline &  & & \text{Through-Right} \\ \hline & &  & & \text{Through-Right} \\ \end{array} $			000	1	431	Ŭ	000	452	12	520	1	000	v	520	1	040	Ŭ	520	1	0-10
AST	]	Right		143	0	143	2	145	145	3	158	0	158	2	160	0	160	0	160	0	160
Щ	t.t	Left-Through-Ri Left-Right	ignt		0							0 0				0				0	
	• •	-			<u> </u>							<u> </u>								<u> </u>	
Δ	イ デ	Left Left-Through		114	1 0	114	2	116	116	3	126	1 0	126	2	128	1 0	128	0	128	1 0	128
NN	* ~	Through		1004	1	536	0	1004	536	6	1093	1	583	0	1093	1	583	0	1093	1	583
BO	Through Through-Right				1		Ŭ			Ŭ		1		, in the second s		1		Ŭ		1	
ESI	Q     ✓     Left-Through       O     ✓     Through       M     ✓     Through-Right       V     ✓     Right       H     ✓     Left-Through-Right			67	0	67	0	67	67	0	73	0 0	73	0	73	0	73	0	73	0	73
≥	ž	Left-Right	ignt		0							0				0				0	
	- 1				th-South:	463		rth-South:	466			th-South:	511			th-South:	515			th-South:	515
		CRITICAL VO	DLUMES	Ea	ast-West: SUM:	704 1167	E	ast-West: SUM:	704 1170		E	ast-West: SUM:	765 1276		Ea	st-West: SUM:	765 1280		Ea	ast-West: SUM:	765 1280
	VOLUN	E/CAPACITY (V/C	) RATIO:		30111:	0.778		30111:	0.780			30111:	0.851			301/12	0.853			30111:	0.853
V/C		TSAC/ATCS ADJUS				0.778 0.678			0.780 0.680				0.851 0.751				0.855 0.753				0.853 0.753
		LEVEL OF SERVIC				0.078 B			0.000 B				0.751 C				0.755 C				0.755 C
L			· /	ALT-D					_					1							•

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REMARKS: ALT-D

Version: 1i Beta; 8/4/2011

 PROJECT IMPACT

 Change in v/c due to project:
 0.002
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 $\Delta v/c$  after mitigation: 0.002

Significant impacted? NO

Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-	-South Street:	Whitset	tt Avenue			Year	of Count:	2012	Amb	ient Grov	vth: (%):	2.0	Condu	cted by:	The Traffic	Solution	Date:		5/30/2012	2
CMA3	East	t-West Street:	Moorpa	ark Street			Projec	tion Year:	2016		Pea	ak Hour:	AM	Revie	wed by:			Project:	Studio City	Senior Livir	ng Center P
			f Phases			2			2				2				2				2
Орро	osed Ø'in	ng: N/S-1, E/W-2 or	Both-3?			0		0.00	0		0		0		0		0		0		0
Right	Turns: F	REE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 0	SB WB	0 0	NB EB	0 SE 0 W		NB EB	0 0	SB WB	0 0	NB EB	0 0	SB WB	0 0	NB EB	0 0	SB WB	0 0
	AT	SAC-1 or ATSAC+	ATCS-2?			2		<b>.</b>	2	20	Ŭ		2	20	Ŭ		2		Ŭ		2
		Override	Capacity			0			0				0				0				0
				EXISTI	NG CONDI	-	-	NG PLUS P	ROJECT			ON W/O PF								ECT W/ MIT	
		MOVEMENT			No. of	Lane	Project Traffic	Total	Lane	Added	Total Volume	No. of	Lane Volume	Added	Total	No. of	Lane Volume	Added	Total	No. of	Lane Volume
	5	Left		Volume 92	Lanes 1	Volume 92		Volume 93	Volume 93	Volume 0	100	Lanes	100	Volume 1	Volume 101	Lanes 1	101	Volume 0	Volume 101	Lanes 1	101
₽	4	Left-Through		92	0	92	l '	93	93	0	100	0	100	1	101	0	101	0	101	0	101
NORTHBOUND	1	Through		235	1	147	3	238	147	20	274	1	171	3	277	1	171	0	277	1	171
HB(	Through-Right				1							1				1				1	
RTI	Right			58	0	58	-3	55	55	4	67	0	67	-3	64	0	64	0	64	0	64
N N	Deft-Through-Right → Left-Right				0							0				0				0	
	$\gamma$	Left-Right			0							0				0				0	
	<u> </u>	Left		195	1	195	0	195	195	2	213	1	213	0	213	1	213	0	213	1	213
IN		Left-Through			0							0				0				0	
301	∣∤	Through		937	1	504	-2	935	503	8	1022	1	549	-2	1020	1	548	0	1020	1	548
Ë	4	Through-Right Right		70	1	70	0	70	70	0	76	1 0	76	0	76	1 0	76	0	76	1 0	76
SOUTHBOUND	4	Left-Through-Ri	iaht	70	0	70	0	70	70	0	76	0	76	0	76	0	76	0	76	0	76
Š	J.	Left-Right	5		0							0				0				0	
	•			1																	
Δ	ر ح	Left Left-Through		67	1	67	0	67	67	0	73	1 0	73	0	73	1 0	73	0	73	1	73
NN N	$\rightarrow$	Through		723	0	940	0	723	940	16	799	0	1034	0	799	0	1034	0	799	0	1034
BO		Through-Right		0	1		Ŭ	. 20	• ••			1		, in the second s		1				1	
VST	Right			217	0	0	0	217	0	0	235	0	0	0	235	0	0	0	235	0	0
E	- Ţ	Left-Through-R Left-Right	ight		0							0 0				0				0	
	5	Len-Right		1	U							U				0				U	
	ſ	Left		59	1	59	-5	54	54	2	66	1	66	-5	61	1	61	0	61	1	61
NC		Left-Through			0							0				0				0	
SOL	☐ ← Through			459	0	508	0	459	508	26	523	0 1	577	0	523	0 1	577	0	523	0	577
STE	m ← Through-Right			49	0	0	0	49	0	1	54	0	0	0	54	0	0	0	54	0	0
VE	Left-Through-Right				0 0	Ū	Ĭ	70	Ū		54	0	Ŭ	Ŭ	54	0	Ū	ľ	07	0	Ū
^	$\succ$	Left-Right			0							0				0				0	
		CRITICAL V		-	th-South:	596	-	rth-South:	596			th-South:	649			th-South:	649			th-South:	649
		CRITICAL V	JEUWES	Ea	ast-West: SUM:	999 1595	<sup>6</sup>	ast-West: SUM:	994 1590		E	ast-West: SUM:	1100 1749		Ea	ast-West: SUM:	1095 1744		Ea	ast-West: SUM:	1095 1744
	VOLUM	E/CAPACITY (V/C	) RATIO:		00111.	1.063		00111.	1.060			00111.	1.166			00///.	1.163				1.163
V/C		ISAC/ATCS ADJUS				0.963			0.960				1.066				1.063				1.063
		LEVEL OF SERVIC				0.963 E			0.960 E				1.000 F				1.063 F				1.063 F
L			MARKS	L																	

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REMARKS: ALT-D

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: -0.003 Significant impacted? NO

∆v/c after mitigation: -0.003 Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	Whitse	tt Avenue			Year	of Count:	2012	Amb	ient Grov	vth: (%):	2.0	Condu	cted by:	The Traffic	Solution	Date:		5/30/2012	
CMA3	East-West Street:	Moorpa	ark Street			Projec	tion Year:	2016		Pea	ak Hour:	PM	Revie	wed by:			Project:	Studio City	Senior Livir	ng Center P
	osed Ø'ing: N/S-1, E/W-2 o		NB 0	SB	2 0 0	NB	0 SE	2 0 <b>3</b> 0	NB	0	SB	2 0 0	NB	0	SB	2 0 0	NB	0	SB	2 0 0
Right	Turns: FREE-1, NRTOR-2 ATSAC-1 or ATSAC Override		EB 0	WB	0 2 0	EB	0 W		EB	0	WB	0 2 0	EB	0	WB	0 2 0	EB	0	WB	0 2 0
			EXISTI	NG CONDI	TION	EXIST	NG PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	OJECT	FUTUR		ION W/ PR	OJECT	FUTURE	W/ PROJE	ECT W/ MIT	IGATION
	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
DNDC	<ul> <li>↑ Left</li> <li>← Left-Through</li> <li>↑ Through</li> </ul>		155 649	1 0 1	155 <b>388</b>	4	159 658	159 <b>388</b>	0	168 719	1 0 1	168 <b>429</b>	4 9	172 728	1 0 1	172 <b>429</b>	0	172 728	1 0 1	172 <b>429</b>
NORTHBOUND	→ Through-Right → Right → Left-Through-I		126	1 0 0	126	-9	117	117	3	139	1 0 0	139	-9	130	1 0 0	130	0	130	1 0 0	130
z	✓ Left-Right			0							0				0				0	
SOUTHBOUND	C Left ↓ Left-Through ↓ Through ↓ Through-Right	t	54 428	1 0 1 1	<b>54</b> 252	0 9	54 437	<b>54</b> 256	1 25	59 488	1 0 1 1	<b>59</b> 285	0 9	59 497	1 0 1 1	<b>59</b> 289	0	59 497	1 0 1 1	<b>59</b> 289
SOUTH	J Right → Left-Through-I → Left-Right		75	0 0 0	75	0	75	75	0	81	0 0 0	81	0	81	0 0 0	81	0	81	0 0 0	81
Q	J     Left       ⊥     Left-Through		112	1 0	112	0	112	112	0	121	1 0	121	0	121	1 0	121	0	121	1 0	121
EASTBOUND	→ Through → Through-Right → Right		489 92	0 1 0	581 0	0 5	489 97	586 0	21 0	550 100	0 1 0	650 0	0 5	550 105	0 1 0	655 0	0	550 105	0 1 0	655 0
EA	Left-Right	Right		0 0							0 0				0 0				0 0	
QND	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> <li>✓ Through</li> </ul>		78 597	1 0 0	78 <b>678</b>	-8 0	70 597	70 <b>678</b>	5 16	89 662	1 0 0	89 <b>752</b>	-8 0	81 662	1 0 0	81 <b>752</b>	0	81 662	1 0 0	81 <b>752</b>
WESTBOUND	Through-Right Right Left-Through-I		81	1 0 0	0	0	81	078	2	90	1 0 0	0	0	90	1 0 0	0	0	90	1 0 0	0
	CRITICAL \	OLUMES	-	th-South: ast-West: SUM:	442 790 1232	-	rth-South: East-West: SUM:	442 790 1232			th-South: ast-West: SUM:	488 873 1361			th-South: ast-West: SUM:	488 873 1361			th-South: ast-West: SUM:	488 873 1361
v/c	VOLUME/CAPACITY (V/ LESS ATSAC/ATCS ADJU	,			0.821 <b>0.721</b>			0.821 <b>0.721</b>				0.907 <b>0.807</b>				0.907 <b>0.807</b>				0.907 <b>0.807</b>
	LEVEL OF SERVI	CE (LOS):			С			С				D				D				D

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REMARKS: ALT-D

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.000 Significant impacted? NO

∆v/c after mitigation: 0.000 Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North	-South Street:	Whitset	tt Avenue			Year	of Count:	2012	Amb	ient Grov	vth: (%):	2.0	Condu	cted by:	The Traffic	Solution	Date:		5/30/2012	
CMA4	Eas	st-West Street:	Ventura	a Boulevard			Projec	tion Year:	2016		Pea	ak Hour:	AM	Revie	wed by:			Project:	Studio City	Senior Livir	ng Center P
			f Phases			4			4				4				4				4
Oppo	osed Ø'in	ng: N/S-1, E/W-2 or	Both-3?			0		0.00	0		0		0		0		0		0		0
Right	Turns: F	FREE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 2	SB WB	3 0	NB EB	0 SE 2 W		NB EB	0 2	SB WB	3 0	NB EB	0 2	SB WB	3 0	NB EB	0 2	SB WB	3 0
	AT	SAC-1 or ATSAC+	ATCS-2?			2			2	20	-		2		-		2		-		2
		Override	Capacity			0			0				0				0				0
				EXISTI	NG CONDI	-	-	ING PLUS P	ROJECT			ON W/O PF							E W/ PROJE		
		MOVEMENT			No. of	Lane Volume	Project Traffic	Total	Lane	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of	Lane Volume	Added Volume	Total	No. of	Lane Volume
	5	Left		Volume 56	Lanes 1	volume 56		Volume 56	Volume 56	Volume	61	Lanes	61	volume	61	Lanes 1	61	volume	Volume 61	Lanes 1	volume 61
₽		Left-Through		00	0	90	0	00	90	0	01	0	01	0	01	0	01	0	01	0	01
NORTHBOUND		Through		93	0	112	-2	91	112	0	101	0 0	122	-2	99	0	122	0	99	0	122
HB(		Through-Right			1							1				1				1	
RTI	Right			19	0	0	2	21	0	0	21	0	0	2	23	0	0	0	23	0	0
N N	C ← Left-Through-Right ← Left-Right				0							0				0				0	
	Z ↑ Left-Right				0							0				0				0	
	<u> </u>	Left		611	2	336	13	624	343	7	668	2	367	13	681	2	375	0	681	2	375
INC	<b>→</b>	Left-Through			0							0				0				0	
301	Ceft-Inrougn Chrough Chrough Pight			236	1	236	-1	235	235	0	255	1	255	-1	254	1	254	0	254	1	254
Ë	↓     Through-Right       ↓     Right			500	0	407	-3	497	409	10	551	0 1	438	-3	548	0 1	440	0	548	0 1	440
SOUTHBOUND	Right → Left-Through-Right			500	0	407	-3	497	409	10	551	0	438	-3	548	0	440	0	548	0	440
Š					0							0				0				0	
	-																				
Δ	) ユ	Left Left-Through		93	1	93	-5	88	88	12	113	1 0	113	-5	108	1 0	108	0	108	1	108
NN	$\rightarrow$	Through		988	1	544	5	993	547	35	1104	1	606	5	1109	1	609	0	1109	1	609
ВО	Og T Through-Right			000	1	•••	Ŭ	000	• • •	00	1101	1	000	Ŭ	1100	1	000	Ŭ	1100	1	
١ST	Right			100	0	100	0	100	100	0	108	0	108	0	108	0	108	0	108	0	108
ЕV	-	Left-Through-R	ight		0							0 0				0				0	
	7	Left-Right		1	U							0				0				U	
	ſ	Left		17	1	17	1	18	18	0	18	1	18	1	19	1	19	0	19	1	19
		Left-Through			0							0				0				0	
JOL	↓ ↓	Through		764	1	451	4	768	458	57	884	1	519	4	888	1	526	0	888	2	444
STE	Q     ↓     Left-Through       ↓     Through       ↓     Through-Right       ↓     Right       ↓     Left-Through-Right			137	0	137	10	147	147	6	154	0	154	10	164	0	164	0	164	1	0
VE	Left-Through-Right			157	0	107		171	.47	Ŭ	104	0	104		104	0	104	Ŭ	104	0	U
>	$\succ$	Left-Right	-		0							0				0				0	
		CRITICAL V		-	th-South:	463	-	rth-South:	465 565			th-South:	499			th-South:	501			th-South:	501
		CRITICAL V	JLUWES	Ea	ast-West: SUM:	561 1024	<sup>6</sup>	East-West: SUM:	565 1030		E	ast-West: SUM:	632 1131		Ea	ast-West: SUM:	634 1135		Ea	ast-West: SUM:	628 1129
	VOLUM	ME/CAPACITY (V/C	) RATIO:		00111.	0.745		00111.	0.749			00///.	0.823			00///.	0.825			00111.	0.821
V/C		TSAC/ATCS ADJUS				0.745 0.645			0.749 0.649				0.823 0.723				0.825 0.725				0.821 0.721
		LEVEL OF SERVIC				0.645 B			0.649 B				0.723 C				0.725 C				0.721 C
<u> </u>			· /	No right-turn c	. =								U				U				U

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

Version: 1i Beta; 8/4/2011 ALT-D

#### PROJECT IMPACT

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

1



(Circular 212 Method)



I/S #:	North	-South Street:	Whitset	tt Avenue			Year	of Count:	2012	Amb	ient Grov	vth: (%):	2.0	Condu	cted by:	The Traffic	Solution	Date:		5/30/2012	
CMA4	Eas	st-West Street:	Ventura	a Boulevard			Projec	tion Year:	2016		Pea	ak Hour:	PM	Revie	wed by:			Project:	Studio City	Senior Livir	ng Center P
			f Phases			4			4				4				4				4
		ng: N/S-1, E/W-2 or		NB 0	SB	0 3	NB	0 SI	0 3 3	NB	0	SB	0 3	NB	0	SB	0 3	NB	0	SB	0 3
Right	Turns: F	REE-1, NRTOR-2 c	or OLA-3?	КВ 0 EB 0	зв WB	0	EB	0 31 0 W		EB	0	зв WB	0	EB	0	зв WB	0	EB	0	зв WB	0
	AT	SAC-1 or ATSAC+				2			2				2				2				2
		Override	Capacity			0			0				0				0				0
		MOVEMENT		EXISTI	NG CONDI			ING PLUS P											-	CT W/ MIT	
		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
	٦ ا	Left		108	1	108	0	108	108	0	117	1	117	0	117	1	117	0	117	1	117
N N	A	Left-Through			0							0				0				0	
BO	Î	Through		173	0	191	-3	170	192	0	187	0 1	206	-3	184	0 1	207	0	184	0	207
E	O     ↓     Left-Through       O     ↓     Through-Right       H     ↓     Through-Right       E     ↓     Right       O     ↓     Left-Through-Right			18	0	0	4	22	0	0	19	0	0	4	23	0	0	0	23	0	0
OR	∠ Left-Through-Right			10	0	Ŭ		22	Ŭ	Ŭ	15	0	Ŭ	-	20	0	Ŭ	Ŭ	20	0	Ŭ
z	Z → Left-Right				0							0				0				0	
	L.	Left		0.40	2	407	20	202	455	7	277	2	450	33	24.0	2	474	0	24.0	2	474
Q	4	Left Left-Through		249	2	137	33	282	155	(	211	0	152	- 33	310	2	171	0	310	2	171
D D	Z ↓ ↓ Left-Through ↓ Through			147	1	147	-3	144	144	0	159	1	159	-3	156	1	156	0	156	1	156
HB	Through ↓ Through-Right ↓ Right				0							0				0				0	
5	Contraction Contr			182	1	0	-9	173	0	19	216	1 0	0	-9	207	1	0	0	207	1	0
S	, L	Left-Right	gin		0							0				0				0	
				-																	
Δ	J     Left       D     ⊥→       Left-Through			232	1	232	-8	224	224	17	268	1 0	268	-8	260	1 0	260	0	260	1	260
N N	$\rightarrow$	Through		1026	1	580	13	1039	586	53	1164	1	654	13	1177	1	661	0	1177	1	661
BO	Og _ ↓ Through-Right				1							1				1				1	
AST	4	Right		133	0	133	0	133	133	0	144	0	144	0	144	0	144	0	144	0	144
Ш	) j	Left-Through-Ri Left-Right	gnt		0 0							0 0				0				0	
	*				<u> </u>							<u> </u>								<u> </u>	
Δ	¢ ¢	Left		26	1	26	4	30	30	0	28	1	28	4	32	1	32	0	32	1	32
N	₹ ↓	Left-Through		1195	0 1	719	13	1208	743	42	1336	0 1	804	13	1349	0 1	828	0	1349	0 2	675
BO	Q T C C C C C C C C C C C C C			1185	1	115	15	1200	745	72	1550	1	004	15	1043	1	020	Ŭ	10-10	0	015
EST	Right			243	0	243	35	278	278	8	271	0	271	35	306	0	306	0	306	1	221
ME	Left-Through-Right				0 0							0				0				0	
	t t	Lett-Mynt		Nor	th-South:	328	No	rth-South:	347		Nor	th-South:	358		Nort	th-South:	378		Nor	th-South:	378
		CRITICAL VO	OLUMES		ast-West:	951		ast-West:	967			ast-West:	1072			ast-West:	1088			ast-West:	935
					SUM:		ļ	SUM:	1314			SUM:	1430			SUM:	1466			SUM:	1313
		IE/CAPACITY (V/C)				0.930			0.956				1.040				1.066				0.955
V/C		TSAC/ATCS ADJUS				0.830			0.856				0.940				0.966				0.855
		LEVEL OF SERVIC	E (LOS):			D			D				E				E				D

REMARKS: ALT-D

Version: 1i Beta; 8/4/2011

### PROJECT IMPACT

Change in v/c due to project: 0.026 Significant impacted? YES

∆v/c after mitigation: -0.085 Fully mitigated? YES



(Circular 212 Method)



I/S #:	North-	-South Street:	Laurel	Canyon Bou	llevard		Year	of Count:	2012	Amb	ient Grov	vth: (%):	2.0	Condu	cted by:	City Trafic	Counters	Date:		5/30/2012	2
CMA5	East	t-West Street:	Moorpa	rk Street			Projec	tion Year:	2016		Pea	ak Hour:	AM		wed by:			Project:	Studio City	Senior Livir	ng Center P
			f Phases			4			4				4				4				4
Орро	osed Ø'in	ng: N/S-1, E/W-2 or	Both-3?			0		0.00	0		0		0		0		0		0		0
Right	Turns: F	REE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 0	SB WB	0 3	NB EB	0 SE 0 W		NB EB	0 0	SB WB	0 3	NB EB	0 0	SB WB	0 3	NB EB	0 0	SB WB	0 3
	AT	SAC-1 or ATSAC+	ATCS-2?			2		<b>.</b>	2	20	Ŭ		2		Ŭ		2		Ŭ		2
		Override	Capacity			0			0				0				0				0
				EXISTI	NG CONDI	-	-	NG PLUS P	ROJECT			ON W/O PR							E W/ PROJE		
		MOVEMENT			No. of	Lane Volume	Project Traffic	Total	Lane	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of	Lane Volume	Added Volume	Total Volume	No. of	Lane Volume
	5	Left		Volume 74	Lanes 1	74		Volume 74	Volume 74	volume 12	92	Lanes	92	volume	92	Lanes 1	92	volume	92	Lanes 1	92
₽	4	Left-Through		74	0	74	0	74	74	12	92	0	92	0	92	0	92	0	92	0	92
NORTHBOUND		Through		1000	1	564	3	1003	566	167	1249	1	693	3	1252	1	695	0	1252	1	695
HB(	Through-Right				1							1				1				1	
RTI	Right			127	0	127	1	128	128	0	137	0	137	1	138	0	138	0	138	0	138
8	Q ↔ Left-Through-Right ↔ Left-Right				0							0				0				0	
	Left-Right			l	0							0				0				0	
	<u> </u>	Left		140	1	140	0	140	140	9	161	1	161	0	161	1	161	0	161	1	161
IN	<b>→</b>	Left-Through			0							0				0				0	
301	Z			1094	1	661	3	1097	661	79	1263	1	761	3	1266	1	760	0	1266	1	760
Ë	Through ↓ Through-Right ↓ Right			228	1	228	4	224	224	44	258	1 0	258		254	1 0	254	0	254	1	254
L) C	Contraction Contr			228	0	228	-4	224	224	11	258	0	208	-4	254	0	254	0	254	0	254
Š	Left-Right				0							0				0				0	
				1																	
Δ	J     Left       ⊥     Left-Through			209	1	209	-2	207	207	19	245	1 0	245	-2	243	1 0	243	0	243	1	243
NN N	$\rightarrow$ Through			700	1	425	-1	699	424	1	759	1	461	-1	758	1	461	0	758	1	461
BO	O → Through-Right → Right				1	0						1				1		Ŭ		1	
VST	Right			149	0	149	0	149	149	2	163	0	163	0	163	0	163	0	163	0	163
E	ţ	Left-Through-Ri Left-Right	ight		0							0 0				0				0	
	7	Len-Right		1	U							U				0				U	
	۲	Left		138	1	138	2	140	140	0	149	1	149	2	151	1	151	0	151	1	151
		Left-Through			0							0				0				0	
l ol	Å	Through		407	1	407	-2	405	405	0	441	1 0	441	-2	439	1 0	439	0	439	1	439
STE	Q     ✓     Left-Through       NO     ←     Through       L     ↓     Through-Right       L     ↓     Right       L     ↓     Left-Through-Right			97	1	0	0	97	0	16	121	1	0	0	121	1	0	0	121	1	0
VE	Left-Through-Right			31	0	U	Ŭ	51	U	10	121	0	U	Ŭ	121	0	U	Ŭ	121	0	U
>	$\succ$	Left-Right	-		0							0				0				0	
		CRITICAL V		-	th-South:	735	-	rth-South:	735			th-South:	854			th-South:	856			th-South:	856
		GRITICAL V	JEOWES	Ea	ast-West: SUM:	616 1351		ast-West: SUM:	612 1347		Ea	ast-West: SUM:	686 1540		Ea	ast-West: SUM:	682 1538		Ea	ast-West: SUM:	682 1538
	VOLUM	E/CAPACITY (V/C	) RATIO:		50W.	0.983		50W.	0.980			50111.	1.120			5011.	1.119			50111.	1.119
V/C		ISAC/ATCS ADJUS				0.983 0.883							1.120 1.020				1.019				1.119 1.019
.,0		LEVEL OF SERVIC				0.883 D			0.880 D				1.020 F				1.019 F				1.019 F
l			( )	Westbound or					U				- F				- F				- F

**REMARKS:** Westbound overlap phase.

Version: 1i Beta; 8/4/2011 ALT-D

#### PROJECT IMPACT

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

1



(Circular 212 Method)



I/S #:	North	-South Street:	uth Street: Laurel Canyon Boulevard				Year	of Count:	2012	Ambient Growth: (%):			2.0	Conducted by: Cit		City Trafic	ity Trafic Counters		Date: 5/30/2012		2
CMA5	CMA5 East-West Street: Moorpa			ark Street			Projection Year: 2016			Peak Hour:			PM	Reviewed by:				Project:	oject: Studio City Senior Livi		ng Center P
No. of Phases				4			4				4				4				4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0				0				0				
RIGHT LUTHS: FREE-1, NRTUR-2 OF ULA-37			NB 0 EB 0	SB WB	0 3	NB EB	0 SI 0 W	B 0 B 3	NB EB	0 0	SB WB	0 3	NB EB	0 0	SB WB	0 3	NB EB	0 0	SB WB	0 3	
ATSAC-1 or ATSAC+ATCS-2?			EB U	WB	2	EB	0 00	в з 2	EB	U	WB	2	EB	U	WB	2	EB	0	WB	2	
Override Capacity					ō			ō				ō				ō				ō	
EXISTING CONDITION				EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION						
MOVEMENT				No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
NORTHBOUND	Ĵ	Left		88	1	88	0	88	88	5	100	1	100	0	100	1	100	0	100	1	100
	4	Left-Through		1 100	0	704	9	4 4 0 0	707	70	1010	0 1	050		4004	0 1	000	0	4004	0	000
	Ţ	Through Through-Right		1423	1	761	9	1432	767	72	1612	1	859	9	1621	1	866	0	1621	1	866
	ĥ	Right		98	0	98	4	102	102	0	106	0	106	4	110	0	110	0	110	0	110
	4	Left-Through-Ri	iaht	00	õ	00	· ·	102	102	Ŭ	100	õ	100		110	Ő	110	Ŭ	110	õ	110
z	$\dot{\gamma}$	Left-Right	5		0							0				0				0	
SOUTHBOUND	L L	Left		145	1	145	0	145	145	8	165	1	165	0	165	1	165	0	165	1	165
	↓~	Left-Through Through		1244	0	749	8	1252	750	104	1451	0 1	869	8	1459	0 1	870	0	1459	0	870
	Å	Through-Right		1244	1	749	0	1202	750	104	1431	1	009	0	1459	1	870		1409	1	870
Ē	Ĵ.	Right		254	0	254	-6	248	248	12	287	0	287	-6	281	0	281	0	281	0	281
io l	$\leftrightarrow$	Left-Through-Ri	ight		0							0				0				0	
~	$\downarrow$	Left-Right			0							0				0				0	
1	٦	Left		186	1	186	-6	180	180	8	209	1	209	-6	203	1	203	0	203	1	203
EASTBOUND		Left-Through		100	ò	100	-0	100	100	0	209	0 0	209	-0	203	0 0	203	0	203	0 0	203
	$\rightarrow$	Through		485	1	290	-3	482	289	1	526	1	320	-3	523	1	319	0	523	1	319
	7	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
Ш	(	Left-Through-Ri Left-Right	ignt		0							0 0				0 0				0	
I	<u> </u>	Letteringin		1	U							0				U				U	
WESTBOUND	$\overline{\zeta}$	Left		170	1	170	4	174	174	0	184	1	184	4	188	1	188	0	188	1	188
		Left-Through			0							0				0				0	
ğ	) L	Through		424	1	424	-3	421	421	1	460	1	460	-3	457	1	457	0	457	1	457
STE	τ.	Through-Right Right		147	0	2	0	147	2	5	164	0 1	0	0	164	0 1	0	0	164	0	0
VES	÷	Left-Through-Ri	iaht	147	0	2		147	2	0	104	0	U	v	104	0	0		104	0	0
Ś	$\geq$	Left-Right	J		Ő							Ő				Ő				Ő	
			North-South:		906			912	North-South:		1024	North-South: East-West:			1031			th-South:	1031		
CRITICAL VOLUMES		East-West:		610	East-West:		601		East-West:		669				660		East-West:		660		
VOLUME/CAPACITY (V/C) RATIO:				SUM:			SUM:	1513			SUM:	1693			SUM:	1691			SUM:	1691	
					1.103			1.100				1.231				1.230				1.230	
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT:					1.003			1.000				1.131				1.130				1.130
LEVEL OF SERVICE (LOS):				F			F				F				F				F		

2

**REMARKS:** Westbound overlap phase.

Version: 1i Beta; 8/4/2011 ALT-D

### PROJECT IMPACT

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