

Appendix FEIR-4

Supplemental Traffic Analysis

Appendix FEIR-4.1

LADOT Assessment Letter

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

14130-14154 W. Riverside Drive
 DOT Case No. SFV 19-48665

Date: August 19, 2019

To: Heather Bleemers, Senior City Planner
 Department of City Planning



From: Vicente Cordero, Transportation Engineer
 Department of Transportation

Subject: **UPDATED SUPPLEMENTAL TRAFFIC ANALYSIS FOR THE PROPOSED
 ICON MIXED-USE PROJECT LOCATED AT 14130-14154 WEST
 RIVERSIDE DRIVE (ENV-2014-1362-EIR/CPC-2014-1361-ZC-ZV-SPR)**

On January 8, 2019, the Department of Transportation (DOT) issued a traffic assessment report to the Department of City Planning for the proposed ICON Mixed-Use development at 14130-14154 West Riverside Drive, which was subject of a supplemental transportation analysis dated August 2018 prepared by Overland Traffic Consultants, Inc. However, in order to address comments provided by the community, an updated Supplemental Traffic Analysis dated March 2019 was prepared by Overland Traffic Consultants, Inc. The original project was subject of a transportation analysis prepared in 2015 and an assessment issued by DOT on May 17, 2016, and a revised DOT letter issued on June 20, 2016. Please replace the latest DOT transportation assessment dated January 8, 2019 with this report.

DOT has reviewed the latest Supplemental Traffic Analysis which includes the previously proposed project's vehicle trips reduction and architectural layout changes described in DOT's letter dated January 8, 2019,. The table below shows a comparison between the Original Project as proposed in 2015 and the 2019 Current Project referred herein as the *Reduced Alternative 5*.

Land Use	Original 2015 Project	Current 2019 Project	Change
Apartment Units	298 units	249 units	49 fewer units
Grocery Store	32,000 sf	15,035 sf	16,965 sf less
Retail	0	1,895 sf	1,895 sf more
Restaurant	7,241 sf	10,540 sf	3,299 sf more
Total Commercial	39,241 sf	27,470 sf	11,771 sf less

As indicated in the previous DOT letter dated January 8, 2019, the project is estimated to generate 3,516 daily trips, 239 trips in the a.m. peak hour, and 313 trips in the p.m. peak hour. Based on the previous report, DOT determined that two of the 14 study intersections would be significantly impacted by project related traffic. The project-related traffic impacts would be mitigated via a combination of physical mitigation measures and a Transportation

Demand Management (TDM) Plan. Since the *Reduced Alternative 5* proposed project involves the construction of more than 25,000 square feet of new non-residential gross floor area, it must comply with the requirements of the Citywide TDM Ordinance No. 168,700. The ordinance requires the provision of transportation demand management features in new construction, which would facilitate the use of alternative transportation modes to decrease dependency on vehicles carrying only one person.

The purpose of a TDM plan is to reduce the use of single occupant vehicles (SOV) by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. A TDM plan should include design features, transportation services, education, and incentives intended to reduce the amount of SOV during commute hours. Through strategic building design and orientation, this project can facilitate access to transit, can provide a pedestrian-friendly environment, can promote non-automobile travel and can support the goals of a trip-reduction program. Prior to the issuance of a permanent certificate of occupancy, the owner/applicant must agree, by way of a covenant that runs with the land, to provide and maintain in a state of good repair the management and trip reduction measures required by Ordinance 168,700. The TDM program should include, but not be limited to, the following strategies:

- Provide an internal Transportation Management Coordination Program with an on-site transportation coordinator (on-site or off-site);
- Design the project to ensure a bicycle, transit, and pedestrian friendly environment;
- Provide on-site transit routing and schedule information;
- Provide rideshare matching services;
- Preferential rideshare loading/unloading or parking location;
- Provide transit and share incentives; and
- Provide on-site car-share spaces.

The latest traffic report also included an updated analysis in regards to the proposed movement of the bus stop on Riverside Drive at Woodman Avenue. Both Metro and DOT have agreed that the proposed relocation of the bus stop will not be approved as a mitigation measure for this project at this impacted intersection. Upon careful consideration of the three possible locations for movement of this bus stop in order to create an eastbound right turn lane, Metro and DOT do not find it to be feasible at this time. Therefore, the traffic impact at Riverside Drive at Woodman Avenue will remain significant and unavoidable. All of the remaining project requirements that are identified in DOT's January 8, 2019 letter (attached for reference) shall remain in effect.

If you have any questions, please contact me at (818) 374-4697.

Attachments

J:\SFV 19-48665_14130-14154 Riverside Drive LTR_docx

c: Meg Greenfield, Council District No. 4
 Michelle Levy, Valley Senior Planner, DCP
 William Lamborn, City Planner, DCP
 Steve Rostam, East Valley District, DOT
 Ali Nahass, Valley District Engineer, BOE
 Quyen Phan, Central District, BOE
 Liz Fleming, Overland Traffic Consultants, Inc.

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

14130-14154 W. Riverside Drive
DOT Case No. SFV 18-47779

Date: January 08, 2019

To: Michelle Levy, Senior City Planner
Department of City Planning



From: Vicente Cordero, Transportation Engineer
Department of Transportation

Subject: **SUPPLEMENTAL TRAFFIC ASSESSMENT FOR THE PROPOSED ICON
SHERMAN OAKS MIXED-USE PROJECT LOCATED AT 14130-14154
WEST RIVERSIDE DRIVE**

The Department of Transportation (DOT) has reviewed the supplemental traffic impact analysis, dated August 2018, prepared by Overland Traffic Consultants, Inc., for the proposed Icon Sherman Oaks mixed-use project located at 14130-14154 W. Riverside Drive. The proposed project site is located on the southwest corner of Hazeltine Avenue and Riverside Drive on the existing Sunkist site. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. The traffic impact analysis included the detailed analysis of fourteen signalized intersections. Based on DOT's current traffic impact criteria¹, two of these signalized intersections would be significantly impacted by project-related traffic prior to mitigation. The project related impacts can be mitigated to a less than significant level. The results of the transportation impact analysis, which accounted for other known development projects in evaluating potential cumulative impacts, adequately evaluated the project's traffic impacts on the surrounding community and is summarized in **Attachments 1A & 1B**.

DISCUSSION AND FINDINGS

A. Project Description

The proposed project site is located on the southwest corner of Hazeltine Avenue and Riverside Drive on the existing Sunkist site. The revised Current Project evaluated as the Community Alternative, with land use reductions and architectural layout changes, has reduced the number of apartment units from 298 to 249 apartment units, from 32,000 square feet of grocery store to 15,035

¹ Per the DOT Transportation Impact Analysis Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

square feet of grocery store, added 1,895 square feet of retail and an increase from 7,241 square feet of restaurant to up to 10,540 square feet of restaurant. The completion year of the proposed project has been extended from 2018 to 2021. Traffic analysis of the proposed project has been updated to include the Current Project, future analysis extended by three years to 2021 with an additional 6% ambient traffic growth, future analysis supplemented with additional and updated related projects, updated lane configurations at Hazeltine Avenue and Westfield/ICON Driveway, and base growth to address some community members concern for the month that the traffic counts were conducted.

B. Trip Generation

The project is estimated to generate a net increase of 3,516 daily trips, 239 trips in the a.m. peak hour, and 313 trips in the p.m. peak hour. The Current Project will create 896 fewer daily trips, 28 fewer morning peak hour trips, and 87 fewer evening peak hour trips than the Original Project. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012. A copy of the trip generation table can be found in **Attachment 2**.

PROJECT REQUIREMENTS

The project related impacts can be mitigated to a less than significant level with the following mitigations:

Transportation Demand Management (TDM)

The applicant proposes to reduce the net new trips by ten percent (10%) to reduce the impact of the project at Hazeltine Avenue and Riverside Drive. ITE rates for the office use shall be used to establish a baseline of trips for this project. This baseline in addition to the 10% reduced net new trips shall not be exceeded after the project is occupied. If only part of the project is occupied the net new trips shall be calculated using the occupied space. This study shall be conducted one year after the first Certificate of Occupancy is issued. If the trip cap is exceeded at any time the applicant shall conduct a new trip count 6 months after. If the trip cap is still exceeded the project shall reduce the leasable area for the site commensurate with the amount needed so as to not exceed the trip cap.

Mitigation for Hazeltine Avenue and Riverside Drive

Significant traffic impacts occur at Hazeltine Avenue and Riverside Drive during the AM & PM Peak Hour Existing + Project and Future with Project scenarios. The impacts are mitigated below the level of significance through implementation of a Transportation Demand Management (TDM) Plan and dedication and widening the south side of Riverside Drive west of Hazeltine Avenue, implementation of a dedicated eastbound bike lane and eastbound right turn lane. Left turn phasing is proposed for all directions where it is not currently provided.

Mitigation for Riverside Drive and Woodman Avenue

Significant traffic impacts occur at Riverside Drive & Woodman Avenue during the AM Peak Hour Existing + Project scenario and during the AM & PM Peak Hour Future with Project Scenario. This impact is mitigated below the level of significance through implementation of a Transportation Demand Management (TDM) Plan and movement of the eastbound bus stop from the south side of Riverside Drive west of Woodman Avenue to the south side of Riverside Drive east of Woodman Avenue creating a shared through/right turn lane not impeded by a stopped bus. This impact would remain significant and unavoidable if Metro does not approve movement of the bus stop location. The intersection has been improved with permissive left turn phasing in the northbound direction and protective permissive phasing all other directions since the writing of the original traffic study.

The supplemental analysis at the fourteen study intersections in the Project area indicates no changes to the significant impact conclusions in the DEIR.

A. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to <http://ladot.lacity.org/what-we-do/plan-review> to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours to the extent feasible.

B. Highway Dedication And Street Widening Requirements

On January 20, 2016, the City Council adopted the Mobility Plan 2035 which is the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the new Mobility Element, **Riverside Drive** is designated as an Avenue I, which would require a 50-foot half-width roadway and a 35-foot half-width right-of-way. **Hazeltine Avenue** is a designated Avenue II, which would require a 43-foot half-width roadway and a 28-foot half-width right-of-way. **Calhoun Avenue** shall be dedicated and improved as required by the October 23, 2015 Tentative Tract letter from Edmond Yew of the Land Development and Mapping Group of the Bureau of Engineering. The applicant should check with BOE's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

C. Parking Requirements

The commercial garage that had been previously designed primarily for office employee parking usage and located on the southeast portion of the site. This garage has been redesigned and placed on the southwest side of the project, thereby leaving a view corridor of the retained historic building. In place of the x story parking garage, a single basement level and parking garage will be placed on

the southeast side of the site behind 45'6" of greenspace/park area along Hazeltine Avenue. The ground floor parking area has been designed to accommodate a pass-through lane for all vehicles. The surface parking area and two-lane pass-through area will not be gated. The new lane will allow all residents, guests, employees and patrons to make use of the existing and redesigned signalized ICON driveway. This will allow for a more efficient movement of left turn traffic in and out of the site on Hazeltine Avenue and would reduce circulation on Hazeltine Avenue and Riverside Drive to access Project components. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

D. Driveway Access and Circulation

The Project developer proposes to retain the three existing driveways for the site. There is one driveway on Riverside Drive, approximately mid site, and two driveways on Hazeltine Avenue. The southerly Hazeltine Avenue driveway is currently, and will remain, controlled by a traffic signal. The Project development team has worked with DOT, Bikeways representatives from the Mayor's Office and the Bureau of Engineering along with Westfield Shopping Center representatives to provide an access and circulation plan for the Project on Hazeltine Avenue between Riverside Drive and the ICON/Westfield Shopping Center driveways. While it had been determined that it is feasible and conceptually agreeable to provide a northbound left turn pocket to the northerly ICON Project driveway south of Riverside Drive (with left turn egress prohibited) this element of the Project has been removed. Instead, the northerly ICON Project driveway on Hazeltine Avenue south of Riverside Drive will be restricted to right turns in and out of the Project site. Hazeltine Avenue will continue to have physical roadway deterrents to left turn entry and exit from the northerly Icon Project driveway and to/from the Westfield Shopping Center's northerly site driveway. In addition, Hazeltine Avenue will be modified to provide dual southbound left turn entry to the signalized Westfield Shopping Center driveway and transition back to existing striping south of the Westfield/ICON driveway signalized intersection with Hazeltine Avenue. Discussions with the bikeway improvement representatives in the Mayor's office and Bureau of Engineering indicate that the proposed striping does not defer future improvements for the LA River bike path and potential crossing on Hazeltine Avenue. A DOT conceptually approved Hazeltine improvement plan, provided in **Attachment 3**. Any associated signal modifications to allow the dual left exit will be implemented by the Project. The Sherman Oaks Fashion Square driveway is the fourth leg of the signalized intersection.

The review of this study does not constitute approval of the driveways and internal circulation schemes. Final DOT approval is required prior to the issuance of any associated building permits. Approval is given when DOT receives an acceptable site and access plans and payment of all applicable application fees. For the fastest possible final review and approval process, plans should be submitted to DOT Valley Development Review, 6262 Van Nuys Blvd., Suite 320, Van Nuys 91401, prior to plan check submission to the department of Building and Safety.

In order to minimize potential building design changes, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All new driveways should be Case 2 driveways. Any security gates should be located at minimum 20 feet distance from the property line. All truck loading and unloading should take place on site with no vehicles backing into the project via any of the project driveways.

E. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Durre Shamsi of my staff at (818) 374-4694.

Attachments

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c: Meg Greenfield, Council District No. 4
Steve Rostam, East Valley District, DOT
Ali Nahass, Valley District Engineer, BOE
Quyen Phan, Central District, BOE
Liz Culhane, Overland Traffic Consultants, Inc.

ATTACHMENT 1A
Summary of Volume to Capacity Ratios (V/C) and Level of Service (LOS)

No. Intersection	Peak Hour	Existing (2015)		Existing +Project			Significant Impact	Existing With Project & Mitigation			Significant Impact
		CMA	LOS	CMA	LOS	Impact		CMA	LOS	IMPACT	
1 Magnolia Boulevard & Van Nuys Boulevard	AM	0.787	C	0.793	C	+ 0.006	NO				
	PM	0.884	D	0.891	D	+ 0.007	NO				
2 Riverside Drive & Van Nuys Boulevard	AM	0.538	A	0.556	A	+ 0.018	NO				
	PM	0.629	B	0.659	B	+ 0.030	NO				
3 NB 101 Freeway Ramps & Van Nuys Boulevard	AM	0.479	D*	0.485	D*	+ 0.006	NO				
	PM	0.516	D*	0.521	D*	+ 0.005	NO				
4 SB 101 Freeway Ramps & Van Nuys Boulevard	AM	0.602	D*	0.610	D*	+ 0.008	NO				
	PM	0.712	D*	0.721	D*	+ 0.009	NO				
5 Hazeltine Avenue & Magnolia Boulevard	AM	0.741	C	0.756	C	+ 0.015	NO				
	PM	0.699	B	0.718	C	+ 0.019	NO				
6 Hazeltine Avenue & Riverside Drive	AM	0.737	C	0.785	C	+ 0.048	YES	0.753	C	+ 0.016	NO
	PM	0.653	B	0.700	C	+ 0.047	YES	0.663	B	+ 0.010	NO
7 Hazeltine Avenue & Project/Fashion Sq. Dvys	AM	0.366	A	0.473	A	+ 0.107	NO				
	PM	0.493	A	0.468	A	-0.025	NO				
8 Hazeltine Avenue & Ventura Boulevard	AM	0.563	A	0.574	A	+ 0.011	NO				
	PM	0.520	A	0.541	A	+ 0.021	NO				
9 Magnolia Boulevard & Woodman Avenue	AM	0.777	C	0.781	C	+ 0.004	NO				
	PM	0.697	B	0.701	C	+ 0.004	NO				
10 Riverside Drive & Woodman Avenue	AM	0.943	E	0.966	E	+ 0.023	YES	0.895	D	-0.048	NO
	PM	0.863	D	0.875	D	+ 0.012	NO	0.789	C	-0.074	NO
11 NB 101 Freeway Ramps & Woodman Avenue	AM	0.652	D**	0.654	D**	+ 0.002	NO				
	PM	0.709	D**	0.714	D**	+ 0.005	NO				
12 SB 101 Freeway Ramps & Woodman Avenue	AM	0.518	D**	0.531	D**	+ 0.013	NO				
	PM	0.533	D**	0.542	D**	+ 0.009	NO				
13 Chandler Boulevard & Hazeltine Avenue	AM	0.755	C	0.762	C	+ 0.007	NO				
	PM	0.543	A	0.554	A	+ 0.011	NO				
14 Fulton Avenue & Riverside Drive	AM	0.799	C	0.801	D	+ 0.002	NO				
	PM	0.836	D	0.839	D	+ 0.003	NO				

* LOS calculated as A, B or C. However, increased at LOS D at request of Community's observations

ATTACHMENT 1B Summary of Volume to Capacity Ratios (V/C) and Level of Service (LOS)

No. Intersection	Peak Hour	Future (2021) Without Project		Future (2021) With Project			Significant Impact	Future (2021) With Project & Mitigation			Significant Impact
		CMA	LOS	CMA	LOS	IMPACT		CMA	LOS	IMPACT	
1 Magnolia Boulevard & Van Nuys Boulevard	AM	0.925	E	0.929	E	+ 0.004	NO	0.929	E	+ 0.004	NO
	PM	1.043	F	1.049	F	+ 0.006	NO	1.049	F	+ 0.006	NO
2 Riverside Drive & Van Nuys Boulevard	AM	0.641	B	0.659	B	+ 0.018	NO	0.658	B	+ 0.017	NO
	PM	0.768	C	0.798	C	+ 0.030	NO	0.795	C	+ 0.027	NO
3 NB 101 Freeway Ramps & Van Nuys Boulevard	AM	0.566	D*	0.572	D*	+ 0.006	NO	0.572	D*	+ 0.006	NO
	PM	0.620	D*	0.625	D*	+ 0.005	NO	0.624	D*	+ 0.004	NO
4 SB 101 Freeway Ramps & Van Nuys Boulevard	AM	0.708	D*	0.715	D*	+ 0.007	NO	0.715	D*	+ 0.007	NO
	PM	0.856	D	0.866	D	+ 0.010	NO	0.864	D	+ 0.008	NO
5 Hazeltine Avenue & Magnolia Boulevard	AM	0.880	D	0.894	D	+ 0.014	NO	0.893	D	+ 0.013	NO
	PM	0.841	D	0.859	D	+ 0.018	NO	0.857	D	+ 0.016	NO
6 Hazeltine Avenue & Riverside Drive	AM	0.897	D	0.945	E	+ 0.048	YES	0.901	E	+ 0.004	NO
	PM	0.866	D	0.915	E	+ 0.049	YES	0.855	D	-0.011	NO
7 Hazeltine Avenue & Project/Fashion Sq. Dvys	AM	0.458	A	0.565	A	+ 0.107	NO	0.554	A	+ 0.096	NO
	PM	0.758	C	0.692	B	-0.066	NO	0.687	B	-0.071	NO
8 Hazeltine Avenue & Ventura Boulevard	AM	0.698	B	0.709	C	+ 0.011	NO	0.708	C	+ 0.010	NO
	PM	0.680	B	0.701	C	+ 0.021	NO	0.699	B	+ 0.019	NO
9 Magnolia Boulevard & Woodman Avenue	AM	0.908	E	0.912	E	+ 0.004	NO	0.911	E	+ 0.003	NO
	PM	0.833	D	0.837	D	+ 0.004	NO	0.837	D	+ 0.004	NO
10 Riverside Drive & Woodman Avenue	AM	1.092	F	1.115	F	+ 0.023	YES	1.037	F	-0.055	NO
	PM	1.034	F	1.046	F	+ 0.012	YES	0.956	E	-0.078	NO
11 NB 101 Freeway Ramps & Woodman Avenue	AM	0.765	D**	0.767	D**	+ 0.002	NO	0.766	D**	+ 0.001	NO
	PM	0.852	D	0.856	D	+ 0.004	NO	0.856	D	+ 0.004	NO
12 SB 101 Freeway Ramps & Woodman Avenue	AM	0.618	D**	0.631	D**	+ 0.013	NO	0.629	D**	+ 0.011	NO
	PM	0.649	D**	0.633	D**	+ 0.009	NO	0.656	D**	+ 0.007	NO
13 Chandler Boulevard & Hazeltine Avenue	AM	0.883	D	0.890	D	+ 0.007	NO	0.889	D	+ 0.006	NO
	PM	0.665	B	0.676	B	+ 0.011	NO	0.675	B	+ 0.010	NO
14 Fulton Avenue & Riverside Drive	AM	0.919	E	0.921	E	+ 0.002	NO	0.921	E	+ 0.002	NO
	PM	0.963	E	0.966	E	+ 0.003	NO	0.965	E	+ 0.002	NO

* LOS calculated as A, B or C. However, increased at LOS D at request of Community's observations

** LOS calculated as A, B or C. However, observed to be operating at LOS D in the field

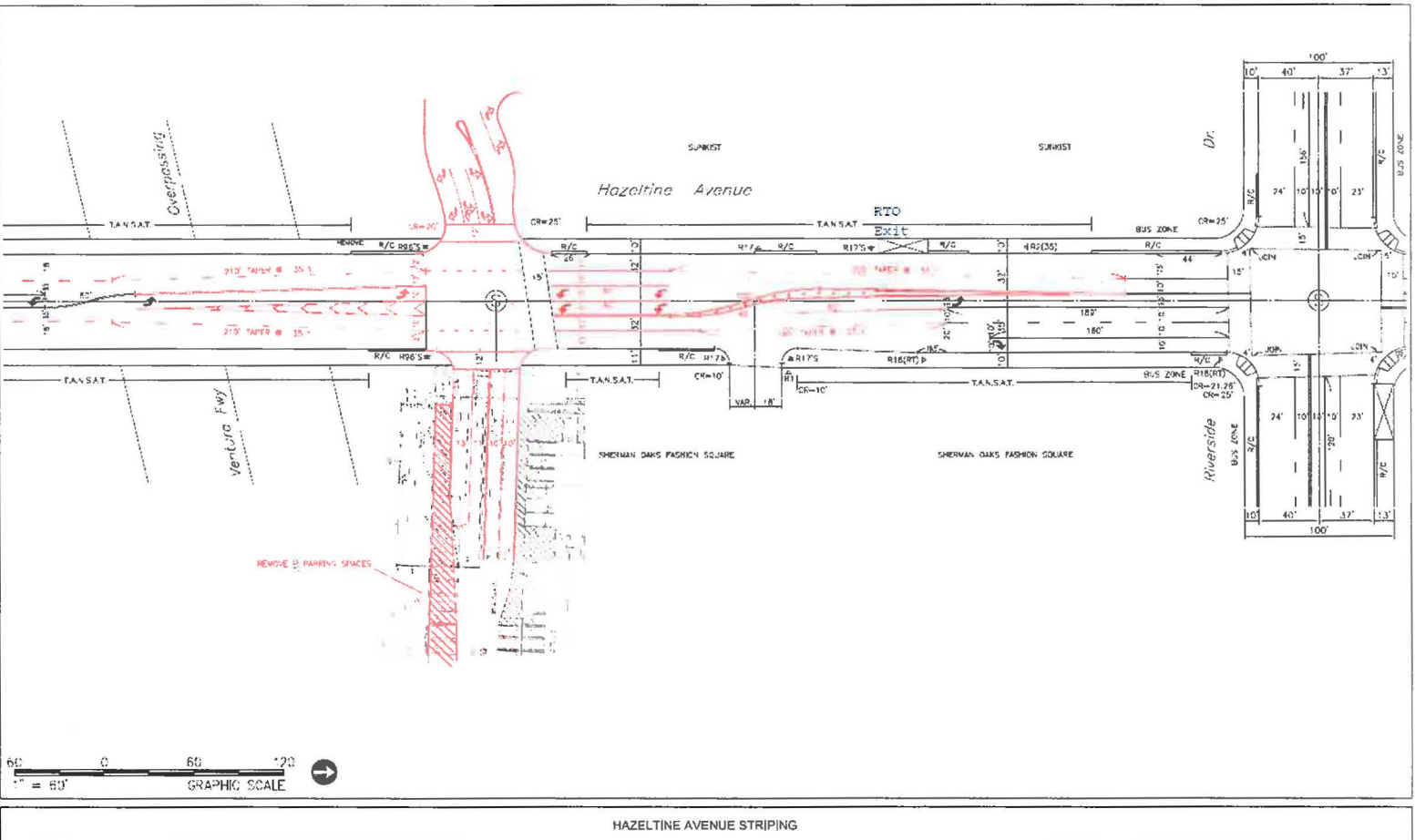
ATTACHMENT 2

Project Trip Generation Estimates

ITE Code	Description	Daily Traffic	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
220	Apartments	6.65	20%	80%	0.51	65%	35%	0.62
710	Office	11.03	88%	12%	1.56	17%	83%	1.49
820	Shopping Center	42.70	62%	38%	0.96	48%	52%	3.71
850	Grocery Store	102.24	62%	38%	3.40	51%	49%	9.48
932	Highturnover Restaurant	127.15	55%	45%	10.81	60%	40%	9.85

ITE Code	PROJECT TRIPS		Daily Traffic	AM Peak Hour			PM Peak Hour		
	Description	Size		In	Out	Total	In	Out	Total
220	<u>Residential</u>								
	Apartments	249 units	1,656	25	102	127	100	54	154
932	<u>Commercial</u>								
	Restaurant	10,540 sf	1,340	63	51	114	62	42	104
	Internal	10%	-134	-6	-5	-11	-6	-4	-10
	Pass-By	20%	-241	-11	-10	-21	-11	-8	-19
	Subtotal Restaurant		965	46	36	82	45	30	75
820	Retail	1,895 sf	81	1	1	2	3	4	7
	Internal	10%	-8	0	0	0	0		-1
	Pass-By	10%	-7	0	0	0	0	0	0
	Subtotal Retail		66	1	1	2	3	3	6
850	Grocery Store	15,035 sf	1,537	32	19	51	73	70	143
	Internal	10%	-154	-3	-2	-5	-7	-7	-14
	Pass-By	40%	-553	-11	-7	-18	-26	-25	-51
	Subtotal Grocery		830	18	10	28	40	38	78
	Subtotal All Commercial	27,470 sf	1,861	65	47	112	88	71	159
NET NEW TRIPS TOTAL			3,516	90	149	239	188	125	313

ATTACHMENT 3



Appendix FEIR-4.2

Supplemental Traffic Analysis



ICON Mixed Use
Supplemental Traffic Analysis
(Replaces August 2018 Supplemental Traffic Analysis)

The Los Angeles Department of Transportation (LADOT) has reviewed and approved the traffic study analysis of the proposed project at 14130 & 14154 West Riverside Drive as follows:

Approved Traffic Study: Overland Traffic Consultants, February 2015
Retain Existing Office Building
Construct 298 apartment units, 7,241 sf of restaurant and 32,000 sf of grocery store
The existing office was 85% occupied at the time of the traffic counts, conservatively 50% of the trips associated with the existing office were added to the base counts.
14 study intersections, two significant traffic impacts (Existing + Project AM & PM and Future + Project Impact at Hazeltine Avenue & Riverside Drive and Existing + Project AM Peak and Future With Project AM & PM Peak at Riverside Drive & Woodman Avenue)
6 study street segments, no significant traffic impacts

LADOT Review Letters: May 17, 2016
Concur with findings significant traffic impacts

Revised Letter June 20, 2016
Corrections to prior review letter
Concur with finding significant traffic impacts

Approved Supplemental Analysis: Overland Traffic Consultants, August 2018
The report and analysis include the much of the same information as in this report which has now been refined and expanded
Same findings as Approved Traffic Study

LADOT Review Letter: January 8, 2019
Concur with findings significant traffic impacts

This March 2019 Supplemental Analysis replaces the prior August 2018 Supplemental Analysis. The current report provides updated project name reference and provides CEQA analysis in the main body of the report and community requested analysis in the appendices.

In order to address comments provided by the community, an updated supplemental analysis of potential traffic impacts has been conducted. This supplemental analysis includes several elements including:

- Reduced Alternative 5 with altered layout, design, altered access and further vehicle trip reduction as focus;
- Future Buildout year extended from 2018 to 2021 with 2% per year ambient growth rate added;
- Updated related projects including Chase Knolls at 13401 Riverside Drive, Grocery Store at 14311 Ventura Boulevard, updated project at 5700 Sepulveda Boulevard but retaining the original Fashion Square Expansion;
- Revised lane configurations along Hazeltine Avenue between Riverside Drive and the ICON/Westfield Shopping Center driveways;
- Identification of moved bus stop location along Riverside Drive at Woodman Avenue;
- Parking redesigned to provide pass-through for all Project traffic;
- Updated Traffic Study Guidelines from August 2014 to December 2016;
- Expanded Transit Map and details;
- Updated Freeway Ramp Locations;
- Vision Zero considerations; and,
- Mobility 2035 Elements addressed.

Project Description

The Current Project, evaluated as the Reduced Alternative 5, with land use reductions and architectural layout changes, has reduced the number of apartment units from 298 to 249 apartment units, from 32,000 square feet of grocery store to 15,035 square feet of grocery store, added 1,895 square feet of retail and an increase from 7,241 square feet of restaurant to up to 10,540 square feet of restaurant. The improvements also include movement of the parking garage to the southwest portion of the Project site, more articulation on the buildings facing Riverside Drive, a 45-foot 6-inch strip of park/landscaping along Project's Hazeltine Avenue frontage, and surface with one basement level of parking along the southeast side of the historic building (retaining the view corridor) with a drive through lane on the surface are of the lot to connect the signalized driveway at the south end of the site on Hazeltine Avenue

to the on-site access way behind the residential and commercial buildings facing Riverside Drive.

Table 1 provides a summary of the Original and Current Project descriptions.

Table 1
Original and Current Project Descriptions

LAND USE	ORIGINAL PROJECT	CURRENT PROJECT	CHANGE
Apartment Units	298 units	249 units	49 fewer units
Grocery Store	32,000 sf	15,035 sf	16,965 sf less
Retail	0	1,895 sf	1,895 sf more
Restaurant	7,241 sf	10,540 sf	3,299 sf more
Total Commercial	39,241 sf	27,470 sf	11,771 sf less

The net project trips summary for the Original and Current Project descriptions is provided on the following page. Full trip generation rates and net vehicle trips for the Original Project is provided in the DEIR under the Project Analysis and provided in Attachment A for the Current Project.

A summary comparison between the Original and Current Project trip generation is provided in Table 2 to demonstrate the lower number of vehicle trips with the Current Project.

Table 2
Net Vehicle Trips for Original and Current Projects

	Daily Net Trips	AM Peak Hour Net Trips	PM Peak Hour Net Trips
Current Project	3,516	239	313
Original Project	4,412	267	400
Difference Current - Original	-896	-28	-87

The Current Project will create 896 fewer daily trips, 28 fewer morning peak hour trips, and 87 fewer evening peak hour trips than the Original Project. The Current Project would not create any new impacts when compared to the Original Project. The Current Project creates two intersection significant traffic impacts (Existing + Project AM & PM and Future + Project AM & PM peak hour impact at Hazeltine Avenue & Riverside Drive and Existing + Project AM Peak and Future With Project AM & PM Peak at Riverside Drive & Woodman Avenue

Future Year 2021

The Original Project traffic study anticipated future buildout year as 2018. However, this time period has been extended to future buildout year of 2021. The extension of three years includes a 2% ambient growth per year (total 6%) in traffic volumes for the future conditions Without Project and Future With Project as required by LADOT in this area.

Related Project Update

The related project list has been revised to incorporate two additional related projects including the Chase Knolls project at 13401 Riverside Drive and a Mixed-Use Project at 14311 Ventura Boulevard and update the proposed project at 5700 Sepulveda Boulevard (more residential units and less retail). At the time of the writing of the DEIR the Fashion Square (Westfield) Expansion had not yet been defined. A previously proposed Westfield Expansion of 220,000 square feet was incorporated in the analysis in the DEIR. Since the time of the writing of the DEIR, a project has been defined that is smaller than the originally estimated. However, the original 200,000 square foot Westfield expansion has been retained in this conservative estimate of future traffic conditions as was presented in the Original traffic study.

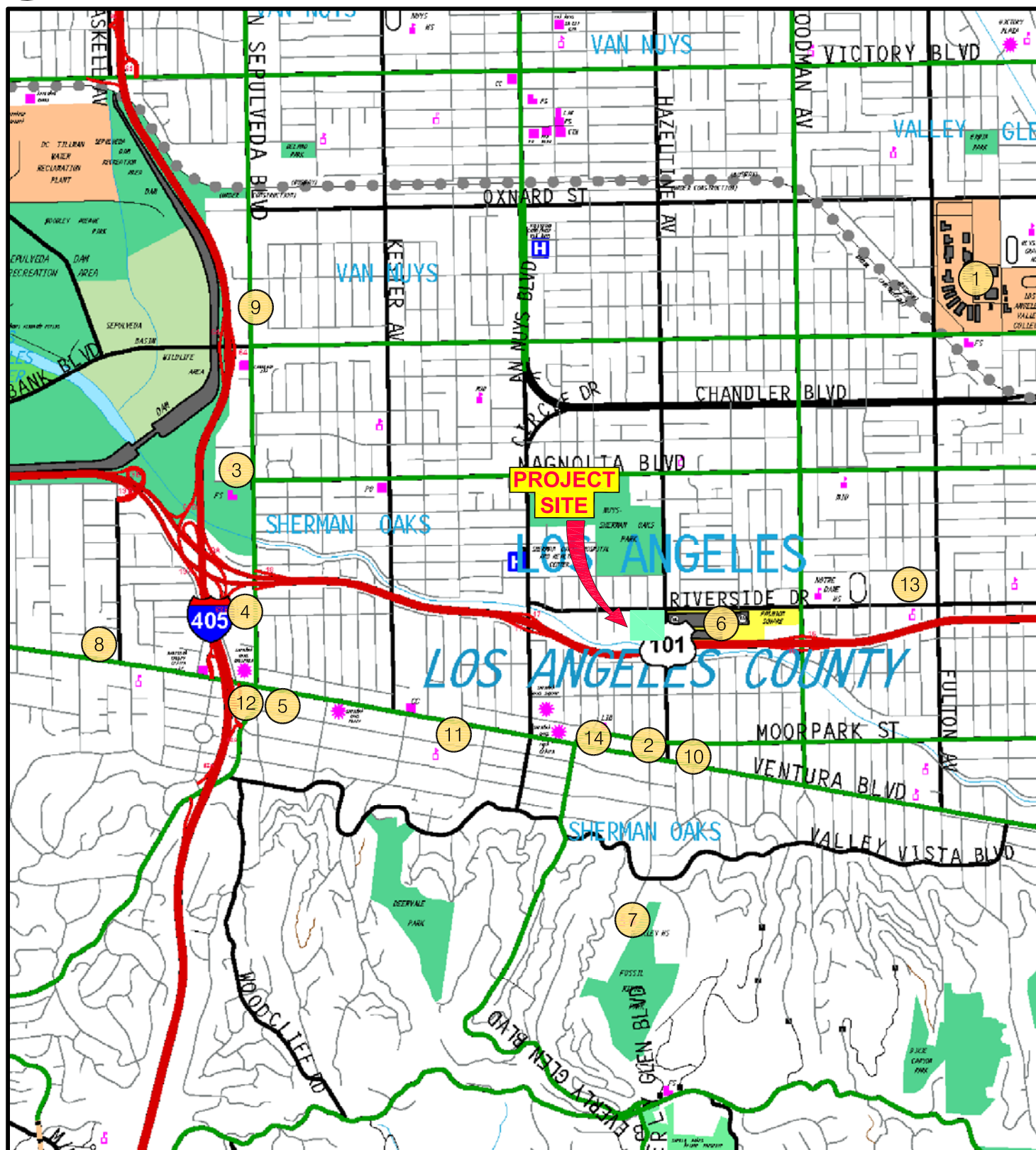
The Original traffic study analysis included 97 condominium units and 34,775 square feet of retail at 5700 Sepulveda. This project has been modified for 131 apartment units at 8,600 square feet of retail. The revised 5700 Sepulveda Boulevard project creates 575 fewer daily trips, 6 more morning peak hour trips and 10 fewer evening peak hour trips.

The Original traffic study included a potential for up to 220,000 square foot expansion at the Westfield Shopping Center. The revised Westfield Shopping Center project reduces to 5,500 square feet of expansion. The difference between the original and updated Westfield Shopping Center reduces the related project trips by 2,834 daily trips, by 93 AM Peak Hour trips and by 467 PM Peak Hour trips. However, the original 220,000 square foot expansion has been retained in this supplemental analysis to present a conservative estimate of traffic growth in the Project area as was presented in the Original traffic study.

A summary of the related projects included in this analysis with their location and description is provided in Table 3 with an updated map provided on Figure 1. The related projects' trip generation is provided in Attachment B.

Table 3
Related Project Summary

No	Location		Description
1	5800 Fulton Av		LA Valley College Expansion
2	14121 Ventura Bl	88 units	Apartment
		6,000 sf	Retail
		3,500 sf	Fast Food without Drive Through
		(7,000) sf	Demolish
3	15365 Magnolia Bl	225 student	Emek Hebrew Academy Expansion
4	4805 N Sepulveda Bl (Il Villaggio)	325 units	Apartment
		52,000 sf	Retail
5	15222 Ventura Bl (complete-not occupied at time of counts)	50 units	Condominium
		4,590 sf	Retail
6	14006 Riverside Dr	220,000 sf	Fashion Square Expansion
7	3900 Stansbury Av	80 student	Buckley School Expansion
8	15729 Ventura Bl	259 student	Valley Beth Shalom Expansion
9	5700 N Sepulveda Bl	131 units	Apartments
		8,600 sf	Retail
10	14049 Ventura Bl	27,389 sf	Supermarket Expansion
11	14708 Ventura Bl	6,880 sf	Restaurant
12	15315 Dickens St	10,000 sf	Coffee Shop
13	13401 Riverside Drive*		Chase Knolls
		141 units	Apartments
14	14311 Ventura Bl	22,000 sf	Retail
		5,000 sf	Restaurant
		5,000 sf	Office
		(23,680) sf	Demolish Car Wash, Care Care, Fast Food, & Retail
		42,000 sf	Grocery Store



12/2016

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Driveway & Lane Configuration Update

The Project development team has worked with LADOT, Bikeways representatives of the Mayor's Office & Bureau of Engineer along with Westfield Shopping Center representatives to provide an access and circulation plan for the Project on Hazeltine Avenue between Riverside Drive and the ICON/Westfield Shopping Center driveways. While it had been determined that it is feasible and conceptually agreeable to provide a northbound left turn pocket to the northerly ICON Project driveway south of Riverside Drive (with left turn egress prohibited) this element of the Project has been removed. Instead, the northerly ICON Project driveway on Hazeltine Avenue south of Riverside Drive will be restricted to right turns in and out of the Project site. Hazeltine Avenue will continue to have physical roadway deterrents to left turn entry and exit from the northerly Icon Project driveway and to/from the Westfield Shopping Center's northerly site driveway. In addition, Hazeltine Avenue will be modified to provide dual southbound left turn entry to the signalized Westfield Shopping Center driveway and transition back to existing striping south of the Westfield/ICON driveway signalized intersection with Hazeltine Avenue. Discussions with the bikeway improvement representatives in the Mayor's office and Bureau of Engineering indicate that the proposed striping does not deter future improvements for the LA River bike path and potential crossing on Hazeltine Avenue. A LADOT conceptually approved Hazeltine improvement plan is provided in Attachment C.

The supplemental critical movement analysis of potential traffic impacts in this document include the restrictions to the northerly ICON Project driveway south of Riverside Drive and the dual southbound left turns to Hazeltine Avenue improvements.

Bus Stop Relocation Evaluation – Riverside Dr & Hazeltine Avenue

The Project mitigation to reduce impacts to a level of insignificance at the intersection of Woodman Avenue and Riverside Drive includes movement of the existing bus stop on the south side of Riverside Drive west of Woodman Avenue to an alternate location to provide an eastbound right turn lane. The movement of the bus stop would be on the south side of Riverside Drive east of Woodman Avenue or on the south side of Riverside Drive westerly of its current location. There are three potential locations for the bus stop relocation. 1) on the south side of Riverside Drive, west of Woodman Avenue between the two gas station driveways, 2) on the south side of Riverside Drive west of Woodman Avenue and west of the easterly gas station driveway, 3) east of the current bus stop location between the two shopping center driveways located approximately 650 feet west of the current location.

Implementation of the improvement fully mitigates the significant impact.

Attachment C displays the three potential bus stop relocation positions. The bus stop relocation is subject to approval by LADOT and Los Angeles County Metro. As identified in the DIER, the significant impact identified at this location would remain significant & unavoidable if the bus stop relocation is not approved by LADOT and Metro.

Office Commercial Garage Redesigned

The commercial garage that had been previously designed primarily for office employee parking usage and located on the southeast portion of the site. This garage has been redesigned and placed on the southwest side of the Project, thereby leaving a view corridor of the retained historic building. In place of the multi-level parking garage, a single basement level and parking garage will be placed on the southeast side of the site behind 45-foot, 6 inches of greenspace/park area along Hazeltine Avenue. The ground floor parking area has been designed to accommodate a pass-through lane for all vehicles.

The surface parking area and two-lane pass-through area will not be gated. The new lane will allow all residents, guests, employees and patrons to make use of the existing and redesigned signalized ICON driveway. This will allow for a more efficient movement of left turn traffic in and out of the site on Hazeltine Avenue and would reduce circulation on Hazeltine Avenue and Riverside Drive to access Project components.

With the two-lane pass through area in the garage, some drivers who previously would have used the northerly Hazeltine Project Driveway or Riverside Drive Driveway now have the option to use the signalized driveway instead for easier and more convenient exit from the site. Based on LADOT approved distribution for Project traffic, up to 12% of the residential traffic and up to 20% of the new commercial retail/restaurant traffic is expected to use the signalized location rather than the unsignalized Riverside Drive and northerly Hazeltine Avenue driveways. This would equate to redistribution of up to 571 daily, 38 AM Peak Hour and 50 PM Peak Hour trips using the signalized driveway and pass-through lane creating reduced traffic circulation around the site.

The redistribution of these Project trips to the away from the northerly Hazeltine Avenue & ICON Project Driveway which will no longer permit left turns in or out to the intersection of Hazeltine Avenue and the southerly ICON Driveway/Westfield Shopping Center Driveway has been evaluated in this Supplemental Analysis.

Based on the new improvements (dual southbound lefts at the Westfield Shopping Center driveway and drive through aisle in the surface parking lot area), more traffic is expected to

make use of the southerly Hazeltine driveway, thus reducing circulation on the surface streets around the site and at the Hazeltine Avenue and Riverside Drive driveway.

As shown in the Supplemental Analysis, the additional traffic at the signalized Project driveway on Hazeltine Avenue will not create new significant traffic impacts. Traffic conditions will be better than without the internal driveway and better than without the dual southbound left turns at the Westfield Shopping Center Driveway.

Areas for passenger drop off and pick up including personal vehicles, ridesharing vehicles, Taxi, Uber and Lyft type services have been created on-site. These spaces will be provided by providing turn out areas along the south side of the interior roadway between the historic building and new commercial/residential buildings and on both sides of the drive from Riverside Drive between the new residential/commercial buildings.

Updated Traffic Impact Study Guidelines from August 2014 to December 2016

LADOT updated their traffic study guidelines from that used in the February 2015 traffic study for this Project. The August 2014 guidelines were replaced with a December 2016 guideline. The new guidelines require the same overall study format and analysis process. However, more detail is provided to explain the individual elements. The overall format and analysis remain the same with the exception some of the following elements:

- Identification of future performance measures that require pedestrian and bicycle volumes be included in counts;
- Affordable housing trip generation rates;
- Alignment with Vision Zero;
- Mobility 2035 requirements;
- Shared parking agreements; and
- More details regarding Transportation Demand Management (TDM) as mitigation.

The traffic counts conducted for this Project included pedestrian and bicycle counts. Affordable housing is not proposed for this Project. This Project does not propose a shared parking component. This Project proposes TDM as a key component to mitigation as required by LADOT. Vision Zero and Mobility 2035 requirements are evaluated for the proposed Project in the following two sections.

Expanded Transit Map and Details

An expanded transit map is provided below in Figure 2 with the location of the Project noted and the nearby bus line services, headways (time between buses), and travel time with distance to be walked to/from major destinations provided.

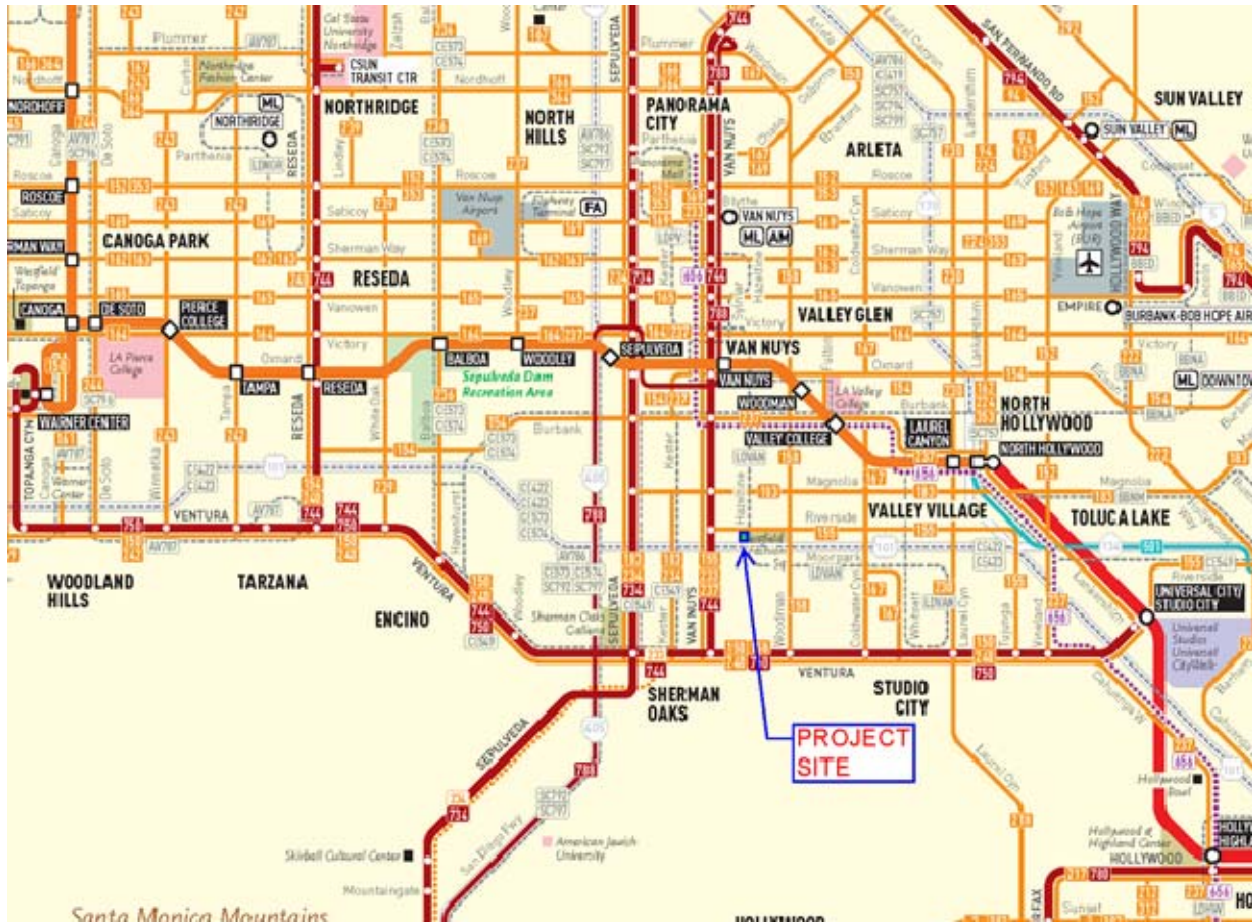


Figure 2 – Expanded Transit Map

The headways for the bus routes that may be used by Project residents and employees is provided below. They will fluctuate throughout day with shortest headways during AM and PM Peak Hours.

Metro Route 155, 43 to 50-minute headways
Metro Route 233, 12 to 40-minute headways
Metro Rapid Route 734, 18 to 22-minute headways
Metro Rapid Route 750, 20 to 40-minute headways
Van Nuys DASH, 20-minute headways
Commuter Express 422, 15 to 38-minute headways
Metro Red Line, 10 to 20-minute headways

Major Destinations Transit option and timing (leaving at 7AM) per Los Angeles County Metropolitan Transportation Authority Metro.net Trip Planner:

Downtown Los Angeles Civic Center:

Metro Rapid Line 750 to Metro Rail Red Line – 30 to 60 minutes walking 1.13 miles or
Metro Local Line 155 to Metro Rail Red Line – 30 to 60 minutes walking 0.3 miles or
Metro Local Line 155 to Metro Local Line 92 -120 to 150 minutes, walking 0.06 miles

Van Nuys Civic Center: Van Nuys Dash – 15 minutes or less, walking 0.11 miles

Universal City: Metro Local Line 155 – 15 to 30 minutes, walking 0.06 miles

UCLA Medical Center:

Metro Rapid 750 to Metro Rapid 734 – 30 to 60 minutes, walking 1.09 miles
Van Nuys Dash to Metro Rapid Line 788 – 60 to 90 minutes walking .041 miles

Pierce College: Metro Local Line 233 to Metro Orange Line – 15 to 30 minutes, 0.47 miles

Valley College: Van Nuys DASH – 15-30 minutes, 0.09 miles

Warner Center: Commuter Express 422 – 30 to 60 minutes, walking 0.6 miles

Updated Freeway Ramp Locations

A map of this nature is provided on page 6 of the traffic study but the freeway ramps have been changed south of Ventura Boulevard since the writing of the Original report. An updated view of the freeway access points is provided below in Figure 3. Note that there are north (west) and south (east) bound on and off ramps for the US-101 Freeway provided at both Van Nuys Boulevard to the west and Woodman Avenue to the east. There are north and southbound on and off ramps for the I-405 at Burbank Boulevard north of the site, southbound on and off ramps at Ventura Boulevard/Sherman Oaks Avenue and northbound on and off ramps on Sepulveda Boulevard south of Ventura Boulevard south of the Project site.

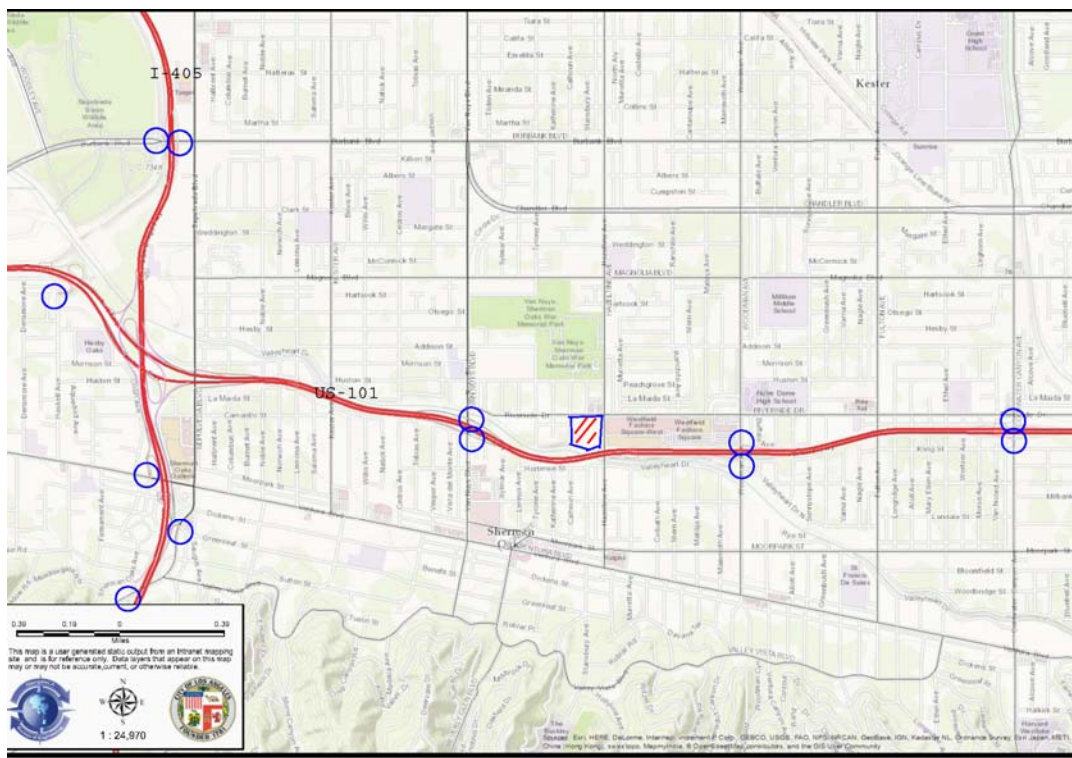


Figure 3: Map of area freeways on & off ramps

Vision Zero Considerations

The LADOT Traffic Study Guidelines August 2014 and December 2016 require traffic counts be taken with bicycle and pedestrian counts. The traffic counts conducted for the February 2015 traffic study include this data. LADOT Traffic Impact Study Guidelines (TIS), December 2016 require alignment with Vision Zero. Vision Zero is a City initiative to create safer streets for our most vulnerable road users, including children, older adults, and people walking, bicycling. All projects in the City must be designed to prioritize the safety of people walking, bicycling, rolling, taking transit to improve their connectivity. LADOT has conducted a citywide traffic collision analysis and identified a network of streets known as High Injury Network (HIN). These are the roadways with the highest occurrence of severe injuries and death involving road users. Projects proposed on a roadway within the HIN should be designed to enhance safety.

Riverside Drive, Hazeltine Avenue and Calhoun Avenue are not identified as HIN roadways in the Project area. To date, LADOT has not identified procedures, impact criteria or specific requirements for evaluating pedestrian or bicycle safety. The Project would result in the following pedestrian and bicycle conditions and improvements:

- The sidewalk widths will not be changed from 10 feet on Riverside Drive and on Hazeltine Avenue;
- There will be no changes to the number or location of driveways;
- Enhanced landscaping will be provided along the sidewalks with a wide (45'6") park/greenspace provided along the Project's Hazeltine Avenue frontage;
- The existing crosswalk on the west leg of Riverside Drive at Hazeltine Avenue will be lengthened by 4.5 feet to implement the eastbound right turn. However, signal timing will be adjusted to accommodate the additional crossing time required for a pedestrian to cross the street.
- All sidewalks will be repaired and improved as needed;
- Bus shelter improvements will be provided;
- Installation of left turn phasing at Hazeltine Avenue and Riverside Drive in any direction that it is not already implemented;
- Change from protected permissive left turn phasing to protective phasing only at Riverside Drive and Woodman Avenue in all directions if requested by LADOT;
- If approved by LADOT, the Project will improve the crosswalks at Hazeltine Avenue and Riverside Drive with continental (cross hatch) crosswalks to increase visibility of pedestrians crossing;
- The eastbound bicycle lane on Riverside Drive west Hazeltine Avenue currently terminates to a shared lane with vehicles at the intersection. The Project

mitigation for the eastbound right turn lane will include a dedicated and striped bike lane to the intersection along the north side of the right turn lane;

- On-site long term and short-term bicycle parking will be provided; and,
- On-site amenities along the LA Riverwalk will be provided.

Mobility Plan 2035 Elements

Since the writing of the Project traffic study the City of Los Angeles adopted the Mobility Plan 2035. In addition, LADOT modified their August 2014 Traffic Study Guidelines to the December 2016 Traffic Study Guidelines in part to incorporate elements of the Mobility Plan 2035.

At the time of the writing of the May 17, 2016 LADOT letter to the Department of City Planning in review of the February 2015 traffic study, the Mobility Plan had been adopted. This letter notes that:

Riverside Drive is designated as an Avenue I in the Mobility Plan 2035. Along the Project frontage, Riverside Drive currently consist of a 50-foot half right-of-way, with a 35-foot half roadway and a 15-foot sidewalk. Therefore, no widening or dedication is required at this time except for the dedication and widening required to implement the intersection mitigation.

Hazeltine Avenue is dedicated as an Avenue II in the Mobility Plan 2035. Along the Project frontage, Hazeltine Avenue currently consists of a 40-45-foot half right-of-way, with a 32-foot half roadway and a 10-foot sidewalk. The standard cross-section for an Avenue II is a 43-foot half right-of-way, with a 28-foot half roadway and a 15-foot sidewalk. Therefore, a variable width strip dedication is required along the Project frontage on Hazeltine Avenue to bring the total right-of-way to the Avenue II standard required by the Mobility Plan 2035.

Calhoun Avenue shall be dedicated and improved as required by the October 23, 2015 Tentative Tract Letter from the Land Development and Mapping Group of the Bureau of Engineering.

The LADOT letter identifies the existing sidewalk on the south side of Riverside Drive as 15 feet in width. The current half right-of-way is improved with a 40-foot half roadway and 10-foot sidewalk. An Avenue I is required to provide a 35-foot half roadway and 15-foot sidewalk. Projects are not required to reduce roadway width to provide additional sidewalk width, nor are they required to over dedicate.

The surrounding roadways evaluated in the February 2015 traffic study have been updated to show the Mobility Plan 2035 roadway designations:

Chandler Boulevard is designated as a Boulevard II in the Project area.

Fulton Avenue is designated as an Avenue II in the Project area north of Ventura Boulevard.

Magnolia Boulevard is designated as an Avenue II in the Project area.

Riverside Drive is designated as an Avenue I in the Project area. The roadway is posted with a 40 MPH speed limit.

Van Nuys Boulevard is designated as a Boulevard II in the Project area north of Ventura Boulevard.

Ventura Boulevard is designated as a Boulevard II in the Project area.

Woodman Avenue is designated as an Avenue I in the Project area north of Ventura Boulevard.

Note that speed limits on the Project adjacent streets are as follows: Riverside Drive, 40 miles per hour (MPH); Hazeltine Avenue, 35 MPH, and Calhoun Avenue (as a local street) is not posted with a speed limit.

ANALYSIS PROCESS

The final traffic study was completed in February 2015. Related projects were updated by providing a more accurate and current project descriptions but retaining the original 220,000 square foot Westfield Shopping Center project description as was provided in the Original Study and by adding the additional related projects' trips for the future analysis. The lane configurations along Hazeltine Avenue were modified to reflect the conceptually approved striping changes with a dual southbound left turn for the Westfield Shopping Center signalized intersection. The completion of the Project was increased from 2018 to year 2021 with another 6% traffic volume increase. Changes were made to the Project trip distribution due to the removal of the left turn pocket to the Project's northerly Hazeltine Driveway and a new drive-through lane on the southeast surface parking area. The increase and traffic turning at intersection 7, Hazeltine Avenue and ICON Project Driveway/Westfield Shopping Center Driveway has been evaluated in this Supplemental Analysis.

The Future Without and Future + Project analysis increase from the February 2015 traffic study with the addition and refinement of related projects, including the retention of the larger Westfield Shopping Center project and two additional related projects and increase to future year 2021 (for a total 6% + additional related project's increase in traffic volume).

As required by LADOT, the traffic conditions analysis was conducted using the Critical Movement Analysis (CMA) method. The study intersections were evaluated using this methodology pursuant to the criteria established by LADOT for signalized intersections. The traffic counts were used along with intersection lane configurations (including new With Project dual left turn at Hazeltine Avenue and Westfield/ICON driveways) and traffic controls to determine an intersection's operating condition.

The CMA procedure uses a ratio of an intersection's traffic volume to its capacity for rating an intersection's congestion level. The highest combinations of conflicting traffic volume (V) at an intersection are divided by the intersection capacity value. Intersection capacity (C) represents the maximum volume of vehicles that have a reasonable expectation of passing through an intersection in one hour under typical traffic flow conditions.

The analysis includes the fourteen study intersections as presented in the DEIR.

RESULTS OF ANALYSIS

The Current Project with updated related projects with their trips distributed to the study intersections, Project completion increased to year 2021 (added 2% per year) and Hazeltine Avenue striping changes was evaluated in this analysis. A comparison of the Existing and Existing + Current Project and a comparison of the Future Without Project and Future With Current Project was conducted based on the following criteria to determine if any significant traffic impacts occur.

Table 4
Significant Impact Criteria
City of Los Angeles

<u>LOS</u>	<u>Final V/C Value</u>	<u>Increase in V/C Value</u>
C	0.701 - 0.800	+ 0.040
D	0.801 - 0.900	+ 0.020
E & F	> 0.901	+ 0.010 or more

No significant impact is identified for LOS A or B.

No new significant impacts were identified with Current Project and updated analysis. Table 5a and 5b displays the results of the analysis. Attachment D provides the worksheets for the Critical Movement Analysis.

Significant traffic impacts are identified at Hazeltine Avenue & Riverside Drive and at Riverside Drive and Woodman Avenue. These significant impacts are reduced below a level of significance through improvements as presented in the DEIR and approved by LADOT. The DIER conservatively treated the Riverside Drive and Woodman Avenue intersection as significant and unavoidable in the event that Metro or LADOT does not approve the proposed mitigation to relocate the bus shelter.

At the request of some local community groups, an analysis of holiday traffic was also conducted. This information is provided in Attachment E for informational purposes only. The holiday traffic is not a baseline for evaluating traffic impacts under CEQA.

At the request of some local community groups, a request of increase in baseline counts was requested and an increase in Freeway Ramp LOS along Van Nuys Boulevard was requested. Although not required, this combined request was conducted and is provided in Attachment F for informational purposes only. This is supplemental information and not a requirement for evaluating traffic impacts under CEQA.

Table 5a
CMA Summary with
, Current Project Traffic Volumes, Modified Added Related Projects,
Future Year 2021, Surface Lot Access Drive Through & Hazeltine Avenue Striping Change
Existing & Existing +Project

No. Intersection		Peak Hour	Existing (2015)		Existing +Project			Significant Impact	Existing With Project & Mitigation				Significant Impact
			CMA	LOS	CMA	LOS	Impact		CMA	LOS	IMPACT		
1	Magnolia Boulevard & Van Nuys Boulevard	AM	0.787	C	0.793	C	+ 0.006	NO					
	PM	0.884	D	0.891	D	+ 0.007	NO						
2	Riverside Drive & Van Nuys Boulevard	AM	0.538	A	0.556	A	+ 0.018	NO					
	PM	0.629	B	0.659	B	+ 0.030	NO						
3	NB 101 Freeway Ramps & Van Nuys Boulevard	AM	0.479	A	0.485	A	+ 0.006	NO					
	PM	0.516	A	0.521	A	+ 0.005	NO						
4	SB 101 Freeway Ramps & Van Nuys Boulevard	AM	0.602	B	0.610	B	+ 0.008	NO					
	PM	0.712	C	0.721	C	+ 0.009	NO						
5	Hazeltine Avenue & Magnolia Boulevard	AM	0.741	C	0.756	C	+ 0.015	NO					
	PM	0.699	B	0.718	C	+ 0.019	NO						
6	Hazeltine Avenue & Riverside Drive	AM	0.737	C	0.785	C	+ 0.048	YES	0.753	C	+ 0.016	NO	
	PM	0.653	B	0.700	C	+ 0.047	YES	0.663	B	+ 0.010	NO		
7	Hazeltine Avenue & Project/Fashion Sq. Dwys	AM	0.366	A	0.473	A	+ 0.107	NO					
	PM	0.493	A	0.468	A	-0.025	NO						
8	Hazeltine Avenue & Ventura Boulevard	AM	0.563	A	0.574	A	+ 0.011	NO					
	PM	0.520	A	0.541	A	+ 0.021	NO						
9	Magnolia Boulevard & Woodman Avenue	AM	0.777	C	0.781	C	+ 0.004	NO					
	PM	0.697	B	0.701	C	+ 0.004	NO						
10	Riverside Drive & Woodman Avenue	AM	0.943	E	0.966	E	+ 0.023	YES	0.896	D	-0.047	NO	
	PM	0.863	D	0.875	D	+ 0.012	NO	0.789	C	-0.074	NO		
11	NB 101 Freeway Ramps & Woodman Avenue	AM	0.652	D*	0.654	D*	+ 0.002	NO					
	PM	0.709	D*	0.714	D*	+ 0.005	NO						
12	SB 101 Freeway Ramps & Woodman Avenue	AM	0.518	D*	0.531	D*	+ 0.013	NO					
	PM	0.533	D*	0.542	D*	+ 0.009	NO						
13	Chandler Boulevard & Hazeltine Avenue	AM	0.755	C	0.762	C	+ 0.007	NO					
	PM	0.543	A	0.554	A	+ 0.011	NO						
14	Fulton Avenue & Riverside Drive	AM	0.799	C	0.801	D	+ 0.002	NO					
	PM	0.836	D	0.839	D	+ 0.003	NO						

* LOS calculated as A, B or C. However, observed to be operating at LOS D in the field

Table 5b
CMA Summary with
Current Project, Modified Added Related Projects
Future year 2021, Surface Lot Drive Through & Hazeltine Avenue Striping Change
Future Without Project & Future +Project

No.	Intersection	Peak Hour	Future (2021) Without Project		Future (2021) With Project			Significant Impact	Future (2021) With Project & Mitigation			Significant Impact
			CMA	LOS	CMA	LOS	IMPACT		CMA	LOS	IMPACT	
1	Magnolia Boulevard & Van Nuys Boulevard	AM	0.925	E	0.929	E	+ 0.004	NO	0.929	E	+ 0.004	NO
		PM	1.043	F	1.049	F	+ 0.006	NO	1.049	F	+ 0.006	NO
2	Riverside Drive & Van Nuys Boulevard	AM	0.641	B	0.659	B	+ 0.018	NO	0.658	B	+ 0.017	NO
		PM	0.761	C	0.791	C	+ 0.030	NO	0.788	C	+ 0.027	NO
3	NB 101 Freeway Ramps & Van Nuys Boulevard	AM	0.566	A	0.572	A	+ 0.006	NO	0.572	D*	+ 0.006	NO
		PM	0.620	B	0.625	B	+ 0.005	NO	0.624	D*	+ 0.004	NO
4	SB 101 Freeway Ramps & Van Nuys Boulevard	AM	0.708	C	0.715	C	+ 0.007	NO	0.715	D*	+ 0.007	NO
		PM	0.856	D	0.866	D	+ 0.010	NO	0.864	D	+ 0.008	NO
5	Hazeltine Avenue & Magnolia Boulevard	AM	0.873	D	0.887	D	+ 0.014	NO	0.885	D	+ 0.012	NO
		PM	0.841	D	0.859	D	+ 0.018	NO	0.857	D	+ 0.016	NO
6	Hazeltine Avenue & Riverside Drive	AM	0.897	D	0.945	E	+ 0.048	YES	0.901	E	+ 0.004	NO
		PM	0.866	D	0.915	E	+ 0.049	YES	0.855	D	-0.011	NO
7	Hazeltine Avenue & Project/Fashion Sq. Dwys	AM	0.458	A	0.565	A	+ 0.107	NO	0.554	A	+ 0.096	NO
		PM	0.758	C	0.692	B	-0.066	NO	0.687	B	-0.071	NO
8	Hazeltine Avenue & Ventura Boulevard	AM	0.698	B	0.709	C	+ 0.011	NO	0.708	C	+ 0.010	NO
		PM	0.680	B	0.701	C	+ 0.021	NO	0.699	B	+ 0.019	NO
9	Magnolia Boulevard & Woodman Avenue	AM	0.908	E	0.912	E	+ 0.004	NO	0.911	E	+ 0.003	NO
		PM	0.833	D	0.837	D	+ 0.004	NO	0.837	D	+ 0.004	NO
10	Riverside Drive & Woodman Avenue	AM	1.092	F	1.115	F	+ 0.023	YES	1.037	F	-0.055	NO
		PM	1.034	F	1.046	F	+ 0.012	YES	0.956	E	-0.078	NO
11	NB 101 Freeway Ramps & Woodman Avenue	AM	0.765	D*	0.767	D*	+ 0.002	NO	0.766	D*	+ 0.001	NO
		PM	0.852	D	0.856	D	+ 0.004	NO	0.856	D	+ 0.004	NO
12	SB 101 Freeway Ramps & Woodman Avenue	AM	0.618	D*	0.631	D*	+ 0.013	NO	0.629	D*	+ 0.011	NO
		PM	0.649	D*	0.658	D*	+ 0.009	NO	0.656	D*	+ 0.007	NO
13	Chandler Boulevard & Hazeltine Avenue	AM	0.883	D	0.890	D	+ 0.007	NO	0.889	D	+ 0.006	NO
		PM	0.665	B	0.676	B	+ 0.011	NO	0.675	B	+ 0.010	NO
14	Fulton Avenue & Riverside Drive	AM	0.919	E	0.921	E	+ 0.002	NO	0.921	E	+ 0.002	NO
		PM	0.963	E	0.966	E	+ 0.003	NO	0.965	E	+ 0.002	NO

* LOS calculated as A, B or C. However, observed to be operating at LOS D in the field

SUMMARY & CONCLUSIONS

Traffic analysis of the proposed Project has been updated to include the Current Project, future analysis extended by three years to 2021 with an additional 6% ambient traffic growth, future analysis supplemented with additional and updated related projects, and updated lane configurations at Hazeltine Avenue and Westfield/ICON Driveway. The Current Project has lower trip generation than the Original Project with 896 fewer daily trips, 28 fewer AM Peak Hour trips and 70 fewer PM Peak Hour trips. Using LADOT approved CMA analysis as required in their August 2014 (and updated December 2016) Traffic Study Policies and Procedures indicates two intersections are identified as significant traffic impacts. Although the Current Project has been further reduced, these are the same conclusions as presented in the traffic analysis presented in the DEIR for alternative option 5. The following conclusions remain:

Significant traffic impacts occur at:

- Hazeltine Avenue and Riverside Drive during the AM & PM Peak Hour Existing + Project and Future With Project scenarios. The impacts are mitigated below the level of significance through implementation of a Transportation Demand Management (TDM) Plan and dedication and widening the south side of Riverside Drive west of Hazeltine Avenue, implementation of a dedicated eastbound bike lane and eastbound right turn lane. Left turn phasing is proposed for all directions where it is not currently provided.
- Riverside Drive & Woodman Avenue during the AM Peak Hour Existing + Project scenario and during the AM & PM Peak Hour Future With Project Scenario. This impact is mitigated below the level of significance through implementation of a Transportation Demand Management (TDM) Plan and movement of the eastbound bus stop from the south side of Riverside Drive west of Woodman Avenue to one of three potential locations for the bus stop relocation. 1) on the south side of Riverside Drive, west of Woodman Avenue between the two gas station driveways, 2) on the south side of Riverside Drive west of Woodman Avenue and west of the easterly gas station driveway, or 3) east of the current bus stop location between the two shopping center driveways located approximately 650 feet west of the current location creating a shared through/right turn lane not impeded by a stopped bus. This impact would remain significant and unavoidable if LADOT and Metro does not approve movement of the bus stop location. The intersection has been improved with permissive left turn phasing in the northbound direction and protective permissive phasing all other directions since the writing of the original traffic study. If requested by LADOT, any protective permissive phasing will be converted to protective only.

Further details of the mitigation improvements proposed is presented in the DEIR.

The supplemental analysis at the fourteen study intersections in the Project area indicates no changes to the significant impact conclusions in the DEIR.

ATTACHMENT A

Current Project Trip Generation Summary

ITE Code	Description	Daily Traffic	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
220	Apartments	6.65	20%	80%	0.51	65%	35%	0.62
710	Office	11.03	88%	12%	1.56	17%	83%	1.49
820	Shopping Center	42.70	62%	38%	0.96	48%	52%	3.71
850	Grocery Store	102.24	62%	38%	3.40	51%	49%	9.48
932	Highturnover Restaurant	127.15	55%	45%	10.81	60%	40%	9.85

ITE Code	PROJECT TRIPS		Daily Traffic	AM Peak Hour			PM Peak Hour		
	Description	Size		In	Out	Total	In	Out	Total
220	<u>Residential</u>								
	Apartments	249 units	1,656	25	102	127	100	54	154
932	<u>Commercial</u>								
	Restaurant	10,540 sf	1,340	63	51	114	62	42	104
	Internal	10%	-134	-6	-5	-11	-6	-4	-10
	Pass-By	20%	-241	-11	-10	-21	-11	-8	-19
	Subtotal Restaurant		965	46	36	82	45	30	75
820	Retail	1,895 sf	81	1	1	2	3	4	7
	Internal	10%	-8	0	0	0	0		-1
	Pass-By	10%	-7	0	0	0	0	0	0
	Subtotal Retail		66	1	1	2	3	3	6
850	Grocery Store	15,035 sf	1,537	32	19	51	73	70	143
	Internal	10%	-154	-3	-2	-5	-7	-7	-14
	Pass-By	40%	-553	-11	-7	-18	-26	-25	-51
	Subtotal Grocery		830	18	10	28	40	38	78
	Subtotal All Commercial	27,470 sf	1,861	65	47	112	88	71	159
NET NEW TRIPS TOTAL			3,516	90	149	239	188	125	313

ATTACHMENT B

Related Project Details

No	Location	Description	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
1	5800 Fulton Av	LA Valley College Expansion	5,700	441	97	538	212	120	332
2	14121 Ventura Bl	88 units Apartment	516	7	32	39	31	15	46
		6,000 sf Retail	239	4	3	7	6	8	14
		3,500 sf Fast Food without Drive Through	<u>1,253</u>	<u>46</u>	<u>31</u>	<u>77</u>	<u>24</u>	<u>23</u>	<u>47</u>
		(7,000) sf Demolish	2,008	57	66	123	61	46	107
3	15365 Magnolia Bl	225 student Emek Hebrew Academy Expansion	604	114	93	207	41	54	95
4	4805 N Sepulveda Bl (Il Villaggio)	325 units Apartment	2,161	24	119	143	113	56	169
		52,000 sf Retail	<u>2,220</u>	<u>31</u>	<u>19</u>	<u>50</u>	<u>93</u>	<u>100</u>	<u>193</u>
5	15222 Ventura Bl (complete-not occupied at time of counts)	50 units Condominium	291	4	18	22	17	9	26
		4,590 sf Retail	<u>196</u>	<u>3</u>	<u>2</u>	<u>4</u>	<u>8</u>	<u>9</u>	<u>17</u>
6	14006 Riverside Dr	220,000 sf Fashion Square Expansion	2,855	58	37	95	229	247	476
7	3900 Stansbury Av	80 student Buckley School Expansion	329	42	33	75	22	25	47
8	15729 Ventura Bl	259 student Valley Beth Shalom Expansion	1,000	72	63	135	63	48	101
9	5700 N Sepulveda Bl	131 units Apartments	871	13	54	67	53	28	81
		8,600 sf Retail	<u>367</u>	<u>5</u>	<u>3</u>	<u>8</u>	<u>15</u>	<u>17</u>	<u>32</u>
10	14049 Ventura Bl	27,389 sf Supermarket Expansion	1,875	54	35	89	146	140	286
11	14708 Ventura Bl	6,880 sf Restaurant	975	33	22	55	48	42	90
12	15315 Dickens St	10,000 sf Coffee Shop	1,300	60	60	120	70	50	120
13	13401 Riverside Drive*	141 units Chase Knolls Apartments	938	14	58	72	57	30	87
14	14311 Ventura Bl	22,000 sf Retail	939	13	8	21	39	42	82
		5,000 sf Restaurant	636	30	24	54	30	20	49
		5,000 sf Office	55	7	1	8	1	6	7
		(23,680) sf Demolish Car Wash, Care Care, Fast Food, & Retail	-3197	(115)	(67)	(182)	(293)	(276)	(569)
		42,000 sf Grocery Store	<u>4,294</u>	<u>89</u>	<u>54</u>	<u>143</u>	<u>203</u>	<u>195</u>	<u>398</u>

ATTACHMENT C

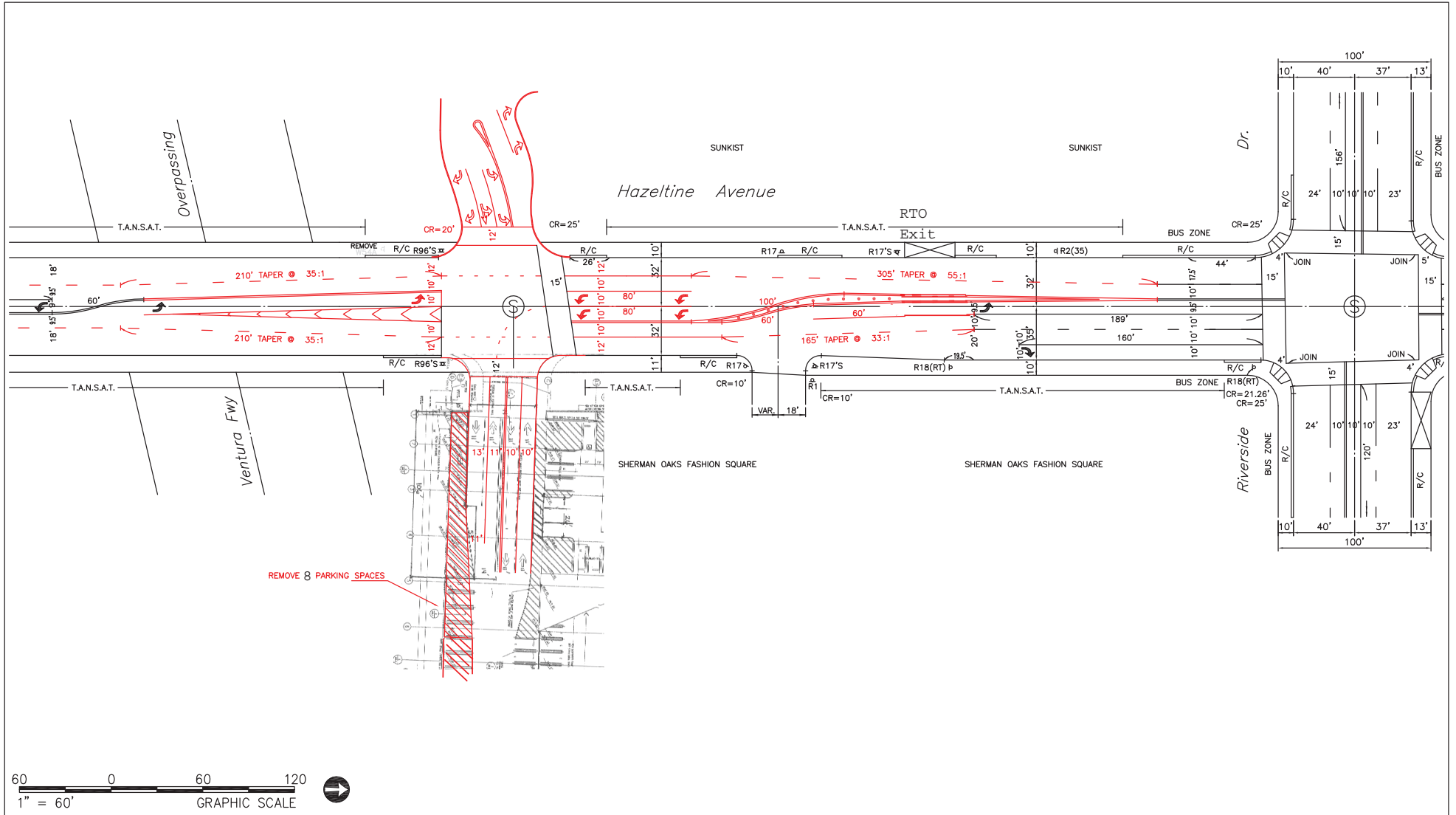
CONCEPTUALLY APPROVED STRIPING PLAN

HAZELTINE AVENUE
SOUTH OF RIVERSIDE DRIVE

&

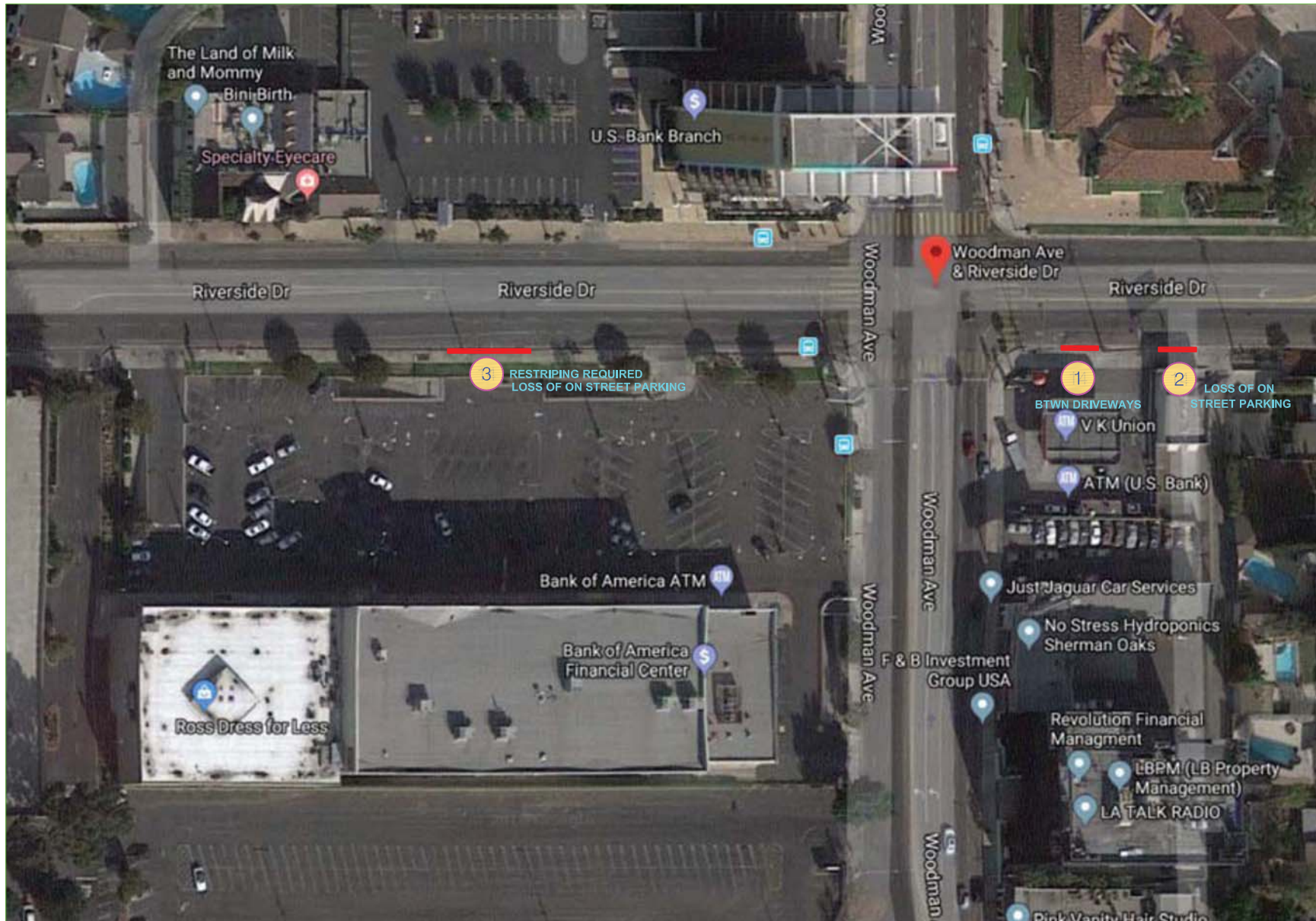
CONCEPTUAL PLAN

BUS STOP RELOCATION ON
RIVERSIDE DRIVE AT WOODMAN AVENUE



HAZELTINE AVENUE STRIPING

BUS STOP RELOCATION



RIVERSIDE DRIVE AT WOODMAN AVENUE

ATTACHMENT D

CMA Worksheets

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			VAN NUYS BOULEVARD			Year of Count:			2015			Ambient Growth: (%):			2			Conducted by:			LC			Date:			3/17/2019		
1		East-West Street:			MAGNOLIA BOULEVARD			Projection Year:			2021			Peak Hour:			AM			Reviewed by:						Project:			ICON MU		
No. of Phases					2			2			2			2			2			2			2								
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0			0								
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0											
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0											
Override Capacity					2			2			2			2			2			2											
					0			0			0			0			0			0											
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION												
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume									
NORTHBOUND	Left	91	1	91	0	91	91	7	109	1	109	0	109	1	109	0	109	1	109												
	Left-Through		0							0				0				0													
	Through	905	1	503	9	914	507	47	1066	1	590	9	1075	1	594	-1	1074	1	594												
	Through-Right		1							1				1				1													
	Right	100	0	100	0	100	100	0	113	0	113	0	113	0	113	0	113	0	113												
	Left-Through-Right		0							0				0				0													
SOUTHBOUND	Left	132	1	132	0	132	132	2	151	1	151	0	151	1	151	0	151	1	151												
	Left-Through		0							0				0				0													
	Through	1169	1	641	6	1175	644	32	1348	1	737	6	1354	1	740	-1	1354	1	740												
	Through-Right		1							1				1				1													
	Right	112	0	112	0	112	112	0	126	0	126	0	126	0	126	0	126	0	126												
	Left-Through-Right		0							0				0				0													
EASTBOUND	Left	77	1	77	0	77	77	4	91	1	91	0	91	1	91	0	91	1	91												
	Left-Through		0							0				0				0													
	Through	860	1	493	2	862	496	38	1006	1	574	2	1008	1	577	0	1008	1	577												
	Through-Right		1							1				1				1													
	Right	125	0	125	5	130	130	0	141	0	141	5	146	0	146	-1	145	0	145												
	Left-Through-Right		0							0				0				0													
WESTBOUND	Left	104	1	104	0	104	104	0	117	1	117	0	117	1	117	0	117	1	117												
	Left-Through		0							0				0				0													
	Through	948	1	522	10	958	527	19	1087	1	598	10	1097	1	603	-1	1096	1	603												
	Through-Right		1							1				1				1													
	Right	95	0	95	0	95	95	2	109	0	109	0	109	0	109	0	109	0	109												
	Left-Through-Right		0							0				0				0													
CRITICAL VOLUMES					North-South: 732			North-South: 735			North-South: 846			North-South: 849			North-South: 849														
					East-West: 599			East-West: 604			East-West: 691			East-West: 694			East-West: 694														
					SUM: 1331			SUM: 1339			SUM: 1537			SUM: 1543			SUM: 1543														
VOLUME/CAPACITY (V/C) RATIO:					0.887			0.893			1.025			1.029			1.029														
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.787			0.793			0.925			0.929			0.929														
LEVEL OF SERVICE (LOS):					C			C			E			E			E														

REMARKS: Supplemental Analysis

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:		VAN NUYS BOULEVARD		Year of Count:		2015		Ambient Growth: (%)		2		Conducted by:		LC		Date:		3/17/2019	
1		East-West Street:		MAGNOLIA BOULEVARD		Projection Year:		2021		Peak Hour:		PM		Reviewed by:				Project:		ICON MU	
No. of Phases						2				2						2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						0				0						0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 0 SB-- 0		0		NB-- 0 SB-- 0		0		NB-- 0 SB-- 0		0		NB-- 0 SB-- 0		0		0	
ATSAC-1 or ATSAC+ATCS-2?				EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0		0	
Override Capacity						2				2						2				2	
						0				0						0				0	
MOVEMENT				EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
				Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	134	1	134	0	134	134	5	156	1	156	0	156	1	156	0	156	1	156		
	Left-Through		0							0				0				0			
	Through	1356	1	757	7	1363	760	68	1595	1	886	7	1602	1	890	-1	1601	1	889		
	Through-Right		1							1				1				1			
	Right	157	0	157	0	157	157	0	177	0	177	0	177	0	177	0	177	0	177		
	Left-Through-Right		0							0				0				0			
Left-Right		0								0				0			0				
SOUTHBOUND	Left	80	1	80	0	80	80	0	90	1	90	0	90	1	90	0	90	1	90		
	Left-Through		0							0				0				0			
	Through	945	1	530	11	956	536	64	1128	1	629	11	1139	1	635	-1	1138	1	634		
	Through-Right		1							1				1				1			
	Right	115	0	115	0	115	115	0	130	0	130	0	130	0	130	0	130	0	130		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
EASTBOUND	Left	110	1	110	0	110	110	5	129	1	129	0	129	1	129	0	129	1	129		
	Left-Through		0							0				0				0			
	Through	984	1	555	6	990	562	35	1143	1	643	6	1149	1	649	-1	1149	1	649		
	Through-Right		1							1				1				1			
	Right	126	0	126	7	133	133	0	142	0	142	7	149	0	149	-1	148	0	148		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
WESTBOUND	Left	84	1	84	0	84	84	0	95	1	95	0	95	1	95	0	95	1	95		
	Left-Through		0							0				0				0			
	Through	769	1	428	9	778	433	31	897	1	498	9	906	1	503	-1	905	1	502		
	Through-Right		1							1				1				1			
	Right	87	0	87	0	87	87	1	99	0	99	0	99	0	99	0	99	0	99		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
CRITICAL VOLUMES				North-South: 837		837		North-South: 840		840		North-South: 976		976		North-South: 980		980		North-South: 979	
				East-West: 639		639		East-West: 646		646		East-West: 738		738		East-West: 744		744		East-West: 744	
				SUM: 1476		1476		SUM: 1486		1486		SUM: 1714		1714		SUM: 1724		1724		SUM: 1723	
VOLUME/CAPACITY (V/C) RATIO:						0.984				0.991				1.143				1.149			
V/C LESS ATSAC/ATCS ADJUSTMENT:						0.884				0.891				1.043				1.049			
LEVEL OF SERVICE (LOS):						D				D				F				F			

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:		VAN NUYS BOULEVARD			Year of Count:			2015		Ambient Growth: (%):			2		Conducted by:		LC		Date:		3/17/2019	
2		East-West Street:		RIVERSIDE DRIVE			Projection Year:			2021		Peak Hour:			AM		Reviewed by:				Project:		ICON MU	
No. of Phases				2			2			2			2			2			2			2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0			0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0					
ATSAC-1 or ATSAC+ATCS-2?				EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0					
Override Capacity				2			2			2			2			2			2			2		
				0			0			0			0			0			0			0		
MOVEMENT				EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION						
				Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through		0							0				0				0						
	Through	1031	2	516	0	1031	516	47	1208	2	604	0	1208	2	604	0	1208	2	604	0	604			
	Through-Right		1							1				1				1						
	Right	612	0	477	21	633	488	10	699	0	544	21	720	0	556	-2	718	0	555					
	Left-Through-Right		0							0				0				0						
SOUTHBOUND	Left	170	1	170	8	178	178	7	198	1	198	8	206	1	206	-1	206	1	206					
	Left-Through		0							0				0				0						
	Through	1226	3	409	0	1226	409	33	1414	3	471	0	1414	3	471	0	1414	3	471	0	471			
	Through-Right		0							0				0				0						
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-Right		0							0				0				0						
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through		0							0				0				0						
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through-Right		0							0				0				0						
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-Right		0							0				0				0						
WESTBOUND	Left	492	2	271	36	528	290	9	563	2	310	36	599	2	329	-4	595	2	327					
	Left-Through		0							0				0				0						
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through-Right		0							0				0				0						
	Right	189	1	104	7	196	107	7	220	1	121	7	227	1	124	-1	226	1	123					
	Left-Through-Right		0							0				0				0						
CRITICAL VOLUMES				North-South: 686			North-South: 694			North-South: 802			North-South: 810			North-South: 810								
				East-West: 271			East-West: 290			East-West: 310			East-West: 329			East-West: 327								
				SUM: 957			SUM: 984			SUM: 1112			SUM: 1139			SUM: 1137								
VOLUME/CAPACITY (V/C) RATIO:				0.638			0.656			0.741			0.759			0.758								
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.538			0.556			0.641			0.659			0.658								
LEVEL OF SERVICE (LOS):				A			A			B			B			B								

REMARKS: Supplemental Analysis

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.018	Δv/c after mitigation:	0.017
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:		VAN NUYS BOULEVARD			Year of Count:		2015		Ambient Growth: (%)		2		Conducted by:		LC		Date:		3/17/2019	
2		East-West Street:		RIVERSIDE DRIVE			Projection Year:		2021		Peak Hour:		PM		Reviewed by:				Project:		ICON MU	
No. of Phases				2			2				2				2				2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0				0				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 0 SB-- 0			NB-- 0 SB-- 0				NB-- 0 SB-- 0				NB-- 0 SB-- 0				NB-- 0 SB-- 0			
ATSAC-1 or ATSAC+ATCS-2?				EB-- 0 WB-- 0			EB-- 0 WB-- 0				EB-- 0 WB-- 0				EB-- 0 WB-- 0				EB-- 0 WB-- 0			
Override Capacity				2			2				2				2				2			
				0			0				0				0				0			
MOVEMENT				EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
				Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0						0				0		0			0			0	
	Through	1462	2	652	0	1462	667	34	1680	2	755	0	1680	2	769	0	1680	2	768		768	
	Through-Right		1						1				1					1				
	Right	495	0	495	44	539	539	27	584	0	584	44	628	0	628	-4	624	0	624		624	
	Left-Through-Right		0						0				0					0				
Left-Right		0						0				0					0					
SOUTHBOUND	Left	134	1	134	15	149	149	26	177	1	177	15	192	1	192	-2	190	1	190		190	
	Left-Through		0						0				0					0				
	Through	1168	3	389	0	1168	389	38	1353	3	451	0	1353	3	451	0	1353	3	451		451	
	Through-Right		0						0				0					0				
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right		0						0				0					0				
Left-Right		0						0				0					0					
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0						0				0					0				
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right		0						0				0					0				
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right		0						0				0					0				
Left-Right		0						0				0					0					
WESTBOUND	Left	559	2	307	29	588	323	24	654	2	360	29	683	2	376	-3	680	2	374		374	
	Left-Through		0						0				0					0				
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right		0						0				0					0				
	Right	267	1	200	4	271	197	30	331	1	243	4	335	1	239	0	334	1	239		239	
	Left-Through-Right		0						0				0					0				
Left-Right		0						0				0					0					
CRITICAL VOLUMES				North-South: 786			North-South: 816			North-South: 932			North-South: 961			North-South: 958						
				East-West: 307			East-West: 323			East-West: 360			East-West: 376			East-West: 374						
				SUM: 1093			SUM: 1139			SUM: 1292			SUM: 1337			SUM: 1332						
VOLUME/CAPACITY (V/C) RATIO:				0.729			0.759			0.861			0.891			0.888						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.629			0.659			0.761			0.791			0.788						
LEVEL OF SERVICE (LOS):				B			B			C			C			C						

REMARKS: Supplemental Analysis

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.030	Δv/c after mitigation:	0.027
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			VAN NUYS BOULEVARD			Year of Count:			2015		Ambient Growth: (%)			2		Conducted by:		LC		Date:		3/17/2019	
3		East-West Street:			NB 101 FWY RAMPS			Projection Year:			2021		Peak Hour:			AM		Reviewed by:				Project:		ICON MU	
No. of Phases					3			3			3			3			3			3					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0								
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0								
Override Capacity					2			2			2			2			2								
					0			0			0			0			0								
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION						
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND	Left	353	2	194	0	353	194	15	413	2	227	0	413	2	227	0	413	2	227						
	Left-Through		0							0				0				0							
	Through	1275	3	425	21	1296	432	50	1486	3	495	21	1507	3	502	-2	1505	3	502						
	Through-Right		0							0				0				0							
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Left-Through-Right		0							0				0				0							
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Left-Through		0							0				0				0							
	Through	947	2	429	16	963	438	34	1100	2	492	16	1116	2	501	-2	1115	2	500						
	Through-Right		1							1				1				1							
	Right	769	1	0	20	789	0	0	866	1	0	20	886	1	0	-2	884	1	0						
	Left-Through-Right		0							0				0				0							
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Left-Through		0							0				0				0							
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Through-Right		0							0				0				0							
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Left-Through-Right		0							0				0				0							
WESTBOUND	Left	236	1	202	0	236	202	0	266	1	230	0	266	1	230	0	266	1	230						
	Left-Through		0							0				0				0							
	Through	4	0	202	0	4	202	0	5	0	230	0	5	0	230	0	5	0	230						
	Through-Right		0							0				0				0							
	Right	366	1	0	0	366	0	7	419	1	0	0	419	1	0	0	419	1	0						
	Left-Through-Right		1							1				1				1							
CRITICAL VOLUMES					North-South: 623			North-South: 632			North-South: 719			North-South: 728			North-South: 727								
					East-West: 202			East-West: 202			East-West: 230			East-West: 230			East-West: 230								
					SUM: 825			SUM: 834			SUM: 949			SUM: 958			SUM: 957								
VOLUME/CAPACITY (V/C) RATIO:					0.579			0.585			0.666			0.672			0.672								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.479			0.485			0.566			0.572			0.572								
LEVEL OF SERVICE (LOS):					A			A			A			A			A								

REMARKS: SUPPLEMENTAL ANALYSIS

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			VAN NUYS BOULEVARD			Year of Count:			2015		Ambient Growth: (%)			2		Conducted by:		LC		Date:		3/17/2019		
3		East-West Street:			NB 101 FWY RAMPS			Projection Year:			2021		Peak Hour:			PM		Reviewed by:				Project:		ICON MU		
No. of Phases											3					3					3				3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?											0					0					0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			0		NB-- 0 SB-- 0			0		NB-- 0 SB-- 0			0		NB-- 0 SB-- 0			
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			0		EB-- 0 WB-- 0			0		EB-- 0 WB-- 0			0		EB-- 0 WB-- 0			
Override Capacity					2			2			2		2			2		2			2		2			
					0			0			0		0			0		0			0		0			
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION							
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume				
NORTHBOUND	Left	517	2	284	0	517	284	28	610	2	336	0	610	2	336	0	610	2	336							
	Left-Through		0							0				0				0								
	Through	1681	3	560	44	1725	575	78	1971	3	657	44	2015	3	672	-4	2011	3	670							
	Through-Right		0							0				0				0								
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	Left-Through-Right		0							0				0				0								
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	Left-Through		0							0				0				0								
	Through	1051	2	427	14	1065	434	77	1261	2	500	14	1275	2	507	-1	1273	2	506							
	Through-Right		1							1				1				1								
	Right	655	1	0	15	670	0	0	738	1	0	15	753	1	0	-2	751	1	0							
	Left-Through-Right		0							0				0				0								
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	Left-Through		0							0				0				0								
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	Through-Right		0							0				0				0								
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	Left-Through-Right		0							0				0				0								
WESTBOUND	Left	234	1	167	0	234	167	0	264	1	190	0	264	1	190	0	264	1	190							
	Left-Through		0							0				0				0								
	Through	3	0	167	0	3	167	0	3	0	190	0	3	0	190	0	3	0	190							
	Through-Right		0							0				0				0								
	Right	265	1	0	0	265	0	5	303	1	0	0	303	1	0	0	303	1	0							
	Left-Through-Right		1							1				1				1								
CRITICAL VOLUMES					North-South: 711			North-South: 718			North-South: 836			North-South: 843			North-South: 842									
					East-West: 167			East-West: 167			East-West: 190			East-West: 190			East-West: 190									
					SUM: 878			SUM: 885			SUM: 1026			SUM: 1033			SUM: 1032									
VOLUME/CAPACITY (V/C) RATIO:					0.616			0.621			0.720			0.725			0.724									
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.516			0.521			0.620			0.625			0.624									
LEVEL OF SERVICE (LOS):					A			A			B			B			B									

REMARKS: SUPPLEMENTAL ANALYSIS

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.005	Δv/c after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:		VAN NUYS BOULEVARD			Year of Count:		2015		Ambient Growth: (%)		2		Conducted by:		LC		Date:		3/17/2019	
4		East-West Street:		SB 101 FWY RAMPS			Projection Year:		2021		Peak Hour:		AM		Reviewed by:				Project:		ICON MU	
No. of Phases				3			3		3		3		3		3		3		3		3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0		0		0		0		0		0		0		0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 2 SB-- 0			NB-- 2 SB-- 0		NB-- 2 SB-- 0		NB-- 2 SB-- 0		NB-- 2 SB-- 0		NB-- 2 SB-- 0		NB-- 2 SB-- 0		NB-- 2 SB-- 0		NB-- 2 SB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				EB-- 0 WB-- 0			EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0	
Override Capacity				2			2		2		2		2		2		2		2		2	
				0			0		0		0		0		0		0		0		0	
MOVEMENT				EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
				Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	
	Left-Through		0							0				0				0				
	Through	662	3	203	10	672	206	56	802	3	243	10	812	3	245	-1	811	3	245			
	Through-Right		1							1				1				1				
	Right	150	0	150	0	150	150	0	169	0	169	0	169	0	169	0	169	0	169	0	169	
	Left-Through-Right		0							0				0				0				
Left-Right		0							0				0				0					
SOUTHBOUND	Left	300	1	300	0	300	300	4	342	1	342	0	342	1	342	0	342	1	342	0	342	
	Left-Through		0							0				0				0				
	Through	1060	2	530	16	1076	538	30	1224	2	612	16	1240	2	620	-2	1238	2	619			
	Through-Right		0							0				0				0				
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right		0							0				0				0				
Left-Right		0							0				0				0					
EASTBOUND	Left	785	1	471	10	795	474	6	890	1	539	10	900	1	542	-1	899	1	542			
	Left-Through		0							0				0				0				
	Through	5	0	471	0	5	474	0	6	0	539	0	6	0	542	0	6	0	542			
	Through-Right		0							0				0				0				
	Right	623	1	0	0	623	0	18	720	1	0	0	720	1	0	0	720	1	0	0	0	
	Left-Through-Right		1							1				1				1				
Left-Right		0							0				0				0					
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0							0				0				0				
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right		0							0				0				0				
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right		0							0				0				0				
Left-Right		0							0				0				0					
CRITICAL VOLUMES				North-South: 530			North-South: 538			North-South: 612			North-South: 620			North-South: 619						
				East-West: 471			East-West: 474			East-West: 539			East-West: 542			East-West: 542						
				SUM: 1001			SUM: 1012			SUM: 1151			SUM: 1162			SUM: 1161						
VOLUME/CAPACITY (V/C) RATIO:				0.702			0.710			0.808			0.815			0.815						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.602			0.610			0.708			0.715			0.715						
LEVEL OF SERVICE (LOS):				B			B			C			C			C						

REMARKS: SUPPLEMENTAL ANALYSIS

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:		VAN NUYS BOULEVARD			Year of Count:			2015		Ambient Growth: (%)			2		Conducted by:		LC		Date:		3/17/2019	
4		East-West Street:		SB 101 FWY RAMPS			Projection Year:			2021		Peak Hour:			PM		Reviewed by:				Project:		ICON MU	
No. of Phases				3			3			3			3				3							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0				0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 2 SB-- 0			NB-- 2 SB-- 0			NB-- 2 SB-- 0			NB-- 2 SB-- 0				NB-- 2 SB-- 0							
ATSAC-1 or ATSAC+ATCS-2?				EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0				EB-- 0 WB-- 0							
Override Capacity				2			2			2			2				2							
0				0			0			0			0				0							
MOVEMENT				EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION						
				Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND	Left	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0					
	Left-Through		0							0				0				0						
	Through	1439	3	435	21	1460	440	72	1693	3	508	21	1714	3	513	-2	1711	3	512					
	Through-Right		1							1				1				1						
	Right	299	0	299	0	299	299	0	337	0	337	0	337	0	337	0	337	0	337					
	Left-Through-Right		0							0				0				0						
SOUTHBOUND	Left		0							0				0				0						
	Left-Through	278	1	278	0	278	278	25	338	1	338	0	338	1	338	0	338	1	338					
	Through		0							0				0				0						
	Through-Right	995	2	498	14	1009	505	52	1173	2	587	14	1187	2	594	-1	1185	2	593					
	Right		0							0				0				0						
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
EASTBOUND	Left		0							0				0				0						
	Left-Through	760	1	444	24	784	452	23	879	1	517	24	903	1	525	-2	900	1	524					
	Through		0							0				0				0						
	Through-Right	9	0	444	0	9	452	0	10	0	517	0	10	0	525	0	10	0	524					
	Right		0							0				0				0						
	Left-Through-Right	562	1	0	0	562	0	30	663	1	0	0	663	1	0	0	663	1	0					
WESTBOUND	Left		0							0				0				0						
	Left-Through		0							0				0				0						
	Through		0							0				0				0						
	Through-Right		0							0				0				0						
	Right		0							0				0				0						
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
CRITICAL VOLUMES				North-South: 713			North-South: 718			North-South: 846			North-South: 851			North-South: 850								
				East-West: 444			East-West: 452			East-West: 517			East-West: 525			East-West: 524								
				SUM: 1157			SUM: 1170			SUM: 1363			SUM: 1376			SUM: 1374								
VOLUME/CAPACITY (V/C) RATIO:				0.812			0.821			0.956			0.966			0.964								
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.712			0.721			0.856			0.866			0.864								
LEVEL OF SERVICE (LOS):				C			C			D			D			D								

REMARKS: SUPPLEMENTAL ANALYSIS

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.010	Δv/c after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			HAZELTINE AVENUE			Year of Count:			2015			Ambient Growth: (%)			2			Conducted by:		LC			Date:		3/17/2019		
5		East-West Street:			MAGNOLIA BOULEVARD			Projection Year:			2021			Peak Hour:			AM			Reviewed by:					Project:		ICON MU		
No. of Phases								2						2						2						2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?								0						0						0						0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0			
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			
Override Capacity								2						2						2						2			
					0						0						0						0			0			
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION										
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume							
NORTHBOUND	Left	91	1	91	10	101	101	1	103	1	103	10	113	1	113	-1	112	1	112										
	Left-Through		0							0				0			0												
	Through	363	1	210	15	378	223	42	451	1	257	15	466	1	271	-2	464	1	269										
	Through-Right		1							1				1			1												
	Right	56	0	56	12	68	68	0	63	0	63	12	75	0	75	-1	74	0	74										
	Left-Through-Right		0							0				0			0												
Left-Right		0							0				0			0													
SOUTHBOUND	Left	97	1	97	0	97	97	0	109	1	109	0	109	1	109	0	109	1	109										
	Left-Through		0							0				0			0												
	Through	909	1	496	9	918	501	40	1064	1	579	9	1073	1	583	-1	1072	1	583										
	Through-Right		1							1				1			1												
	Right	83	0	83	0	83	83	0	93	0	93	0	93	0	93	0	93	0	93										
	Left-Through-Right		0							0				0			0												
Left-Right		0							0				0			0													
EASTBOUND	Left	55	1	55	0	55	55	0	62	1	62	0	62	1	62	0	62	1	62										
	Left-Through		0							0				0			0												
	Through	799	1	528	0	799	529	33	933	1	611	0	933	1	612	0	933	1	612										
	Through-Right		1							1				1			1												
	Right	256	0	256	2	258	258	1	289	0	289	2	291	0	291	0	291	0	291										
	Left-Through-Right		0							0				0			0												
Left-Right		0							0				0			0													
WESTBOUND	Left	147	1	147	6	153	153	0	166	1	166	6	172	1	172	-1	171	1	171										
	Left-Through		0							0				0			0												
	Through	826	1	462	0	826	462	14	944	1	527	0	944	1	527	0	944	1	527										
	Through-Right		1							1				1			1												
	Right	97	0	97	0	97	97	1	110	0	110	0	110	0	110	0	110	0	110										
	Left-Through-Right		0							0				0			0												
Left-Right		0							0				0			0													
CRITICAL VOLUMES					North-South: 587 East-West: 675 SUM: 1262			North-South: 602 East-West: 682 SUM: 1284			North-South: 682 East-West: 777 SUM: 1459			North-South: 696 East-West: 784 SUM: 1480			North-South: 695 East-West: 783 SUM: 1478												
VOLUME/CAPACITY (V/C) RATIO:					0.841			0.856			0.973			0.987			0.985												
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.741			0.756			0.873			0.887			0.885												
LEVEL OF SERVICE (LOS):					C			C			D			D			D												

REMARKS: Supplemental Analysis

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			HAZELTINE AVENUE			Year of Count:			2015		Ambient Growth: (%)			2		Conducted by:		LC		Date:		3/17/2019	
5		East-West Street:			MAGNOLIA BOULEVARD			Projection Year:			2021		Peak Hour:			PM		Reviewed by:				Project:		ICON MU	
No. of Phases					2			2			2			2			2			2					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0								
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0								
Override Capacity					2			2			2			2			2								
					0			0			0			0			0								
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION						
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND	Left	157	1	157	9	166	166	13	190	1	190	9	199	1	199	-1	198	1	198						
	Left-Through		0							0				0				0							
	Through	901	1	506	12	913	517	87	1102	1	614	12	1114	1	624	-1	1112	1	623						
	Through-Right		1							1				1				1							
	Right	111	0	111	9	120	120	0	125	0	125	9	134	0	134	-1	133	0	133						
	Left-Through-Right		0							0				0				0							
Left-Right		0								0				0			0								
SOUTHBOUND	Left	49	1	49	0	49	49	1	56	1	56	0	56	1	56	0	56	1	56						
	Left-Through		0							0				0				0							
	Through	589	1	338	19	608	348	85	748	1	423	19	767	1	433	-2	765	1	432						
	Through-Right		1							1				1				1							
	Right	87	0	87	0	87	87	0	98	0	98	0	98	0	98	0	98	0	98						
	Left-Through-Right		0							0				0				0							
Left-Right		0								0				0			0								
EASTBOUND	Left	107	1	107	0	107	107	0	120	1	120	0	120	1	120	0	120	1	120						
	Left-Through		0							0				0				0							
	Through	942	1	553	0	942	556	23	1084	1	640	0	1084	1	643	0	1084	1	642						
	Through-Right		1							1				1				1							
	Right	163	0	163	6	169	169	11	195	0	195	6	201	0	201	-1	200	0	200						
	Left-Through-Right		0							0				0				0							
Left-Right		0								0				0			0								
WESTBOUND	Left	91	1	91	14	105	105	0	102	1	102	14	116	1	116	-1	115	1	115						
	Left-Through		0							0				0				0							
	Through	698	1	376	0	698	376	17	803	1	432	0	803	1	432	0	803	1	432						
	Through-Right		1							1				1				1							
	Right	53	0	53	0	53	53	1	61	0	61	0	61	0	61	0	61	0	61						
	Left-Through-Right		0							0				0				0							
Left-Right		0								0				0			0								
CRITICAL VOLUMES					North-South: 555 East-West: 644 SUM: 1199			North-South: 566 East-West: 661 SUM: 1227			North-South: 670 East-West: 742 SUM: 1412			North-South: 680 East-West: 759 SUM: 1439			North-South: 679 East-West: 757 SUM: 1436								
VOLUME/CAPACITY (V/C) RATIO:					0.799			0.818			0.941			0.959			0.957								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.699			0.718			0.841			0.859			0.857								
LEVEL OF SERVICE (LOS):					B			C			D			D			D								

REMARKS: Supplemental Analysis

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.018	Δv/c after mitigation:	0.016
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			HAZELTINE AVENUE			Year of Count:			2015			Ambient Growth: (%)			2			Conducted by:		LC			Date:		3/17/2019				
6		East-West Street:			RIVERSIDE DRIVE			Projection Year:			2015			Peak Hour:			AM			Reviewed by:					Project:		ICON MU				
No. of Phases								2						2									2						2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?								0						0									0						0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0			0		
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			0		
Override Capacity								2						2						2						2					
					0						0						0						0						0		
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION												
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume									
NORTHBOUND	Left	67	1	67	23	90	90	0	67	1	67	23	90	1	90	-2	88	1	88												
	Left-Through		0							0				0				0													
	Through	331	2	166	15	346	173	0	331	2	166	15	346	2	173	-2	345	2	172												
	Through-Right		0							0				0				0													
	Right	144	1	2	14	158	5	0	144	1	2	14	158	1	5	-1	157	1	5												
	Left-Through-Right		0							0				0				0													
Left-Right		0							0				0				0														
SOUTHBOUND	Left	296	1	296	0	296	296	0	296	1	296	0	296	1	296	0	296	1	296												
	Left-Through		0							0				0				0													
	Through	929	1	497	20	949	507	0	929	1	497	20	949	1	507	-2	947	1	506												
	Through-Right		1							1				1				1													
	Right	64	0	64	0	64	64	0	64	0	64	0	64	0	64	0	64	0	64												
	Left-Through-Right		0							0				0				0													
Left-Right		0							0				0				0														
EASTBOUND	Left	27	1	27	25	52	52	0	27	1	27	25	52	1	52	-3	50	1	50												
	Left-Through		0							0				0				0													
	Through	733	1	407	35	768	425	0	733	1	407	35	768	1	425	-4	765	2	382												
	Through-Right		1							1				1				0													
	Right	81	0	81	0	81	81	0	81	0	81	0	81	0	81	0	81	1	37												
	Left-Through-Right		0							0				0				0													
Left-Right		0							0				0				0														
WESTBOUND	Left	284	1	284	22	306	306	0	284	1	284	22	306	1	306	-2	304	1	304												
	Left-Through		0							0				0				0													
	Through	604	2	302	11	615	308	0	604	2	302	11	615	2	308	-1	614	2	307												
	Through-Right		0							0				0				0													
	Right	127	1	0	0	127	0	0	127	1	0	0	127	1	0	0	127	1	0												
	Left-Through-Right		0							0				0				0													
Left-Right		0							0				0				0														
CRITICAL VOLUMES					North-South: 564			North-South: 597			North-South: 564			North-South: 597			North-South: 594														
					East-West: 691			East-West: 731			East-West: 691			East-West: 731			East-West: 686														
					SUM: 1255			SUM: 1328			SUM: 1255			SUM: 1328			SUM: 1280														
VOLUME/CAPACITY (V/C) RATIO:					0.837			0.885			0.837			0.885			0.853														
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.737			0.785			0.737			0.785			0.753														
LEVEL OF SERVICE (LOS):					C			C			C			C			C														

REMARKS: Supplemental Analysis

EB RIGHT

Version: 1i Beta; 8/4/2011

EXISTING+ PROJECT ANALYSIS

PROJECT IMPACT

Change in v/c due to project:	0.048	Δv/c after mitigation:	0.016
Significant impacted?	YES	Fully mitigated?	YES

I/S #:	North-South Street:		HAZELTINE AVENUE			Year of Count: 2015			Ambient Growth: (%): 2			Conducted by:		LC		Date: 3/17/2019			
	6	East-West Street:		RIVERSIDE DRIVE			Projection Year: 2015			Peak Hour: PM			Reviewed by:		Project: ICON MU				
		No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2			2			2			2	
		Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0			
		ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2			
		Override Capacity		0		0		0		0		0		0		0			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	188	1	188	24	212	212	0	188	1	188	24	212	1	212	-2	210	1	210
	Left-Through		0							0				0			0		
	Through	849	2	425	13	862	431	0	849	2	425	13	862	2	431	-1	861	2	431
	Through-Right		0							0				0			0		
	Right	210	1	117	11	221	105	0	210	1	117	11	221	1	104	-1	220	1	105
	Left-Through-Right		0							0				0			0		
	Left-Right		0							0				0			0		
SOUTHBOUND	Left	205	1	205	0	205	205	0	205	1	205	0	205	1	205	0	205	1	205
	Left-Through		0							0				0			0		
	Through	599	1	348	45	644	370	0	599	1	348	45	644	1	370	-5	640	1	368
	Through-Right		1							1				1			1		
	Right	96	0	96	0	96	96	0	96	0	96	0	96	0	96	0	96	0	96
	Left-Through-Right		0							0				0			0		
	Left-Right		0							0				0			0		
EASTBOUND	Left	76	1	76	25	101	101	0	76	1	76	25	101	1	101	-3	99	1	98
	Left-Through		0							0				0			0		
	Through	523	1	313	36	559	331	0	523	1	313	36	559	1	331	-4	555	2	278
	Through-Right		1							1				1			0		
	Right	102	0	102	0	102	102	0	102	0	102	0	102	0	102	0	102	1	0
	Left-Through-Right		0							0				0			0		
	Left-Right		0							0				0			0		
WESTBOUND	Left	187	1	187	46	233	233	0	187	1	187	48	235	1	235	-5	230	1	230
	Left-Through		0							0				0			0		
	Through	665	2	333	21	686	343	0	665	2	333	21	686	2	343	-2	684	2	342
	Through-Right		0							0				0			0		
	Right	164	1	62	0	164	62	0	164	1	62	0	164	1	62	0	164	1	62
	Left-Through-Right		0							0				0			0		
	Left-Right		0							0				0			0		
CRITICAL VOLUMES		North-South: 630 East-West: 500 SUM: 1130		630 564 1200		North-South: 636 East-West: 564 SUM: 1200		636 500 1130		North-South: 636 East-West: 566 SUM: 1202		636 566 1202		North-South: 636 East-West: 508 SUM: 1144		636 508 1144			
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		0.753 0.653 B		0.800 0.700 C		0.753 0.653 B		0.801 0.701 C		0.763 0.663 B									

REMARKS: Supplemental Analysis

Version: 1i Beta; 8/4/2011

EXISTING+ PROJECT ANALYSIS

PROJECT IMPACT

Change in v/c due to project: 0.048

$\Delta v/c$ after mitigation: 0.010

Significant impacted? **YES**

Fully mitigated? **YES**

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			HAZELTINE AVENUE			Year of Count:			2015			Ambient Growth: (%):			2			Conducted by:		LC			Date:		3/17/2019		
6		East-West Street:			RIVERSIDE DRIVE			Projection Year:			2021			Peak Hour:			AM			Reviewed by:					Project:		ICON MU		
No. of Phases								2						2						2						2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?								0						0						0						0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0			
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			
Override Capacity								2						2						2						2			
					0						0						0						0			0			
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION										
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume							
NORTHBOUND	Left	67	1	67	23	90	90	0	75	1	75	23	98	1	98	-2	96	1	96										
	Left-Through		0							0				0			0												
	Through	331	2	166	15	346	173	39	412	2	206	15	427	2	214	-2	425	2	213										
	Through-Right		0							0				0			0												
	Right	144	1	2	14	158	5	0	162	1	0	14	176	1	0	-1	175	1	0										
	Left-Through-Right		0							0				0			0												
Left-Right		0							0				0			0													
SOUTHBOUND	Left	296	1	296	0	296	296	7	340	1	340	0	340	1	340	0	340	1	340										
	Left-Through		0							0				0			0												
	Through	929	1	497	20	949	507	52	1098	1	585	20	1118	1	595	-2	1116	1	594										
	Through-Right		1							1				1			1												
	Right	64	0	64	0	64	64	0	72	0	72	0	72	0	72	0	72	0	72										
	Left-Through-Right		0							0				0			0												
Left-Right		0							0				0			0													
EASTBOUND	Left	27	1	27	25	52	52	0	30	1	30	25	55	1	55	-3	53	1	53										
	Left-Through		0							0				0			0												
	Through	733	1	407	35	768	425	41	866	1	492	35	901	1	509	-4	898	2	449										
	Through-Right		1							1				1			0												
	Right	81	0	81	0	81	81	26	117	0	117	0	117	0	117	0	117	1	69										
	Left-Through-Right		0							0				0			0												
Left-Right		0							0				0			0													
WESTBOUND	Left	284	1	284	22	306	306	23	343	1	343	22	365	1	365	-2	363	1	363										
	Left-Through		0							0				0			0												
	Through	604	2	302	11	615	308	8	688	2	344	11	699	2	350	-1	698	2	349										
	Through-Right		0							0				0			0												
	Right	127	1	0	0	127	0	4	147	1	0	0	147	1	0	0	147	1	0										
	Left-Through-Right		0							0				0			0												
Left-Right		0							0				0			0													
CRITICAL VOLUMES					North-South: 564 East-West: 691 SUM: 1255			North-South: 597 East-West: 731 SUM: 1328			North-South: 660 East-West: 835 SUM: 1495			North-South: 693 East-West: 874 SUM: 1567			North-South: 690 East-West: 812 SUM: 1502												
VOLUME/CAPACITY (V/C) RATIO:					0.837			0.885			0.997			1.045			1.001												
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.737			0.785			0.897			0.945			0.901												
LEVEL OF SERVICE (LOS):					C			C			D			E			E												

REMARKS: Supplemental Analysis

EB RIGHT

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.048	Δv/c after mitigation:	0.004
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			HAZELTINE AVENUE			Year of Count:			2015		Ambient Growth: (%)			2		Conducted by:		LC		Date:		3/17/2019	
6		East-West Street:			RIVERSIDE DRIVE			Projection Year:			2021		Peak Hour:			PM		Reviewed by:				Project:		ICON MU	
No. of Phases					2			2			2			2			2			2					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0								
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0								
Override Capacity					2			2			2			2			2								
					0			0			0			0			0								
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION						
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND	Left	188	1	188	24	212	212	0	212	1	212	24	236	1	236	-2	233	1	233						
	Left-Through		0							0				0				0							
	Through	849	2	425	13	862	431	74	1030	2	515	13	1043	2	522	-1	1042	2	521						
	Through-Right		0							0				0				0							
	Right	210	1	117	11	221	105	0	236	1	109	11	247	1	96	-1	246	1	97						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
SOUTHBOUND	Left	205	1	205	0	205	205	26	257	1	257	0	257	1	257	0	257	1	257						
	Left-Through		0							0				0				0							
	Through	599	1	348	45	644	370	102	777	1	443	45	822	1	465	-5	817	1	463						
	Through-Right		1							1				1				1							
	Right	96	0	96	0	96	96	0	108	0	108	0	108	0	108	0	108	0	108						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
EASTBOUND	Left	76	1	76	25	101	101	0	86	1	86	25	111	1	111	-3	108	1	108						
	Left-Through		0							0				0				0							
	Through	523	1	313	36	559	331	93	682	1	422	36	718	1	440	-4	714	2	357						
	Through-Right		1							1				1				0							
	Right	102	0	102	0	102	102	46	161	0	161	0	161	0	161	0	161	1	45						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
WESTBOUND	Left	187	1	187	46	233	233	44	255	1	255	48	303	1	303	-5	298	1	298						
	Left-Through		0							0				0				0							
	Through	665	2	333	21	686	343	55	804	2	402	21	825	2	413	-2	823	2	412						
	Through-Right		0							0				0				0							
	Right	164	1	62	0	164	62	25	210	1	82	0	210	1	82	0	210	1	82						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
CRITICAL VOLUMES					North-South: 630 East-West: 500 SUM: 1130			North-South: 636 East-West: 564 SUM: 1200			North-South: 772 East-West: 677 SUM: 1449			North-South: 779 East-West: 743 SUM: 1522			North-South: 778 East-West: 655 SUM: 1433								
VOLUME/CAPACITY (V/C) RATIO:					0.753			0.800			0.966			1.015			0.955								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.653			0.700			0.866			0.915			0.855								
LEVEL OF SERVICE (LOS):					B			C			D			E			D								

REMARKS: Supplemental Analysis

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.049	Δv/c after mitigation:	-0.011
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			HAZELTINE AVENUE			Year of Count:			2015			Ambient Growth: (%):			2			Conducted by:		LC		Date:		3/17/2019	
7		East-West Street:			PROJECT DWY/FASHION SQ DWY			Projection Year:			2015			Peak Hour:			AM			Reviewed by:				Project:		ICON MU	
No. of Phases					3			3			3			3			3			3			3				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0			0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0							
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0							
Override Capacity					2			2			2			2			2			2							
					0			0			0			0			0			0							
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION								
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume					
NORTHBOUND	Left	25	1	25	84	109	109	0	25	1	25	84	109	1	109	-8	101	1	101								
	Left-Through		0							0				0				0									
	Through	522	1	267	20	542	277	0	522	1	267	20	542	1	277	-2	540	1	276								
	Through-Right		1							1				1				1									
	Right	12	0	12	0	12	12	0	12	0	12	0	12	0	12	0	12	0	12								
	Left-Through-Right		0							0				0				0									
Left-Right		0							0				0				0										
SOUTHBOUND	Left	45	1	45	0	45	45	0	45	1	45	0	45	2	25	0	45	2	25								
	Left-Through		0							0				0				0									
	Through	1244	1	628	20	1264	671	0	1244	1	628	20	1264	1	671	-2	1262	1	667								
	Through-Right		1							1				1				1									
	Right	11	0	11	67	78	78	0	11	0	11	67	78	0	78	-7	71	0	71								
	Left-Through-Right		0							0				0				0									
Left-Right		0							0				0				0										
EASTBOUND	Left	4	1	4	61	65	65	0	4	1	4	61	65	1	33	-6	59	1	30								
	Left-Through		0							0				1				1									
	Through	0	0	7	0	0	22	0	0	0	7	0	0	0	33	0	0	0	30								
	Through-Right		1							1				0				0									
	Right	7	0	0	15	22	0	0	7	0	0	15	22	1	0	-2	21	1	0								
	Left-Through-Right		0							0				0				0									
Left-Right		0							0				0				0										
WESTBOUND	Left	4	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4								
	Left-Through		1							1				1				1									
	Through	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	0	0	4								
	Through-Right		0							0				0				0									
	Right	2	1	0	0	2	0	0	2	1	0	0	2	1	0	0	2	1	0								
	Left-Through-Right		0							0				0				0									
Left-Right		0							0				0				0										
CRITICAL VOLUMES					North-South: 653			North-South: 780			North-South: 653			North-South: 780			North-South: 768										
					East-West: 11			East-West: 69			East-West: 11			East-West: 37			East-West: 34										
					SUM: 664			SUM: 849			SUM: 664			SUM: 817			SUM: 802										
VOLUME/CAPACITY (V/C) RATIO:					0.466			0.596			0.466			0.573			0.563										
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.366			0.496			0.366			0.473			0.463										
LEVEL OF SERVICE (LOS):					A			A			A			A			A										

REMARKS: SUPPLEMENTAL ANALYSIS

Version: 1i Beta; 8/4/2011

EXISTNG+PROJECT

PROJECT IMPACT

Change in v/c due to project:	0.107	Δv/c after mitigation:	0.097
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			HAZELTINE AVENUE			Year of Count:			2015			Ambient Growth: (%):			2			Conducted by:		LC		Date:		3/17/2019	
7		East-West Street:			PROJECT DWY/FASHION SQ DWY			Projection Year:			2015			Peak Hour:			PM			Reviewed by:				Project:		ICON MU	
No. of Phases					3			3					3					3					3				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0					0					0					0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0					NB-- 0 SB-- 0					NB-- 0 SB-- 0					NB-- 0 SB-- 0				
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0					EB-- 0 WB-- 0					EB-- 0 WB-- 0					EB-- 0 WB-- 0				
Override Capacity					2			2					2					2					2				
					0			0					0					0					0				
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION								
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume					
NORTHBOUND	Left	6	1	6	47	53	53	0	6	1	6	47	53	1	53	-5	48	1	48								
	Left-Through		0							0				0				0									
	Through	973	1	536	38	1011	555	0	973	1	536	38	1011	1	555	-4	1007	1	553								
	Through-Right		1							1				1				1									
	Right	98	0	98	0	98	98	0	98	0	98	0	98	0	98	0	98	0	98								
	Left-Through-Right		0							0				0				0									
SOUTHBOUND	Left	204	1	204	0	204	204	0	204	1	204	0	204	2	112	0	204	2	112								
	Left-Through		0							0				0				0									
	Through	739	1	371	21	760	384	0	739	1	371	21	760	1	384	-2	758	1	383								
	Through-Right		1							1				1				1									
	Right	2	0	2	6	8	8	0	2	0	2	6	8	0	8	-1	7	0	7								
	Left-Through-Right		0							0				0				0									
EASTBOUND	Left	27	1	27	100	127	127	0	27	1	27	100	127	1	64	-10	117	1	59								
	Left-Through		0							0				1				1									
	Through	0	0	16	0	0	78	0	0	0	16	0	0	0	64	0	0	0	59								
	Through-Right		1							1				0				0									
	Right	16	0	0	62	78	0	0	16	0	0	62	78	1	52	-6	72	1	48								
	Left-Through-Right		0							0				0				0									
WESTBOUND	Left	77	0	77	0	77	77	0	77	0	77	0	77	0	77	0	77	0	77								
	Left-Through		1							1				1				1									
	Through	1	0	78	0	1	78	0	1	0	78	0	1	0	78	0	1	0	78								
	Through-Right		0							0				0				0									
	Right	92	1	0	0	92	0	0	92	1	0	0	92	1	36	0	92	1	36								
	Left-Through-Right		0							0				0				0									
CRITICAL VOLUMES					North-South: 740			North-South: 759			North-South: 740			North-South: 667			North-South: 665										
					East-West: 105			East-West: 205			East-West: 105			East-West: 142			East-West: 137										
					SUM: 845			SUM: 964			SUM: 845			SUM: 809			SUM: 802										
VOLUME/CAPACITY (V/C) RATIO:					0.593			0.676			0.593			0.568			0.563										
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.493			0.576			0.493			0.468			0.463										
LEVEL OF SERVICE (LOS):					A			A			A			A			A										

REMARKS: SUPPLEMENTAL ANALYSIS

Version: 1i Beta; 8/4/2011

EXISTNG+PROJECT

PROJECT IMPACT

Change in v/c due to project:	-0.025	Δv/c after mitigation:	-0.030
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			HAZELTINE AVENUE			Year of Count:			2015		Ambient Growth: (%)			2		Conducted by:		LC		Date:		3/17/2019	
7		East-West Street:			PROJECT DWY/FASHION SQ DWY			Projection Year:			2021		Peak Hour:			AM		Reviewed by:				Project:		ICON MU	
No. of Phases					3			3			3			3			3			3					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0								
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0								
Override Capacity					2			2			2			2			2								
					0			0			0			0			0								
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION						
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND	Left	25	1	25	84	109	109	0	28	1	28	84	112	1	112	-8	104	1	104						
	Left-Through		0							0				0				0							
	Through	522	1	267	20	542	277	49	637	1	345	20	657	1	355	-2	655	1	354						
	Through-Right		1							1				1				1							
	Right	12	0	12	0	12	12	38	52	0	52	0	52	0	52	0	52	0	52						
	Left-Through-Right		0							0				0				0							
SOUTHBOUND	Left	45	1	45	0	45	45	43	94	1	94	0	94	2	52	0	94	2	52						
	Left-Through		0							0				0				0							
	Through	1244	1	628	20	1264	671	40	1441	1	727	20	1461	1	770	-2	1459	1	766						
	Through-Right		1							1				1				1							
	Right	11	0	11	67	78	78	0	12	0	12	67	79	0	79	-7	73	0	73						
	Left-Through-Right		0							0				0				0							
EASTBOUND	Left	4	1	4	61	65	65	0	5	1	5	61	66	1	33	-6	59	1	30						
	Left-Through		0							0				1				1							
	Through	0	0	7	0	0	22	0	0	0	8	0	0	0	33	0	0	0	30						
	Through-Right		1							1				0				0							
	Right	7	0	0	15	22	0	0	8	0	0	15	23	1	0	-2	21	1	0						
	Left-Through-Right		0							0				0				0							
WESTBOUND	Left	4	0	4	0	4	4	27	32	0	32	0	32	0	32	0	32	0	32						
	Left-Through		1							1				1				1							
	Through	0	0	4	0	0	4	0	0	0	32	0	0	0	32	0	0	0	32						
	Through-Right		0							0				0				0							
	Right	2	1	0	0	2	0	34	36	1	0	0	36	1	10	0	36	1	10						
	Left-Through-Right		0							0				0				0							
CRITICAL VOLUMES					North-South: 653			North-South: 780			North-South: 755			North-South: 882			North-South: 870								
					East-West: 11			East-West: 69			East-West: 40			East-West: 65			East-West: 62								
					SUM: 664			SUM: 849			SUM: 795			SUM: 947			SUM: 932								
VOLUME/CAPACITY (V/C) RATIO:					0.466			0.596			0.558			0.665			0.654								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.366			0.496			0.458			0.565			0.554								
LEVEL OF SERVICE (LOS):					A			A			A			A			A								

REMARKS: SUPPLEMENTAL ANALYSIS

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.107	Δv/c after mitigation:	0.096
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			HAZELTINE AVENUE			Year of Count:			2015		Ambient Growth: (%):			2		Conducted by:		LC		Date:		3/17/2019				
7		East-West Street:			PROJECT DWY/FASHION SQ DWY			Projection Year:			2021		Peak Hour:			PM		Reviewed by:				Project:		ICON MU				
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?								3						3						3								
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0					
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0					
Override Capacity					2			2			2			2			2			2			2			2		
					0			0			0			0			0			0			0			0		
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION									
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	6	1	6	47	53	53	0	7	1	7	47	54	1	54	-5	49	1	49									
	Left-Through		0							0				0				0										
	Through	973	1	536	38	1011	555	67	1163	1	687	38	1201	1	706	-4	1197	1	704									
	Through-Right		1							1				1				1										
	Right	98	0	98	0	98	98	101	211	0	211	0	211	0	211	0	211	0	211									
	Left-Through-Right		0							0				0				0										
Left-Right		0							0				0				0											
SOUTHBOUND	Left	204	1	204	0	204	204	99	329	1	329	0	329	2	181	0	329	2	181									
	Left-Through		0							0				0				0										
	Through	739	1	371	21	760	384	92	924	1	463	21	945	1	477	-2	943	1	476									
	Through-Right		1							1				1				1										
	Right	2	0	2	6	8	8	0	2	0	2	6	8	0	8	-1	8	0	8									
	Left-Through-Right		0							0				0				0										
Left-Right		0							0				0				0											
EASTBOUND	Left	27	1	27	100	127	127	0	30	1	30	100	130	1	65	-10	120	1	60									
	Left-Through		0							0				1				1										
	Through	0	0	16	0	0	78	0	0	0	18	0	0	0	65	0	0	0	60									
	Through-Right		1							1				0				0										
	Right	16	0	0	62	78	0	0	18	0	0	62	80	1	53	-6	74	1	50									
	Left-Through-Right		0							0				0				0										
Left-Right		0							0				0				0											
WESTBOUND	Left	77	0	77	0	77	77	89	176	0	176	0	176	0	176	0	176	0	176									
	Left-Through		1							1				1				1										
	Through	1	0	78	0	1	78	0	1	0	177	0	1	0	177	0	1	0	177									
	Through-Right		0							0				0				0										
	Right	92	1	0	0	92	0	86	190	1	26	0	190	1	100	0	190	1	100									
	Left-Through-Right		0							0				0				0										
Left-Right		0							0				0				0											
CRITICAL VOLUMES					North-South: 740			North-South: 759			North-South: 1016			North-South: 887			North-South: 885											
					East-West: 105			East-West: 205			East-West: 207			East-West: 242			East-West: 237											
					SUM: 845			SUM: 964			SUM: 1223			SUM: 1129			SUM: 1122											
VOLUME/CAPACITY (V/C) RATIO:					0.593			0.676			0.858			0.792			0.787											
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.493			0.576			0.758			0.692			0.687											
LEVEL OF SERVICE (LOS):					A			A			C			B			B											

REMARKS: SUPPLEMENTAL ANALYSIS

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	-0.066	Δv/c after mitigation:	-0.071
Significant impacted?	NO	Fully mitigated?	N/A

8 HAZELTINE & VENTURA COMM ALT 9TH ED.xls

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			HAZELTINE AVENUE			Year of Count:			2015		Ambient Growth: (%)			2		Conducted by:		LC		Date:		3/17/2019		
8		East-West Street:			VENTURA BL			Projection Year:			2021		Peak Hour:			PM		Reviewed by:				Project:		ICON MU		
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?											3					3					3				3	
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 3			NB-- 0 SB-- 3			0		NB-- 0 SB-- 3			0		NB-- 0 SB-- 3			0		NB-- 0 SB-- 3		0	
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			0		EB-- 0 WB-- 0			0		EB-- 0 WB-- 0			0		EB-- 0 WB-- 0		0	
Override Capacity					2			2			2		2			2		2			2		2		2	
					0			0			0		0			0		0			0		0		0	
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION							
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume				
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through		0							0				0				0			0			0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through-Right		0							0				0				0			0			0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-Right		0							0				0				0			0			0		
Left-Right		0							0				0				0			0			0			
SOUTHBOUND	Left	173	2	95	10	183	101	20	215	2	118	10	225	2	124	-1	224	2	123							
	Left-Through		0							0				0				0								
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through-Right		0							0				0				0			0			0		
	Right	193	1	0	11	204	0	14	231	1	0	11	242	1	0	-1	241	1	0							
	Left-Through-Right		0							0				0				0			0			0		
Left-Right		0							0				0				0			0			0			
EASTBOUND	Left	204	1	204	16	220	220	15	245	1	245	16	261	1	261	-2	259	1	259							
	Left-Through		0							0				0				0								
	Through	1141	2	571	0	1141	571	143	1428	2	714	0	1428	2	714	0	1428	2	714							
	Through-Right		0							0				0				0								
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-Right		0							0				0				0			0			0		
Left-Right		0							0				0				0			0			0			
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through		0							0				0				0								
	Through	939	1	585	0	939	592	168	1225	1	749	0	1225	1	756	0	1225	1	756							
	Through-Right		1							1				1				1								
	Right	230	0	230	14	244	244	14	273	0	273	14	287	0	287	-1	286	0	286							
	Left-Through-Right		0							0				0				0								
Left-Right		0							0				0				0						0			
CRITICAL VOLUMES					North-South: 95			North-South: 101			North-South: 118			North-South: 124			North-South: 123									
					East-West: 789			East-West: 812			East-West: 994			East-West: 1017			East-West: 1015									
					SUM: 884			SUM: 913			SUM: 1112			SUM: 1141			SUM: 1138									
VOLUME/CAPACITY (V/C) RATIO:					0.620			0.641			0.780			0.801			0.799									
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.520			0.541			0.680			0.701			0.699									
LEVEL OF SERVICE (LOS):					A			A			B			C			B									

REMARKS: Supplemental Analysis

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.021	Δv/c after mitigation:	0.019
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			WOODMAN AVENUE			Year of Count:			2015			Ambient Growth: (%):			2			Conducted by:		LC		Date:		3/17/2019	
9		East-West Street:			MAGNOLIA BOULEVARD			Projection Year:			2021			Peak Hour:			AM			Reviewed by:				Project:		ICON MU	
No. of Phases					2			2			2			2			2			2			2				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0			0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0							
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0							
Override Capacity					2			2			2			2			2			2							
					0			0			0			0			0			0							
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION								
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume					
NORTHBOUND	Left	92	1	92	0	92	92	0	104	1	104	0	104	1	104	0	104	1	104								
	Left-Through		0							0				0				0									
	Through	677	1	392	3	680	394	27	789	1	457	3	792	1	458	0	792	1	458								
	Through-Right		1							1			1				1										
	Right	107	0	107	0	107	107	4	124	0	124	0	124	0	124	0	124	0	124								
	Left-Through-Right		0							0				0				0									
Left-Right		0							0				0				0										
SOUTHBOUND	Left	136	1	136	0	136	136	0	153	1	153	0	153	1	153	0	153	1	153								
	Left-Through		0							0				0				0									
	Through	1238	1	697	4	1242	700	26	1420	1	798	4	1424	1	801	0	1424	1	800								
	Through-Right		1							1			1				1										
	Right	155	0	155	2	157	157	0	175	0	175	2	177	0	177	0	176	0	176								
	Left-Through-Right		0							0				0				0									
Left-Right		0							0				0				0										
EASTBOUND	Left	73	1	73	6	79	79	0	82	1	82	6	88	1	88	-1	88	1	88								
	Left-Through		0							0				0				0									
	Through	811	1	446	6	817	449	36	949	1	520	6	955	1	523	-1	955	1	523								
	Through-Right		1							1			1				1										
	Right	81	0	81	0	81	81	0	91	0	91	0	91	0	91	0	91	0	91								
	Left-Through-Right		0							0				0				0									
Left-Right		0							0				0				0										
WESTBOUND	Left	80	1	80	0	80	80	0	90	1	90	0	90	1	90	0	90	1	90								
	Left-Through		0							0				0				0									
	Through	759	1	432	5	764	434	14	869	1	496	5	874	1	499	-1	873	1	498								
	Through-Right		1							1			1				1										
	Right	104	0	104	0	104	104	6	123	0	123	0	123	0	123	0	123	0	123								
	Left-Through-Right		0							0				0				0									
Left-Right		0							0				0				0										
CRITICAL VOLUMES					North-South: 789			North-South: 792			North-South: 902			North-South: 905			North-South: 904										
					East-West: 526			East-West: 529			East-West: 610			East-West: 613			East-West: 613										
					SUM: 1315			SUM: 1321			SUM: 1512			SUM: 1518			SUM: 1517										
VOLUME/CAPACITY (V/C) RATIO:					0.877			0.881			1.008			1.012			1.011										
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.777			0.781			0.908			0.912			0.911										
LEVEL OF SERVICE (LOS):					C			C			E			E			E										

REMARKS: SUPPLEMENTAL ANALYSIS

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			WOODMAN AVENUE			Year of Count:			2015			Ambient Growth: (%):			2			Conducted by:			LC			Date:			3/17/2019		
9		East-West Street:			MAGNOLIA BOULEVARD			Projection Year:			2021			Peak Hour:			PM			Reviewed by:						Project:			ICON MU		
No. of Phases					2			2					2					2					2								
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0					0					0					0								
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0					NB-- 0 SB-- 0					NB-- 0 SB-- 0					NB-- 0 SB-- 0								
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0					EB-- 0 WB-- 0					EB-- 0 WB-- 0					EB-- 0 WB-- 0								
Override Capacity					2			2					2					2					2								
					0			0					0					0					0								
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION												
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume									
NORTHBOUND	Left	127	1	127	0	127	127	0	143	1	143	0	143	1	143	0	143	1	143												
	Left-Through		0							0				0				0													
	Through	1078	1	592	4	1082	594	52	1266	1	705	4	1270	1	707	0	1270	1	707												
	Through-Right		1							1				1				1													
	Right	105	0	105	0	105	105	25	143	0	143	0	143	0	143	0	143	0	143												
	Left-Through-Right		0							0				0				0													
Left-Right		0							0				0				0														
SOUTHBOUND	Left	59	1	59	0	59	59	0	66	1	66	0	66	1	66	0	66	1	66												
	Left-Through		0							0				0				0													
	Through	735	1	406	5	740	412	54	882	1	485	5	887	1	490	-1	886	1	489												
	Through-Right		1							1				1				1													
	Right	77	0	77	6	83	83	0	87	0	87	6	93	0	93	-1	92	0	92												
	Left-Through-Right		0							0				0				0													
Left-Right		0							0				0				0														
EASTBOUND	Left	126	1	126	3	129	129	0	142	1	142	3	145	1	145	0	145	1	145												
	Left-Through		0							0				0				0													
	Through	856	1	474	6	862	477	30	994	1	549	6	1000	1	552	-1	999	1	552												
	Through-Right		1							1				1				1													
	Right	92	0	92	0	92	92	0	104	0	104	0	104	0	104	0	104	0	104												
	Left-Through-Right		0							0				0				0													
Left-Right		0							0				0				0														
WESTBOUND	Left	71	1	71	0	71	71	0	80	1	80	0	80	1	80	0	80	1	80												
	Left-Through		0							0				0				0													
	Through	643	1	365	8	651	369	17	741	1	431	8	749	1	435	-1	748	1	434												
	Through-Right		1							1				1				1													
	Right	86	0	86	0	86	86	23	120	0	120	0	120	0	120	0	120	0	120												
	Left-Through-Right		0							0				0				0													
Left-Right		0							0				0				0														
CRITICAL VOLUMES					North-South: 651 East-West: 545 SUM: 1196			North-South: 653 East-West: 548 SUM: 1201			North-South: 771 East-West: 629 SUM: 1400				North-South: 773 East-West: 632 SUM: 1405				North-South: 773 East-West: 632 SUM: 1405												
VOLUME/CAPACITY (V/C) RATIO:					0.797			0.801			0.933				0.937				0.937												
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.697			0.701			0.833				0.837				0.837												
LEVEL OF SERVICE (LOS):					B			C			D				D				D												

REMARKS: SUPPLEMENTAL ANALYSIS

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			WOODMAN AVENUE			Year of Count:			2015			Ambient Growth: (%):			2			Conducted by:		LC		Date:		3/17/2019	
10		East-West Street:			RIVERSIDE DRIVE			Projection Year:			2015			Peak Hour:			AM			Reviewed by:				Project:		ICON MU	
No. of Phases					4			4			4			4			4			4			4				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0			0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0							
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0							
Override Capacity					2			2			2			2			2			2							
					0			0			0			0			0			0							
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION								
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume					
NORTHBOUND	Left	155	2	85	19	174	96	0	155	2	85	19	174	2	96	-2	172	2	95								
	Left-Through		0							0				0				0									
	Through	597	2	299	0	597	299	0	597	2	299	0	597	2	299	0	597	2	299								
	Through-Right		0							0				0				0									
	Right	215	1	0	0	215	0	0	215	1	0	0	215	1	0	0	215	1	0								
	Left-Through-Right		0							0				0				0									
Left-Right		0							0				0				0										
SOUTHBOUND	Left	184	1	184	0	184	184	0	184	1	184	0	184	1	184	0	184	1	184								
	Left-Through		0							0				0				0									
	Through	1035	2	518	0	1035	518	0	1035	2	518	0	1035	2	518	0	1035	2	518								
	Through-Right		0							0				0				0									
	Right	92	1	45	4	96	47	0	92	1	45	4	96	1	47	0	96	1	47								
	Left-Through-Right		0							0				0				0									
Left-Right		0							0				0				0										
EASTBOUND	Left	95	1	95	3	98	98	0	95	1	95	3	98	1	98	0	98	1	98								
	Left-Through		0							0				0				0									
	Through	937	1	547	7	944	568	0	937	1	547	7	944	1	568	-1	943	2	472								
	Through-Right		1							1				1				0									
	Right	157	0	157	34	191	191	0	157	0	157	34	191	0	191	-3	188	1	141								
	Left-Through-Right		0							0				0				0									
Left-Right		0							0				0				0										
WESTBOUND	Left	284	1	284	0	284	284	0	284	1	284	0	284	1	284	0	284	1	284								
	Left-Through		0							0				0				0									
	Through	689	2	345	4	693	347	0	689	2	345	4	693	2	347	0	693	2	347								
	Through-Right		0							0				0				0									
	Right	144	1	52	0	144	52	0	144	1	52	0	144	1	52	0	144	1	52								
	Left-Through-Right		0							0				0				0									
Left-Right		0							0				0				0										
CRITICAL VOLUMES					North-South: 603			North-South: 614			North-South: 603			North-South: 614			North-South: 613										
					East-West: 831			East-West: 852			East-West: 831			East-West: 852			East-West: 756										
					SUM: 1434			SUM: 1466			SUM: 1434			SUM: 1466			SUM: 1369										
VOLUME/CAPACITY (V/C) RATIO:					1.043			1.066			1.043			1.066			0.996										
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.943			0.966			0.943			0.966			0.896										
LEVEL OF SERVICE (LOS):					E			E			E			E			D										

REMARKS: SUPPLEMENTAL ANALYSIS

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT

PROJECT IMPACT

Change in v/c due to project:	0.023	Δv/c after mitigation:	-0.047
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			WOODMAN AVENUE			Year of Count:			2015		Ambient Growth: (%):			2		Conducted by:		LC		Date:		3/17/2019	
10		East-West Street:			RIVERSIDE DRIVE			Projection Year:			2015		Peak Hour:			PM		Reviewed by:				Project:		ICON MU	
No. of Phases					4			4			4			4			4			4					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0								
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0								
Override Capacity					2			2			2			2			2								
					0			0			0			0			0								
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION						
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND	Left	383	2	211	42	425	234	0	383	2	211	42	425	2	234	-4	421	2	232						
	Left-Through		0							0				0				0							
	Through	1003	2	502	0	1003	502	0	1003	2	502	0	1003	2	502	0	1003	2	502						
	Through-Right		0							0				0				0							
	Right	270	1	31	0	270	31	0	270	1	31	0	270	1	31	0	270	1	31						
	Left-Through-Right		0							0				0				0							
Left-Right		0								0				0			0								
SOUTHBOUND	Left	107	1	107	0	107	107	0	107	1	107	0	107	1	107	0	107	1	107						
	Left-Through		0							0				0				0							
	Through	687	2	344	0	687	344	0	687	2	344	0	687	2	344	0	687	2	344						
	Through-Right		0							0				0				0							
	Right	210	1	105	5	215	108	0	210	1	105	5	215	1	108	-1	215	1	107						
	Left-Through-Right		0							0				0				0							
Left-Right		0								0				0			0								
EASTBOUND	Left	210	1	210	4	214	214	0	210	1	210	4	214	1	214	0	214	1	214						
	Left-Through		0							0				0				0							
	Through	724	1	476	7	731	493	0	724	1	476	7	731	1	493	-1	730	2	365						
	Through-Right		1							1				1				0							
	Right	228	0	228	27	255	255	0	228	0	228	27	255	0	255	-3	252	1	136						
	Left-Through-Right		0							0				0				0							
Left-Right		0								0				0			0								
WESTBOUND	Left	239	1	239	0	239	239	0	239	1	239	0	239	1	239	0	239	1	239						
	Left-Through		0							0				0				0							
	Through	790	2	395	9	799	400	0	790	2	395	9	799	2	400	-1	798	2	399						
	Through-Right		0							0				0				0							
	Right	187	1	134	0	187	134	0	187	1	134	0	187	1	134	0	187	1	134						
	Left-Through-Right		0							0				0				0							
Left-Right		0								0				0			0								
CRITICAL VOLUMES					North-South: 609 East-West: 715 SUM: 1324			North-South: 609 East-West: 732 SUM: 1341			North-South: 609 East-West: 715 SUM: 1324			North-South: 609 East-West: 732 SUM: 1341			North-South: 609 East-West: 613 SUM: 1222								
VOLUME/CAPACITY (V/C) RATIO:					0.963			0.975			0.963			0.975			0.889								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.863			0.875			0.863			0.875			0.789								
LEVEL OF SERVICE (LOS):					D			D			D			D			C								

REMARKS: SUPPLEMENTAL ANALYSIS

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT

PROJECT IMPACT

Change in v/c due to project:	0.012	Δv/c after mitigation:	-0.074
Significant impacted?	NO	Fully mitigated?	N/A

I/S #:	North-South Street:		WOODMAN AVENUE			Year of Count: 2015			Ambient Growth: (%): 2			Conducted by:		LC		Date: 3/17/2019			
	10	East-West Street:		RIVERSIDE DRIVE			Projection Year: 2021			Peak Hour: AM			Reviewed by:		Project: ICON MU				
		No. of Phases				4			4			4			4			4	
		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0			0	
		Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB-- 0 EB-- 0 WB-- 0		0	NB-- 3 SB-- 0 EB-- 0 WB-- 0		0	NB-- 3 SB-- 0 EB-- 0 WB-- 0		0	NB-- 3 SB-- 0 EB-- 0 WB-- 0		0	NB-- 3 SB-- 0 EB-- 0 WB-- 0		0	
		ATSAC-1 or ATSAC+ATCS-2?				2			2			2			2			2	
		Override Capacity				0			0			0			0			0	
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	155	2	85	19	174	96	0	175	2	96	19	194	2	107	-2	192	2	106
	Left-Through		0							0				0				0	
	Through	597	2	299	0	597	299	65	737	2	369	0	737	2	369	0	737	2	369
	Through-Right		0							0				0				0	
	Right	215	1	0	0	215	0	6	248	1	0	0	248	1	0	0	248	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	184	1	184	0	184	184	1	208	1	208	0	208	1	208	0	208	1	208
	Left-Through		0							0				0				0	
	Through	1035	2	518	0	1035	518	35	1201	2	601	0	1201	2	601	0	1201	2	601
	Through-Right		0							0				0				0	
	Right	92	1	45	4	96	47	6	110	1	55	4	114	1	57	0	113	1	56
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	95	1	95	3	98	98	4	111	1	111	3	114	1	114	0	114	1	114
	Left-Through		0							0				0				0	
	Through	937	1	547	7	944	568	6	1061	1	619	7	1068	1	640	-1	1068	2	534
	Through-Right		1							1				1				0	
	Right	157	0	157	34	191	191	0	177	0	177	34	211	0	211	-3	207	1	154
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	284	1	284	0	284	284	3	323	1	323	0	323	1	323	0	323	1	323
	Left-Through		0							0				0				0	
	Through	689	2	345	4	693	347	6	782	2	391	4	786	2	393	0	786	2	393
	Through-Right		0							0				0				0	
	Right	144	1	52	0	144	52	0	162	1	58	0	162	1	58	0	162	1	58
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 603 East-West: 831 SUM: 1434		North-South: 614 East-West: 852 SUM: 1466		North-South: 697 East-West: 942 SUM: 1639		North-South: 708 East-West: 963 SUM: 1671		North-South: 707 East-West: 857 SUM: 1564									
VOLUME/CAPACITY (V/C) RATIO:				1.043		1.066		1.192		1.215		1.137							
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.943		0.966		1.092		1.115		1.037							
LEVEL OF SERVICE (LOS):				E		E		F		F		F							

REMARKS: SUPPLEMENTAL ANALYSIS

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.023	Δ v/c after mitigation:	-0.055
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			WOODMAN AVENUE			Year of Count:			2015		Ambient Growth: (%)			2		Conducted by:		LC		Date:		3/17/2019	
10		East-West Street:			RIVERSIDE DRIVE			Projection Year:			2021		Peak Hour:			PM		Reviewed by:				Project:		ICON MU	
No. of Phases					4			4			4			4			4			4					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0								
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0								
Override Capacity					2			2			2			2			2								
					0			0			0			0			0								
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION						
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND	Left	383	2	211	42	425	234	0	431	2	237	42	473	2	260	-4	469	2	258						
	Left-Through		0							0				0				0							
	Through	1003	2	502	0	1003	502	70	1200	2	600	0	1200	2	600	0	1200	2	600						
	Through-Right		0							0				0				0							
	Right	270	1	31	0	270	31	26	330	1	50	0	330	1	50	0	330	1	50						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
SOUTHBOUND	Left	107	1	107	0	107	107	6	126	1	126	0	126	1	126	0	126	1	126						
	Left-Through		0							0				0				0							
	Through	687	2	344	0	687	344	60	834	2	417	0	834	2	417	0	834	2	417						
	Through-Right		0							0				0				0							
	Right	210	1	105	5	215	108	23	259	1	129	5	264	1	132	-1	264	1	132						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
EASTBOUND	Left	210	1	210	4	214	214	25	261	1	261	4	265	1	265	0	265	1	265						
	Left-Through		0							0				0				0							
	Through	724	1	476	7	731	493	33	848	1	553	7	855	1	570	-1	855	2	428						
	Through-Right		1							1				1				0							
	Right	228	0	228	27	255	255	0	257	0	257	27	284	0	284	-3	281	1	152						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
WESTBOUND	Left	239	1	239	0	239	239	11	280	1	280	0	280	1	280	0	280	1	280						
	Left-Through		0							0				0				0							
	Through	790	2	395	9	799	400	23	913	2	457	9	922	2	461	-1	921	2	461						
	Through-Right		0							0				0				0							
	Right	187	1	134	0	187	134	0	211	1	148	0	211	1	148	0	211	1	148						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
CRITICAL VOLUMES					North-South: 609 East-West: 715 SUM: 1324			North-South: 609 East-West: 732 SUM: 1341			North-South: 726 East-West: 833 SUM: 1559			North-South: 726 East-West: 850 SUM: 1576			North-South: 726 East-West: 726 SUM: 1452								
VOLUME/CAPACITY (V/C) RATIO:					0.963			0.975			1.134			1.146			1.056								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.863			0.875			1.034			1.046			0.956								
LEVEL OF SERVICE (LOS):					D			D			F			F			E								

REMARKS: SUPPLEMENTAL ANALYSIS

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.012	Δv/c after mitigation:	-0.078
Significant impacted?	YES	Fully mitigated?	YES

I/S #:		North-South Street:			WOODMAN AVENUE			Year of Count: 2015			Ambient Growth: (%): 2			Conducted by:		LC		Date: 3/17/2019				
11		East-West Street:			NB 101 FWY RAMPS			Projection Year: 2021			Peak Hour: AM			Reviewed by:		Project: ICON MU						
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					3			3			3			3			3					
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0					
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0					
Override Capacity					2			2			2			2			2					
					0			0			0			0			0					
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	366	1	366	0	366	366	0	412	1	412	0	412	1	412	0	412	1	412			
	Left-Through		0							0				0				0				
	Through	747	3	249	10	757	252	50	891	3	297	10	901	3	300	-1	900	3	300			
	Through-Right		0							0				0				0				
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through-Right		0							0				0				0				
Left-Right		0							0				0				0					
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through		0							0				0				0				
	Through	986	4	247	34	1020	255	30	1140	4	285	34	1174	4	294	-3	1171	4	293			
	Through-Right		0							0				0				0				
	Right	520	1	520	0	520	520	9	595	1	595	0	595	1	595	0	595	1	595			
	Left-Through-Right		0							0				0				0				
Left-Right		0							0				0				0					
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through		0							0				0				0				
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Through-Right		0							0				0				0				
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through-Right		0							0				0				0				
Left-Right		0							0				0				0					
WESTBOUND	Left	357	1	186	0	357	189	18	420	1	225	0	420	1	228	0	420	1	227			
	Left-Through		0							0				0				0				
	Through	1	0	186	0	1	189	0	1	0	225	0	1	0	228	0	1	0	227			
	Through-Right		0							0				0				0				
	Right	199	1	0	9	208	0	29	253	1	0	9	262	1	0	-1	261	1	0			
	Left-Through-Right		1							1				1				1				
Left-Right		0							0				0				0					
CRITICAL VOLUMES					North-South: 886			North-South: 886			North-South: 1007			North-South: 1007			North-South: 1007					
					East-West: 186			East-West: 189			East-West: 225			East-West: 228			East-West: 227					
					SUM: 1072			SUM: 1075			SUM: 1232			SUM: 1235			SUM: 1234					
VOLUME/CAPACITY (V/C) RATIO:					0.752			0.754			0.865			0.867			0.866					
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.652			0.654			0.765			0.767			0.766					
LEVEL OF SERVICE (LOS):					B			B			C			C			C					

REMARKS: SUPPLEMENTAL ANALYSIS

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.002	Δ v/c after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

I/S #:		North-South Street:			WOODMAN AVENUE			Year of Count:			2015		Ambient Growth: (%)			2		Conducted by:		LC		Date:		3/17/2019	
11		East-West Street:			NB 101 FWY RAMPS			Projection Year:			2021		Peak Hour:			PM		Reviewed by:				Project:		ICON MU	
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					3			3			3			3			3			3					
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0					
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0					
Override Capacity					2			2			2			2			2			2					
					0			0			0			0			0			0					
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION						
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND	Left	411	1	411	0	411	411	0	463	1	463	0	463	1	463	0	463	1	463	0	463	1	463		
	Left-Through		0							0				0				0			0				
	Through	1224	3	408	21	1245	415	77	1455	3	485	21	1476	3	492	2	1479	3	493						
	Through-Right		0							0				0				0							
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-Right		0								0				0				0			0			
Left-Right		0								0				0				0			0				
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through		0							0				0				0			0				
	Through	797	4	199	27	824	206	73	971	4	243	27	998	4	250	-3	995	4	249						
	Through-Right		0							0				0				0			0				
	Right	492	1	492	0	492	492	34	588	1	588	0	588	1	588	0	588	1	588	0	588	1	588		
	Left-Through-Right		0							0				0				0			0				
Left-Right		0							0				0				0			0					
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through		0							0				0				0			0				
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through-Right		0							0				0				0			0				
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-Right		0							0				0				0			0				
Left-Right		0							0				0				0			0					
WESTBOUND	Left	352	1	250	0	352	257	30	426	1	305	0	426	1	312	0	426	1	311						
	Left-Through		0							0				0				0			0				
	Through	1	0	250	0	1	257	0	1	0	305	0	1	0	312	0	1	0	311						
	Through-Right		0							0				0				0			0				
	Right	397	1	0	21	418	0	40	487	1	0	21	508	1	0	-2	506	1	0						
	Left-Through-Right		1							1				1				1			1				
Left-Right		0							0				0				0			0					
CRITICAL VOLUMES					North-South: 903			North-South: 903			North-South: 1051			North-South: 1051			North-South: 1051								
					East-West: 250			East-West: 257			East-West: 305			East-West: 312			East-West: 311								
					SUM: 1153			SUM: 1160			SUM: 1356			SUM: 1363			SUM: 1362								
VOLUME/CAPACITY (V/C) RATIO:					0.809			0.814			0.952			0.956			0.956								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.709			0.714			0.852			0.856			0.856								
LEVEL OF SERVICE (LOS):					C			C			D			D			D								

REMARKS: SUPPLEMENTAL ANALYSIS

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			WOODMAN AVENUE			Year of Count:			2015			Ambient Growth: (%)			2			Conducted by:		LC			Date:		3/12/2019		
12		East-West Street:			SB 101 FWY RAMPS			Projection Year:			2021			Peak Hour:			AM			Reviewed by:					Project:		ICON MU		
No. of Phases					3			3			3			3			3			3			3						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 2 SB-- 0			NB-- 2 SB-- 0			NB-- 2 SB-- 0			NB-- 2 SB-- 0			NB-- 2 SB-- 0			NB-- 2 SB-- 0									
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0									
Override Capacity					2			2			2			2			2			2									
					0			0			0			0			0			0									
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION										
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume							
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	Left-Through		0							0				0				0											
	Through	883	3	294	10	893	298	24	1018	3	339	10	1028	3	343	-1	1027	3	342										
	Through-Right		1							1				1				1											
	Right	371	0	371	0	371	371	15	433	0	433	0	433	0	433	0	433	0	433										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
SOUTHBOUND	Left	350	1	350	18	368	368	7	401	1	401	18	419	1	419	-2	417	1	417										
	Left-Through		0							0				0				0											
	Through	990	3	330	16	1006	335	36	1151	3	384	16	1167	3	389	-2	1165	3	388										
	Through-Right		0							0				0				0											
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
EASTBOUND	Left	222	1	160	0	222	160	26	276	1	189	0	276	1	189	0	276	1	189										
	Left-Through		0							0				0				0											
	Through	4	0	160	0	4	160	0	5	0	189	0	5	0	189	0	5	0	189										
	Through-Right		0							0				0				0											
	Right	255	1	0	0	255	0	0	287	1	0	0	287	1	0	0	287	1	0										
	Left-Through-Right		1							1				1				1											
Left-Right		0							0				0				0												
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	Left-Through		0							0				0				0											
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	Through-Right		0							0				0				0											
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
CRITICAL VOLUMES					North-South: 721 East-West: 160 SUM: 881			North-South: 739 East-West: 160 SUM: 899			North-South: 834 East-West: 189 SUM: 1023				North-South: 852 East-West: 189 SUM: 1041				North-South: 850 East-West: 189 SUM: 1039										
VOLUME/CAPACITY (V/C) RATIO:					0.618			0.631			0.718				0.731				0.729										
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.518			0.531			0.618				0.631				0.629										
LEVEL OF SERVICE (LOS):					A			A			B				B				B										

REMARKS: Supplemental Analysis

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.013	Δv/c after mitigation:	0.011
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			WOODMAN AVENUE			Year of Count:			2015		Ambient Growth: (%)			2		Conducted by:		LC		Date:		3/12/2019	
12		East-West Street:			SB 101 FWY RAMPS			Projection Year:			2021		Peak Hour:			PM		Reviewed by:				Project:		ICON MU	
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?								3						3						3					
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 2 SB-- 0 EB-- 0 WB-- 0			NB-- 2 SB-- 0 EB-- 0 WB-- 0			NB-- 2 SB-- 0 EB-- 0 WB-- 0			NB-- 2 SB-- 0 EB-- 0 WB-- 0			NB-- 2 SB-- 0 EB-- 0 WB-- 0			NB-- 2 SB-- 0 EB-- 0 WB-- 0			NB-- 2 SB-- 0 EB-- 0 WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?					2			2			2			2			2			2			2		
Override Capacity					0			0			0			0			0			0			0		
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION						
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through		0							0				0				0			0				
	Through	1120	3	373	21	1141	380	50	1311	3	437	21	1332	3	444	-2	1330	3	443						
	Through-Right		1							1				1				1							
	Right	387	0	387	0	387	387	20	456	0	456	0	456	0	456	0	456	0	456	0	456				
	Left-Through-Right		0							0				0				0			0				
SOUTHBOUND	Left	227	1	227	13	240	240	21	277	1	277	13	290	1	290	-1	288	1	288						
	Left-Through		0							0				0				0							
	Through	927	3	309	14	941	314	71	1115	3	372	14	1129	3	376	-1	1128	3	376						
	Through-Right		0							0				0				0							
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through-Right		0							0				0				0			0				
EASTBOUND	Left	517	1	288	0	517	288	28	610	1	334	0	610	1	334	0	610	1	334						
	Left-Through		0							0				0				0							
	Through	4	0	288	0	4	288	0	5	0	334	0	5	0	334	0	5	0	334						
	Through-Right		0							0				0				0							
	Right	344	1	0	0	344	0	0	387	1	0	0	387	1	0	0	387	1	0	0	0				
	Left-Through-Right		1							1				1				1			1				
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through		0							0				0				0			0				
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Through-Right		0							0				0				0			0				
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through-Right		0							0				0				0			0				
CRITICAL VOLUMES					North-South: 614 East-West: 288 SUM: 902			North-South: 627 East-West: 288 SUM: 915			North-South: 733 East-West: 334 SUM: 1067			North-South: 746 East-West: 334 SUM: 1080			North-South: 744 East-West: 334 SUM: 1078								
VOLUME/CAPACITY (V/C) RATIO:					0.633			0.642			0.749			0.758			0.756								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.533			0.542			0.649			0.658			0.656								
LEVEL OF SERVICE (LOS):					A			A			B			B			B								

REMARKS: Supplemental Analysis

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.009	Δv/c after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			HAZELTINE AVE			Year of Count:			2015			Ambient Growth: (%):			2			Conducted by:		LC			Date:		3/17/2019		
13		East-West Street:			CHANDLER BL			Projection Year:			2021			Peak Hour:			AM			Reviewed by:					Project:		ICON MU		
No. of Phases								2						2												2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?								0						0												0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0			
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			
Override Capacity								2						2						2						2			
					0						0						0						0			0			
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION										
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume							
NORTHBOUND	Left	57	1	57	3	60	60	0	64	1	64	3	67	1	67	0	67	1	67										
	Left-Through		0							0				0				0											
	Through	385	1	239	9	394	245	39	473	1	289	9	482	1	295	-1	481	1	294										
	Through-Right		1							1				1				1											
	Right	93	0	93	3	96	96	0	105	0	105	3	108	0	108	0	107	0	107										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
SOUTHBOUND	Left	99	1	99	0	99	99	0	111	1	111	0	111	1	111	0	111	1	111										
	Left-Through		0							0				0				0											
	Through	752	0	774	6	758	780	30	877	0	902	6	883	0	908	-1	882	0	907										
	Through-Right		1							1				1				1											
	Right	22	0	0	0	22	0	0	25	0	0	0	25	0	0	0	25	0	0										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
EASTBOUND	Left	13	1	13	0	13	13	0	15	1	15	0	15	1	15	0	15	1	15										
	Left-Through		0							0				0				0											
	Through	566	2	283	0	566	283	0	637	2	319	0	637	2	319	0	637	2	319										
	Through-Right		0							0				0				0											
	Right	233	1	205	2	235	205	0	262	1	230	2	264	1	231	0	264	1	231										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
WESTBOUND	Left	193	1	193	2	195	195	0	217	1	217	2	219	1	219	0	219	1	219										
	Left-Through		0							0				0				0											
	Through	448	2	224	0	448	224	0	505	2	253	0	505	2	253	0	505	2	253										
	Through-Right		0							0				0				0											
	Right	90	1	41	0	90	41	0	101	1	46	0	101	1	46	0	101	1	46										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
CRITICAL VOLUMES					North-South: 831 East-West: 476 SUM: 1307			North-South: 840 East-West: 478 SUM: 1318			North-South: 966 East-West: 536 SUM: 1502			North-South: 975 East-West: 538 SUM: 1513			North-South: 974 East-West: 538 SUM: 1512												
VOLUME/CAPACITY (V/C) RATIO:					0.871			0.879			1.001			1.009			1.008												
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.771			0.779			0.901			0.909			0.908												
LEVEL OF SERVICE (LOS):					C			C			E			E			E												

REMARKS: Supplemental + 2% Comm Req

Version: 1i Beta; 8/4/2011

Appendix F

PROJECT IMPACT

Change in v/c due to project:	0.008	Δv/c after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			HAZELTINE AVE			Year of Count:			2015			Ambient Growth: (%)			2			Conducted by:		LC			Date:		3/17/2019		
13		East-West Street:			CHANDLER BL			Projection Year:			2021			Peak Hour:			PM			Reviewed by:					Project:		ICON MU		
No. of Phases					2			2			2			2			2			2			2						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0									
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0									
Override Capacity					2			2			2			2			2			2			2						
					0			0			0			0			0			0			0						
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION										
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume							
NORTHBOUND	Left	81	1	81	2	83	83	0	91	1	91	2	93	1	93	0	93	1	93										
	Left-Through		0							0				0				0											
	Through	818	1	496	7	825	500	63	984	1	590	7	991	1	594	-1	991	1	594										
	Through-Right		1							1				1				1											
	Right	173	0	173	2	175	175	0	195	0	195	2	197	0	197	0	197	0	197										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
SOUTHBOUND	Left	110	1	110	0	110	110	0	124	1	124	0	124	1	124	0	124	1	124										
	Left-Through		0							0				0				0											
	Through	558	0	573	11	569	584	61	689	0	706	11	700	0	717	-1	699	0	716										
	Through-Right		1							1				1				1											
	Right	15	0	0	0	15	0	0	17	0	0	0	17	0	0	0	17	0	0										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
EASTBOUND	Left	36	1	36	0	36	36	0	41	1	41	0	41	1	41	0	41	1	41										
	Left-Through		0							0				0				0											
	Through	414	2	207	0	414	207	0	466	2	233	0	466	2	233	0	466	2	233										
	Through-Right		0							0				0				0											
	Right	71	1	31	4	75	34	0	80	1	35	4	84	1	38	0	84	1	38										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
WESTBOUND	Left	124	1	124	4	128	128	0	140	1	140	4	144	1	144	0	143	1	143										
	Left-Through		0							0				0				0											
	Through	333	2	167	0	333	167	0	375	2	188	0	375	2	188	0	375	2	188										
	Through-Right		0							0				0				0											
	Right	101	1	46	0	101	46	0	114	1	52	0	114	1	52	0	114	1	52										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
CRITICAL VOLUMES					North-South: 654 East-West: 331 SUM: 985			North-South: 667 East-West: 335 SUM: 1002			North-South: 797 East-West: 373 SUM: 1170			North-South: 810 East-West: 377 SUM: 1187			North-South: 809 East-West: 376 SUM: 1185												
VOLUME/CAPACITY (V/C) RATIO:					0.657			0.668			0.780			0.791			0.790												
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.557			0.568			0.680			0.691			0.690												
LEVEL OF SERVICE (LOS):					A			A			B			B			B												

REMARKS: Supplemental + 2% Comm Req

Version: 1i Beta; 8/4/2011

Appendix F

PROJECT IMPACT

Change in v/c due to project:	0.011	Δv/c after mitigation:	0.010
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			FULTON AV			Year of Count:			2015			Ambient Growth: (%):			2			Conducted by:		LC			Date:		3/13/2019		
14		East-West Street:			RIVERSIDE DR			Projection Year:			2021			Peak Hour:			AM			Reviewed by:					Project:		ICON MU		
No. of Phases					2			2					2					2					2						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0					0					0					0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0					NB-- 0 SB-- 0					NB-- 0 SB-- 0					NB-- 0 SB-- 0						
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0					EB-- 0 WB-- 0					EB-- 0 WB-- 0					EB-- 0 WB-- 0						
Override Capacity					2			2					2					2					2						
					0			0					0					0					0						
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION										
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume							
NORTHBOUND	Left	115	1	115	0	115	115	1	131	1	131	0	131	1	131	0	131	1	131										
	Left-Through		0					0		0			0		0			0											
	Through	448	1	448	0	448	448	0	505	1	505	0	505	1	505	0	505	1	505										
	Through-Right		0							0				0				0											
	Right	208	1	158	0	208	158	0	234	1	174	0	234	1	174	0	234	1	174										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
SOUTHBOUND	Left	209	1	209	0	209	209	0	235	1	235	0	235	1	235	0	235	1	235										
	Left-Through		0							0				0				0											
	Through	836	1	479	0	836	479	0	941	1	539	0	941	1	539	0	941	1	539										
	Through-Right		1							1				1				1											
	Right	121	0	121	0	121	121	1	137	0	137	0	137	0	137	0	137	0	137										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
EASTBOUND	Left	54	1	54	0	54	54	0	61	1	61	0	61	1	61	0	61	1	61										
	Left-Through		0							0				0				0											
	Through	1181	2	591	7	1188	594	4	1334	2	667	7	1341	2	671	-1	1340	2	670										
	Through-Right		0							0				0				0											
	Right	125	1	68	0	125	68	0	141	1	76	0	141	1	76	0	140	1	75										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
WESTBOUND	Left	101	1	101	0	101	101	7	121	1	121	0	121	1	121	0	121	1	121										
	Left-Through		0							0				0				0											
	Through	911	2	456	4	915	458	7	1033	2	517	4	1037	2	519	0	1037	2	519										
	Through-Right		0							0				0				0											
	Right	152	1	48	0	152	48	7	178	1	61	0	178	1	61	0	178	1	61										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
CRITICAL VOLUMES					North-South: 657			North-South: 657			North-South: 740				North-South: 740				North-South: 740										
					East-West: 692			East-West: 695			East-West: 788				East-West: 792				East-West: 791										
					SUM: 1349			SUM: 1352			SUM: 1528				SUM: 1532				SUM: 1531										
VOLUME/CAPACITY (V/C) RATIO:					0.899			0.901			1.019				1.021				1.021										
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.799			0.801			0.919				0.921				0.921										
LEVEL OF SERVICE (LOS):					C			D			E				E				E										

REMARKS: Supplemental Analysis

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			FULTON AV			Year of Count:			2015			Ambient Growth: (%):			2			Conducted by:		LC		Date:		3/13/2019	
14		East-West Street:			RIVERSIDE DR			Projection Year:			2021			Peak Hour:			PM			Reviewed by:				Project:		ICON MU	
No. of Phases					2			2			2			2			2			2			2				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0			0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0							
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0							
Override Capacity					2			2			2			2			2			2			2				
					0			0			0			0			0			0			0				
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION								
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume					
NORTHBOUND	Left	128	1	128	0	128	128	6	150	1	150	0	150	1	150	0	150	1	150	0	150	1	150				
	Left-Through		0							0				0				0			0						
	Through	639	1	639	0	639	639	0	720	1	720	0	720	1	720	0	720	1	720	0	720	1	720				
	Through-Right		0							0				0				0			0						
	Right	182	1	122	0	182	122	0	205	1	136	0	205	1	136	0	205	1	136	0	205	1	136				
	Left-Through-Right		0							0				0				0			0						
SOUTHBOUND	Left	112	1	112	0	112	112	0	126	1	126	0	126	1	126	0	126	1	126	0	126	1	126				
	Left-Through		0							0				0				0			0						
	Through	405	1	245	0	405	245	0	456	1	279	0	456	1	279	0	456	1	279	0	456	1	279				
	Through-Right		1							1				1				1			1						
	Right	85	0	85	0	85	85	6	102	0	102	0	102	0	102	0	102	0	102	0	102	0	102				
	Left-Through-Right		0							0				0				0			0						
EASTBOUND	Left	118	1	118	0	118	118	0	133	1	133	0	133	1	133	0	133	1	133	0	133	1	133				
	Left-Through		0							0				0				0			0						
	Through	929	2	465	7	936	468	27	1073	2	537	7	1080	2	540	-1	1080	2	540	-1	1080	2	540				
	Through-Right		0							0				0				0			0						
	Right	149	1	85	0	149	85	0	168	1	93	0	168	1	93	0	168	1	93	0	168	1	93				
	Left-Through-Right		0							0				0				0			0						
WESTBOUND	Left	121	1	121	0	121	121	3	139	1	139	0	139	1	139	0	139	1	139	0	139	1	139				
	Left-Through		0							0				0				0			0						
	Through	1070	2	535	9	1079	540	25	1230	2	615	9	1239	2	620	-1	1238	2	619	-1	1238	2	619				
	Through-Right		0							0				0				0			0						
	Right	178	1	122	0	178	122	3	203	1	140	0	203	1	140	0	203	1	140	0	203	1	140				
	Left-Through-Right		0							0				0				0			0						
CRITICAL VOLUMES					North-South: 751 East-West: 653 SUM: 1404			North-South: 751 East-West: 658 SUM: 1409			North-South: 846 East-West: 748 SUM: 1594			North-South: 846 East-West: 753 SUM: 1599			North-South: 846 East-West: 752 SUM: 1598										
VOLUME/CAPACITY (V/C) RATIO:					0.936			0.939			1.063			1.066			1.065										
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.836			0.839			0.963			0.966			0.965										
LEVEL OF SERVICE (LOS):					D			D			E			E			E										

REMARKS: Supplemental Analysis

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.003	Δv/c after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

ATTACHMENT E
FOR INFORMATIONAL PURPOSES ONLY
Not a CEQA Baseline

Holiday Traffic Evaluation
and Supporting
CMA Worksheets



Overland Traffic Consultants
South Office
952 Manhattan Beach Bl, #100
Phone (310) 545-1235
E-mail: liz@overlandtraffic.com

Winter 2017 Holiday Traffic Analysis - Icon Project (Sunkist) at 14130 – 14154 Riverside Drive

At the request of the Council Office, Sherman Oaks Homeowners Association and neighbors, our office has conducted a winter holiday traffic analysis. The traffic analysis was conducted for informational purposes and not considered a new baseline for the Project.

New traffic counts conducted on Saturday, December 23, 2017 mid-day and during the evening. Existing peak hour traffic conditions were evaluated using the highest peak hour between 10:00 AM and 1:00 PM and between 4 PM and 7 PM at the same 14 study intersections as evaluated in the LADOT approved traffic study. Traffic counts are provided in Attachment 1.

Saturday Project traffic volumes were estimated using Institute of Transportation Engineers (ITE) rates, 9th Edition as was used for the prior traffic study. Saturday Peak Hour of Generator rates were used where available. The summary trip generation rates and estimated trips is provided in Attachment 2.

The Project site building is currently being used for periodic and regular filming events. This filming creates trips to and from the site and those generated on the count date are included in the new traffic counts. In order to present a conservative analysis, an additional 50% of the Saturday office trips created by the 127,000 square foot office were added to the existing traffic counts.

Future traffic conditions were determined based on ambient growth of 2% per year and potential traffic volumes created by 14 related projects. Although the current Westfield Fashion Square expansion has been reduced, the holiday future traffic conditions include the prior full entitlement of 220,000 square feet. Related Project traffic volumes and map are provided in Attachment 3.

Existing, Existing + Project Future without Project and Future (2021) With Project operating conditions were estimated using the Critical Movement Analysis (CMA) process as required by LADOT and detailed in the approved February 2015 Traffic Study. As shown in the CMA Summary provided in Table 1 on the following page, no new significant impacts are identified, and mitigation proposed in the prior study mitigate impacts to a level of insignificance if approved and implemented. CMA worksheets are provided in Attachment 5.

HOLIDAY TRAFFIC EVALUATION
SATURDAY MID DAY PM

		SAT Peak Hour	Existing (2017)		Existing +Project			Significant Impact	Existing With Project & Mitigation				Significant Impact	Future (2021) Without Project		Future (2021) With Project				Significant Impact	Future With Project & Mitigation				Significant Impact
No.	Intersection		CMA	LOS	CMA	LOS	Impact		CMA	LOS	IMPACT	CMA		LOS	CMA	LOS	IMPACT	CMA	LOS		IMPACT	CMA	LOS	IMPACT	
1	Magnolia Boulevard & Van Nuys Boulevard	MID DAY PM	0.609 0.611	B B	0.619 0.618	B B	+ 0.010 + 0.007	NO NO						0.703 0.704	C C	0.713 0.711	C C	+ 0.010 + 0.007	NO NO						
2	Riverside Drive & Van Nuys Boulevard	MID DAY PM	0.509 0.532	A A	0.552 0.563	A A	+ 0.043 + 0.031	NO NO						0.608 0.632	B B	0.650 0.662	B B	+ 0.042 + 0.030	NO NO						
3	NB 101 Freeway Ramps & Van Nuys Boulevard	MID DAY PM	0.546 0.546	D* D*	0.554 0.551	D* D*	+ 0.008 + 0.005	NO NO						0.626 0.627	D* D*	0.634 0.632	D* D*	+ 0.008 + 0.005	NO NO						
4	SB 101 Freeway Ramps & Van Nuys Boulevard	MID DAY PM	0.681 0.666	D* D*	0.692 0.675	D* D*	+ 0.011 + 0.009	NO NO						0.790 0.774	D* D*	0.802 0.784	D D*	+ 0.012 + 0.010	NO NO						
5	Hazeltine Avenue & Magnolia Boulevard	MID DAY PM	0.469 0.463	A A	0.499 0.487	A A	+ 0.030 + 0.024	NO NO						0.565 0.559	A A	0.595 0.582	A A	+ 0.030 + 0.023	NO NO						
6	Hazeltine Avenue & Riverside Drive	MID DAY PM	0.693 0.663	B B	0.779 0.720	C C	+ 0.086 + 0.057	YES YES	0.705 0.627	C B	0.012 -0.036	NO NO		0.872 0.845	D D	0.977 0.896	E D	+ 0.105 + 0.051	YES YES	0.862 0.784	D C	-0.010 -0.061	NO NO		
7	Hazeltine Avenue & Project/Fashion Sq. Dwys	MID DAY PM	0.598 0.572	A A	0.478 0.496	A A	-0.120 -0.076	NO NO						0.869 0.841	D D	0.703 0.739	C C	-0.166 -0.102	NO NO						
8	Hazeltine Avenue & Ventura Boulevard	MID DAY PM	0.497 0.449	A A	0.521 0.469	A A	+ 0.024 + 0.020	NO NO						0.682 0.632	B B	0.707 0.652	C B	+ 0.025 + 0.020	NO NO						
9	Magnolia Boulevard & Woodman Avenue	MID DAY PM	0.487 0.508	A A	0.495 0.513	A A	+ 0.008 + 0.005	NO NO						0.565 0.587	A A	0.572 0.592	A A	+ 0.007 + 0.005	NO NO						
10	Riverside Drive & Woodman Avenue	MID DAY PM	0.924 0.912	E E	0.965 0.941	E E	+ 0.041 + 0.029	YES YES	0.840 0.785	D C	-0.084 -0.127	NO NO		1.049 1.036	F F	1.090 1.065	F F	+ 0.041 + 0.029	YES YES	0.962 0.898	E D	-0.087 -0.138	NO NO		
11	NB 101 Freeway Ramps & Woodman Avenue	MID DAY PM	0.710 0.714	D* D*	0.715 0.719	D* D*	+ 0.005 + 0.005	NO NO						0.815 0.822	D D	0.821 0.827	D D	+ 0.006 + 0.005	NO NO						
12	SB 101 Freeway Ramps & Woodman Avenue	MID DAY PM	0.546 0.546	D* D*	0.562 0.555	D* D*	+ 0.016 + 0.009	NO NO						0.640 0.640	D* D*	0.656 0.649	D* D*	+ 0.016 + 0.009	NO NO						
13	Chandler Boulevard & Hazeltine Avenue	MID DAY PM	0.433 0.428	A A	0.449 0.439	A A	+ 0.016 + 0.011	NO NO						0.519 0.513	A A	0.535 0.525	A A	+ 0.016 + 0.012	NO NO						
14	Fulton Avenue & Riverside Drive	MID DAY PM	0.489 0.479	A A	0.493 0.482	A A	+ 0.004 + 0.003	NO NO						0.555 0.544	A A	0.558 0.547	A A	+ 0.003 + 0.003	NO NO						

* Although traffic volumes estimate at lower LOS, the LOS is increased to D for conservative analysis.

MITIGATIONS SUMMARY

Hazeltine & Riverside - TDM & Widen for EB Right Turn Lane

Hazeltine & Woodman - TDM & Move EB Bus Stop from Near side to Far Side



ATTACHMENT 1

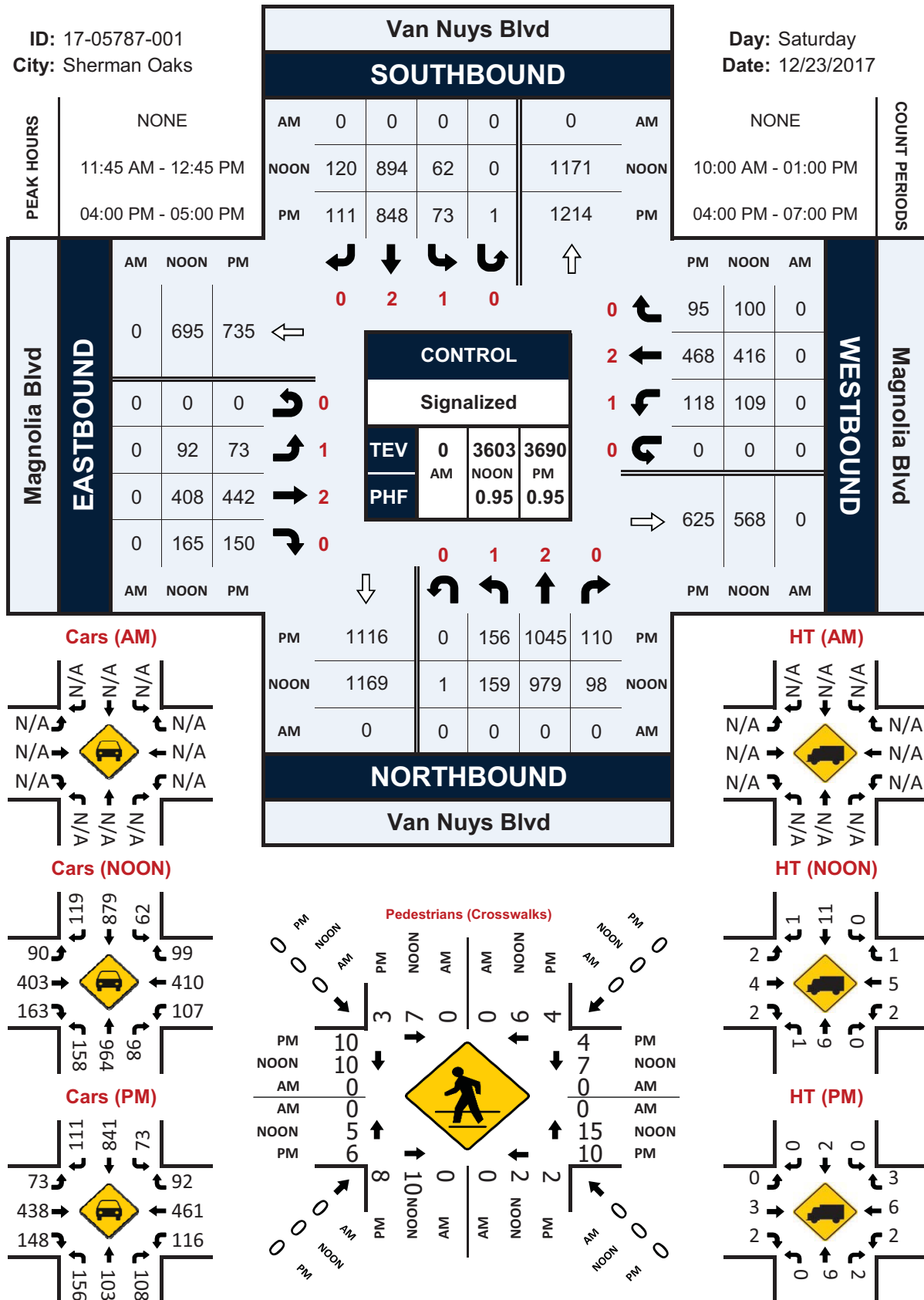
TRAFFIC COUNTS DECEMBER 23, 2017

Van Nuys Blvd & Magnolia Blvd

Peak Hour Turning Movement Count

ID: 17-05787-001
City: Sherman Oaks

Day: Saturday
Date: 12/23/2017





City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South

Van Nuys Blvd

East/West

Magnolia Blvd

Day: Saturday Date: 12/23/2017 Weather: SUNNY

Hours: Chekrs: NDS

School Day: No I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	61	39	36	50
BIKES	18	12	4	7
BUSES	33	32	6	5

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
PMPK 15 MIN	359	16.30	281	16.00	181	16.15	186	16.00
PMPK HOUR	1311	16.00	1033	16.00	698	16.15	681	16.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	123	801	73	997
11-12	163	926	115	1204
12-13	156	1003	95	1254
16-17	156	1045	110	1311
17-18	128	935	85	1148
18-19	122	784	91	997
TOTAL	848	5494	569	6911

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	70	756	87	913
11-12	86	847	100	1033
12-13	60	875	110	1045
16-17	74	848	111	1033
17-18	64	755	87	906
18-19	57	697	61	815
TOTAL	411	4778	556	5745

TOTAL

XING S/L

XING N/L

N-S	Ped	Sch	Ped	Sch
1910	25	5	17	1
2237	21	0	5	1
2299	10	0	12	1
2344	7	3	7	0
2054	9	0	5	0
1812	7	1	5	0
12656	79	9	51	3

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	58	380	133	571
11-12	73	403	153	629
12-13	94	416	160	670
16-17	73	442	150	665
17-18	55	402	148	605
18-19	33	304	117	454
TOTAL	386	2347	861	3594

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	106	330	67	503
11-12	117	355	92	564
12-13	108	417	92	617
16-17	118	468	95	681
17-18	101	389	80	570
18-19	118	360	61	539
TOTAL	668	2319	487	3474

TOTAL

XING W/L

XING E/L

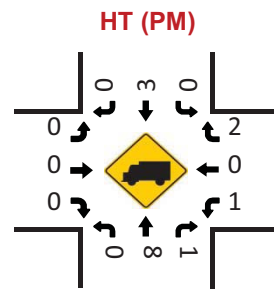
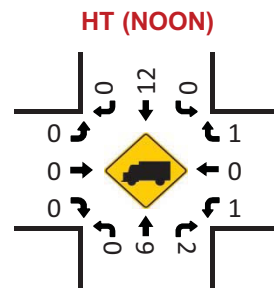
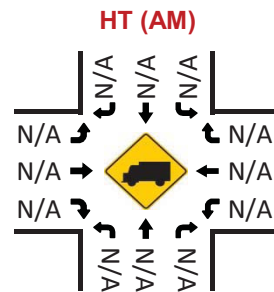
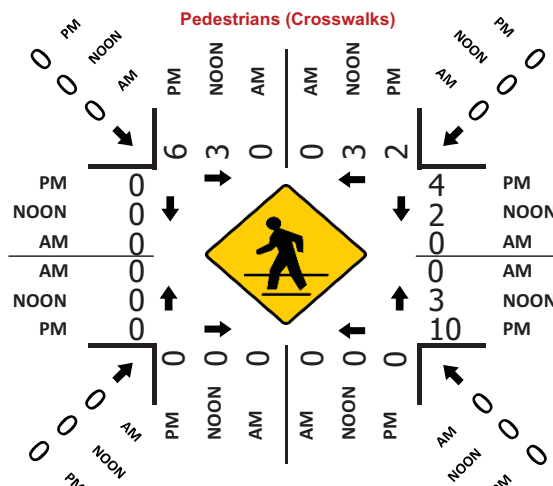
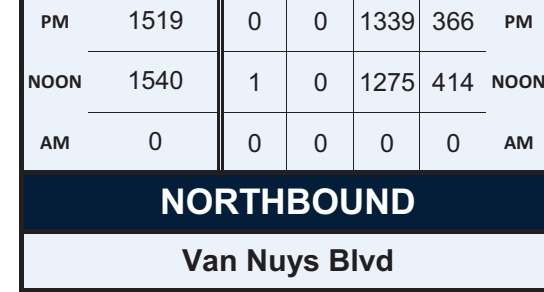
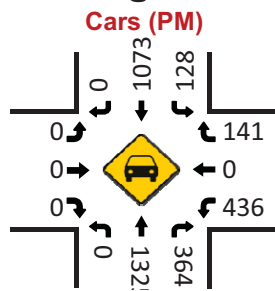
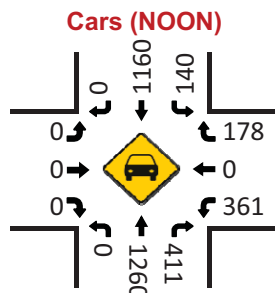
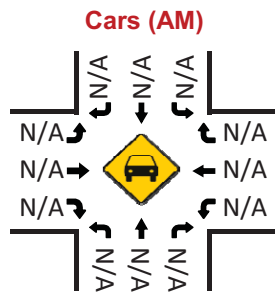
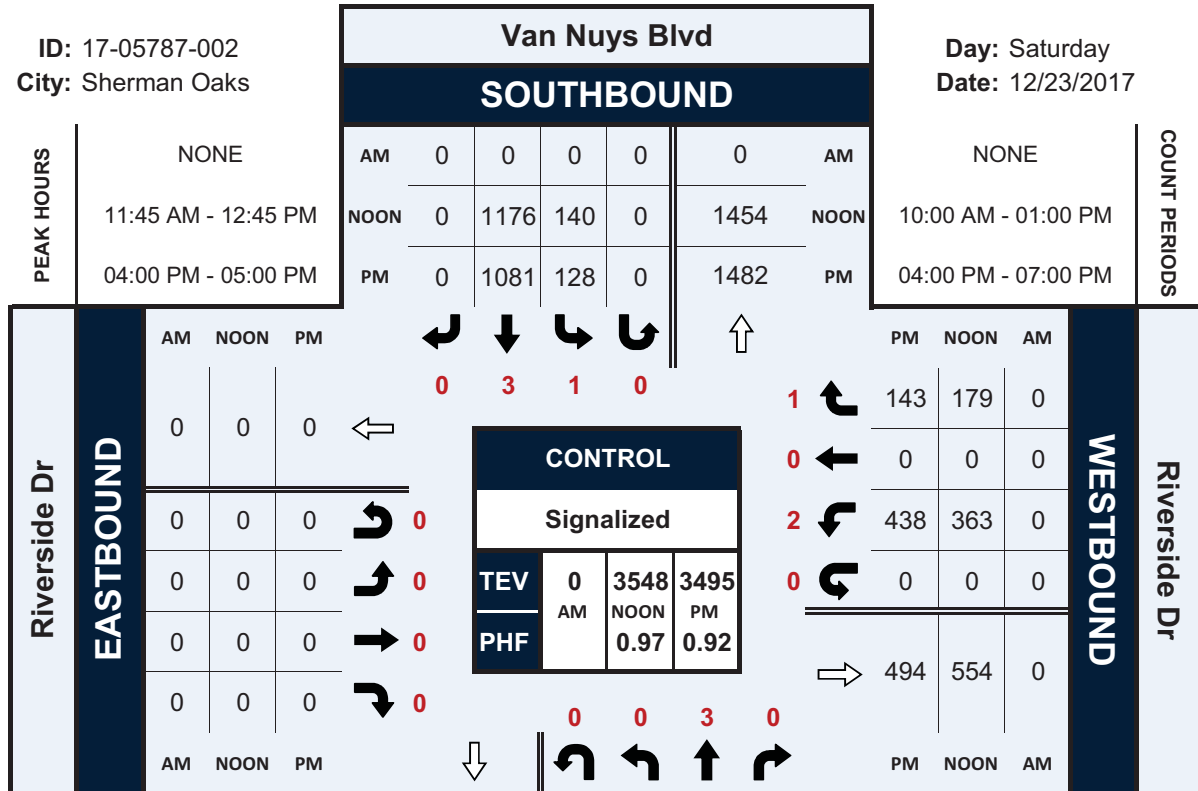
E-W	Ped	Sch	Ped	Sch
1074	18	0	24	0
1193	23	1	17	1
1287	14	0	23	1
1346	16	0	13	1
1175	12	0	10	0
993	10	0	10	0
7068	93	1	97	3

Van Nuys Blvd & Riverside Dr

Peak Hour Turning Movement Count

ID: 17-05787-002
City: Sherman Oaks

Day: Saturday
Date: 12/23/2017





City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South

Van Nuys Blvd

East/West

Riverside Dr

Day: Saturday Date: 12/23/2017 Weather: SUNNY

Hours: Chekrs: NDS

School Day: NO I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	65	42	0	20
BIKES	19	18	0	4
BUSES	39	32	0	8
	N/B TIME	S/B TIME	E/B TIME	W/B TIME
PMPK 15 MIN	476 16.15	328 16.15	0 0.00	170 18.15
PMPK HOUR	1705 16.00	1218 16.15	0 0.00	615 17.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	0	1050	375	1425
11-12	0	1165	428	1593
12-13	1	1266	422	1689
16-17	0	1339	366	1705
17-18	1	1141	406	1548
18-19	0	1011	357	1368
TOTAL	2	6972	2354	9328

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	118	1013	0	1131
11-12	131	1166	0	1297
12-13	132	1146	0	1278
16-17	128	1081	0	1209
17-18	106	1006	0	1112
18-19	128	892	0	1020
TOTAL	743	6304	0	7047

TOTAL

XING S/L

XING N/L

N-S	Ped	Sch	Ped	Sch
2556	0	0	6	0
2890	0	0	5	2
2967	0	0	4	0
2914	0	0	8	0
2660	0	0	11	0
2388	0	0	4	0
16375	0	0	38	2

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	0	0	0	0
11-12	0	0	0	0
12-13	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
18-19	0	0	0	0
TOTAL	0	0	0	0

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	289	0	128	417
11-12	336	0	157	493
12-13	372	0	196	568
16-17	438	0	143	581
17-18	411	0	180	591
18-19	438	0	169	607
TOTAL	2284	0	973	3257

TOTAL

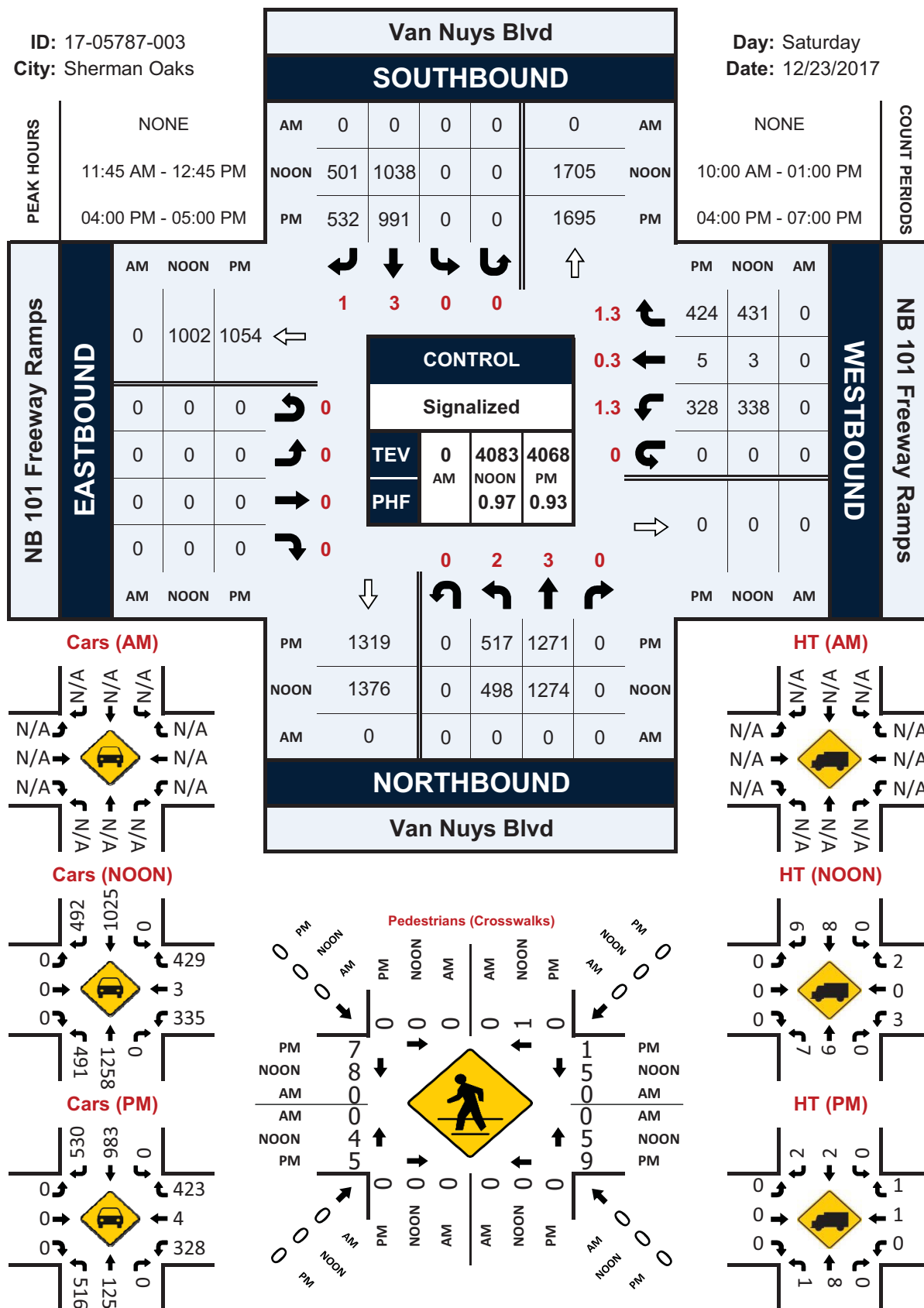
XING W/L

XING E/L

E-W	Ped	Sch	Ped	Sch
417	0	0	8	0
493	0	0	11	1
568	0	0	7	1
581	0	0	14	0
591	0	0	9	0
607	0	0	4	0
3257	0	0	53	2

ID: 17-05787-003
City: Sherman Oaks

Day: Saturday
Date: 12/23/2017





City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South

Van Nuys Blvd

East/West

NB 101 Freeway Ramps

Day: Saturday Date: 12/23/2017 Weather: SUNNY

Hours: Chekrs: NDS

School Day: No I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	69	54	0	32
BIKES	18	19	2	0
BUSES	39	40	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
PMPK 15 MIN	493	16.00	405	16.15	0	0.00	219	16.15
PMPK HOUR	1788	16.00	1532	16.15	0	0.00	762	16.15

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	414	1054	0	1468
11-12	411	1183	0	1594
12-13	540	1283	0	1823
16-17	517	1271	0	1788
17-18	509	1218	0	1727
18-19	489	1090	0	1579
TOTAL	2880	7099	0	9979

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	0	909	399	1308
11-12	0	1006	506	1512
12-13	0	1017	496	1513
16-17	0	991	532	1523
17-18	0	938	481	1419
18-19	0	822	517	1339
TOTAL	0	5683	2931	8614

TOTAL

XING S/L

XING N/L

N-S	Ped	Sch	Ped	Sch
2776	0	0	0	0
3106	0	0	1	0
3336	0	0	0	0
3311	0	0	0	0
3146	0	0	0	0
2918	0	0	0	0
18593	0	0	1	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	0	0	0	0
11-12	0	0	0	0
12-13	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
18-19	0	0	0	0
TOTAL	0	0	0	0

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	326	5	371	702
11-12	361	4	416	781
12-13	310	3	418	731
16-17	328	5	424	757
17-18	276	1	332	609
18-19	222	4	289	515
TOTAL	1823	22	2250	4095

TOTAL

XING W/L

XING E/L

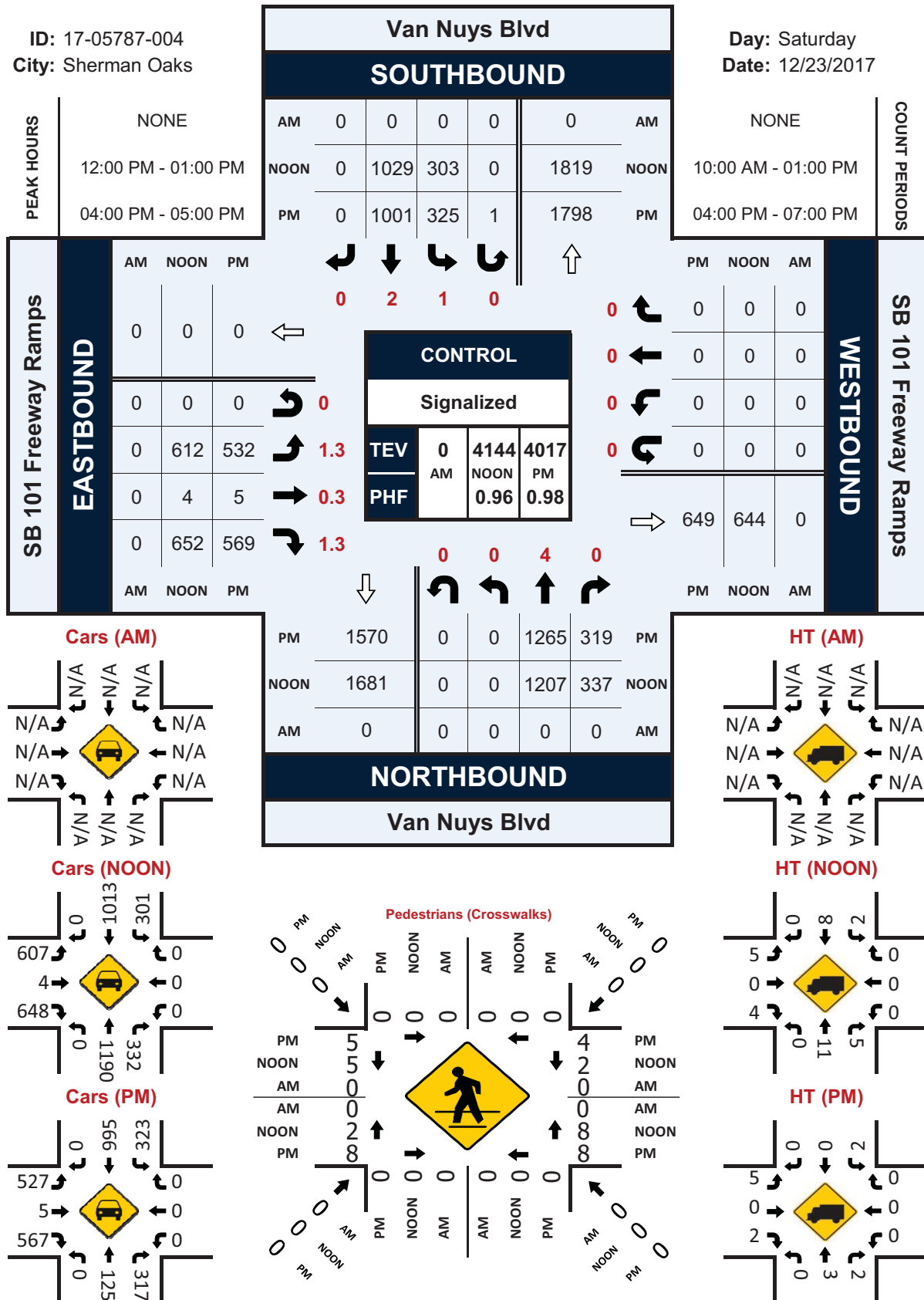
E-W	Ped	Sch	Ped	Sch
702	7	0	8	1
781	15	2	18	0
731	7	0	8	1
757	12	0	9	1
609	15	0	13	0
515	4	0	4	0
4095	60	2	60	3

Van Nuys Blvd & SB 101 Freeway Ramps

Peak Hour Turning Movement Count

ID: 17-05787-004
City: Sherman Oaks

Day: Saturday
Date: 12/23/2017





City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South

Van Nuys Blvd

East/West

SB 101 Freeway Ramps

Day: Saturday Date: 12/23/2017 Weather: SUNNY

Hours: Chekrs: NDS

School Day: No I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	67	44	47	0
BIKES	15	19	2	0
BUSES	39	40	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
PMPK 15 MIN	447	16.00	350	16.30	308	18.00	0	0.00
PMPK HOUR	1584	16.00	1353	16.30	1154	17.30	0	0.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	0	919	310	1229
11-12	0	985	333	1318
12-13	0	1207	337	1544
16-17	0	1265	319	1584
17-18	0	1189	313	1502
18-19	0	1053	289	1342
TOTAL	0	6618	1901	8519

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	309	927	0	1236
11-12	331	1022	0	1353
12-13	303	1029	0	1332
16-17	326	1001	0	1327
17-18	299	926	0	1225
18-19	237	813	0	1050
TOTAL	1805	5718	0	7523

TOTAL

XING S/L

XING N/L

N-S	Ped	Sch	Ped	Sch
2465	0	0	0	0
2671	0	0	0	0
2876	0	0	0	0
2911	0	0	0	0
2727	2	0	0	0
2392	0	0	0	0
16042	2	0	0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	559	2	608	1169
11-12	606	4	584	1194
12-13	612	4	652	1268
16-17	532	5	569	1106
17-18	542	5	578	1125
18-19	530	4	513	1047
TOTAL	3381	24	3504	6909

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	0	0	0	0
11-12	0	0	0	0
12-13	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
18-19	0	0	0	0
TOTAL	0	0	0	0

TOTAL

XING W/L

XING E/L

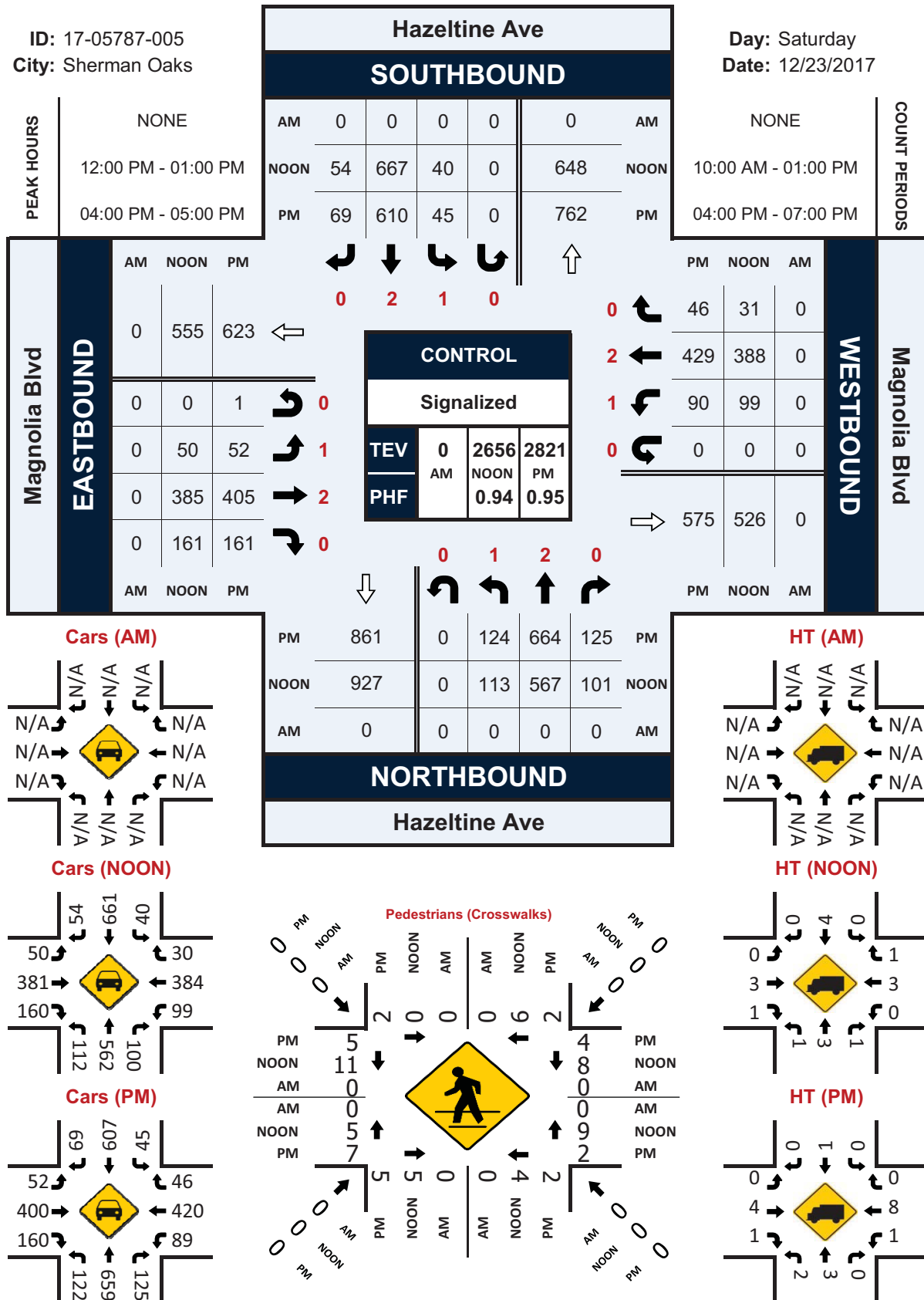
E-W	Ped	Sch	Ped	Sch
1169	12	0	10	0
1194	21	1	14	0
1268	7	0	9	1
1106	13	0	12	0
1125	15	0	14	0
1047	4	0	3	0
6909	72	1	62	1

Hazeltine Ave & Magnolia Blvd

Peak Hour Turning Movement Count

ID: 17-05787-005
City: Sherman Oaks

Day: Saturday
Date: 12/23/2017





City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Hazeltine Ave

East/West Magnolia Blvd

Day: Saturday **Date:** 12/23/2017 **Weather:** SUNNY

Hours: **Chekr:** NDS

School Day: NO **I/S CODE**

	N/B	S/B	E/B	W/B
DUAL-WHEELED	24	12	29	35
BIKES	18	9	3	5
BUSES	10	11	6	6

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
<i>PMPK 15 MIN</i>	265	17.00	199	16.00	164	16.15	177	16.00
<i>PMPK HOUR</i>	986	16.30	724	16.00	637	16.15	565	16.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	94	386	79	559
11-12	107	471	81	659
12-13	113	567	101	781
16-17	124	664	125	913
17-18	113	691	117	921
18-19	97	567	98	762
TOTAL	648	3346	601	4595

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	36	597	51	684
11-12	43	647	49	739
12-13	40	667	54	761
16-17	45	610	69	724
17-18	29	539	49	617
18-19	32	509	51	592
TOTAL	225	3569	323	4117

TOTAL

XING S/L

XING N/L

N-S	Ped	Sch	Ped	Sch
1243	9	0	3	0
1398	3	2	4	0
1542	9	0	6	0
1637	7	0	4	0
1538	6	0	2	0
1354	0	0	2	0
8712	34	2	21	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	42	337	172	551
11-12	34	417	213	664
12-13	50	385	161	596
16-17	53	405	161	619
17-18	48	332	164	544
18-19	45	283	137	465
TOTAL	272	2159	1008	3439

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	79	326	33	438
11-12	77	324	35	436
12-13	99	388	31	518
16-17	90	429	46	565
17-18	69	343	45	457
18-19	69	348	33	450
TOTAL	483	2158	223	2864

TOTAL

XING W/L

XING E/L

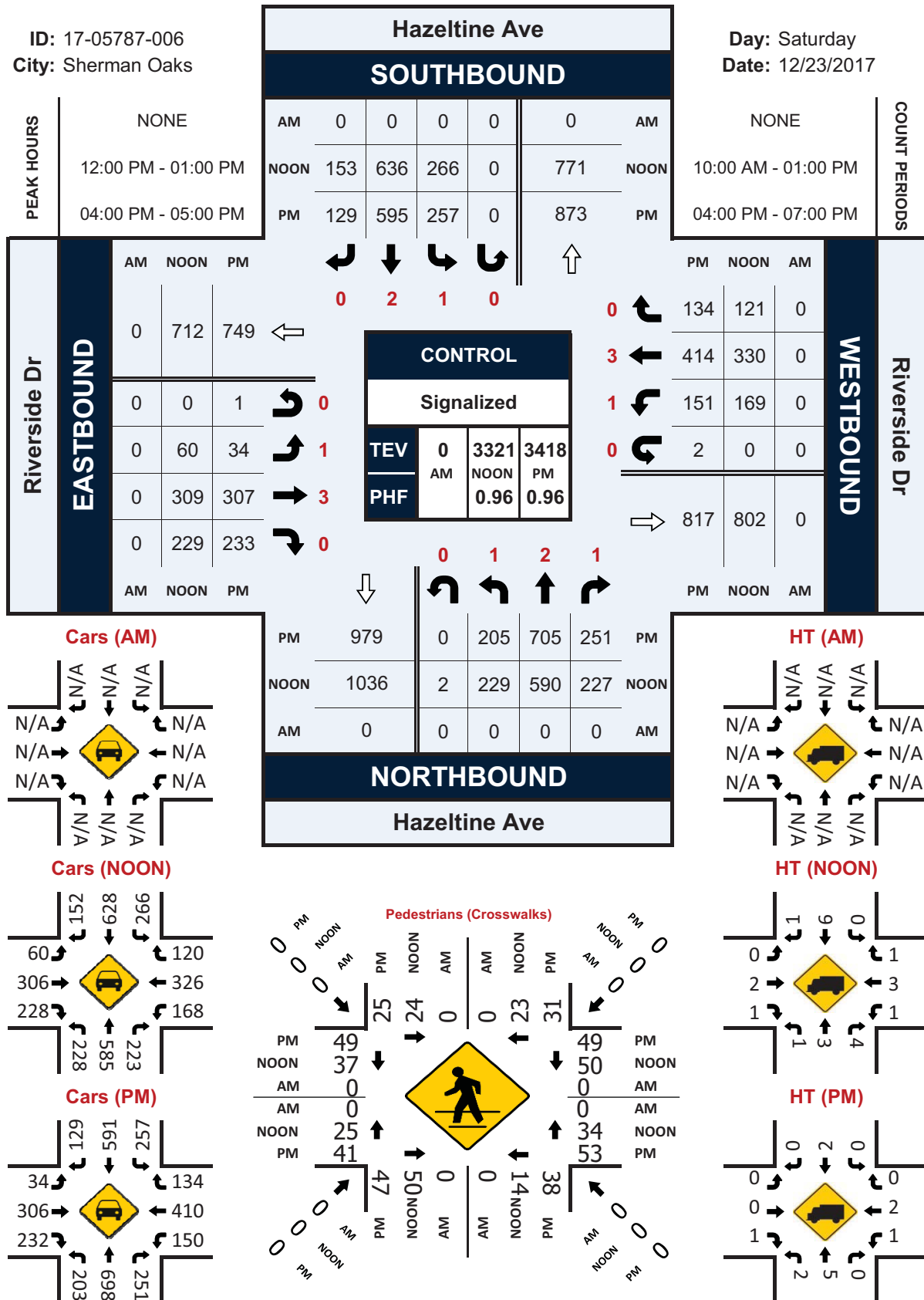
E-W	Ped	Sch	Ped	Sch
989	8	0	9	0
1100	7	1	6	2
1114	16	0	17	0
1184	12	0	5	1
1001	9	0	9	1
915	0	0	3	0
6303	52	1	49	4

Hazeltine Ave & Riverside Dr

Peak Hour Turning Movement Count

ID: 17-05787-006
City: Sherman Oaks

Day: Saturday
Date: 12/23/2017





City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Hazeltine Ave

East/West Riverside Dr

Day: Saturday **Date:** 12/23/2017 **Weather:** SUNNY

Hours: **Chekr:** NDS

School Day: No **I/S CODE**

	N/B	S/B	E/B	W/B
DUAL-WHEELED	40	22	11	19
BIKES	20	14	4	9
BUSES	10	11	6	8

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
<i>PMPK 15 MIN</i>	325	17.15	257	16.30	156	17.30	189	16.00
<i>PMPK HOUR</i>	1225	16.30	981	16.00	601	17.15	701	16.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	189	413	141	743
11-12	196	530	194	920
12-13	231	590	227	1048
16-17	205	705	251	1161
17-18	261	704	233	1198
18-19	275	598	190	1063
TOTAL	1357	3540	1236	6133

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	243	590	110	943
11-12	258	672	121	1051
12-13	266	636	153	1055
16-17	257	595	129	981
17-18	211	564	110	885
18-19	222	501	103	826
TOTAL	1457	3558	726	5741

TOTAL

XING S/L

XING N/L

N-S	Ped	Sch	Ped	Sch
1686	33	2	27	0
1971	43	8	33	7
2103	60	4	46	1
2142	82	3	50	6
2083	50	0	61	3
1889	32	2	33	1
11874	300	19	250	18

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	28	280	211	519
11-12	41	331	219	591
12-13	60	309	229	598
16-17	35	307	233	575
17-18	63	321	196	580
18-19	43	283	193	519
TOTAL	270	1831	1281	3382

WESTBOUND Approach

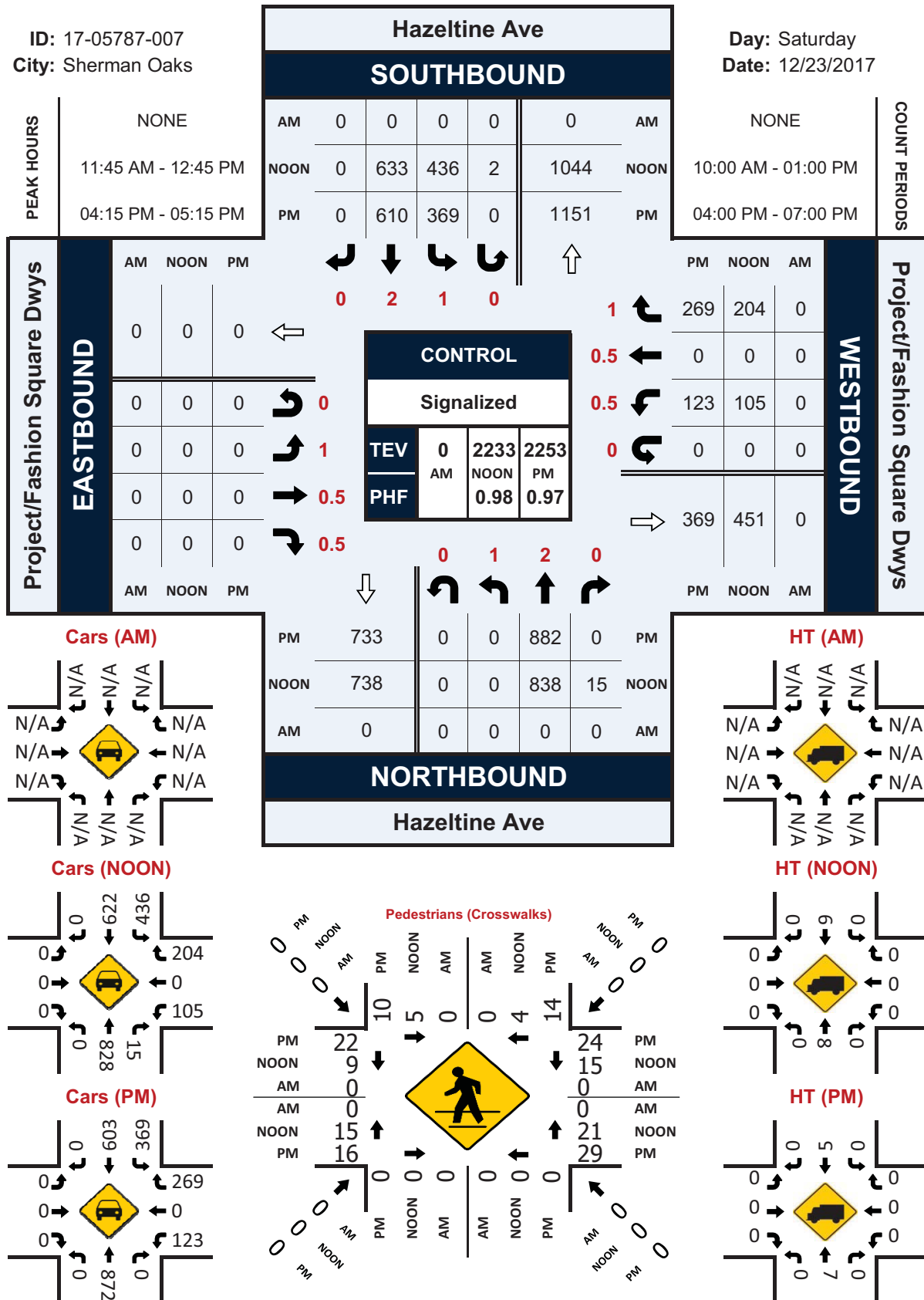
Hours	Lt	Th	Rt	Total
10-11	141	225	85	451
11-12	162	292	97	551
12-13	169	330	121	620
16-17	153	414	134	701
17-18	166	328	121	615
18-19	168	324	87	579
TOTAL	959	1913	645	3517

TOTAL

XING W/L

XING E/L

E-W	Ped	Sch	Ped	Sch
970	39	2	24	0
1142	44	6	45	8
1218	61	1	75	9
1276	84	6	100	2
1195	39	0	81	1
1098	25	2	45	1
6899	292	17	370	21





City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Hazeltine Ave

East/West Project/Fashion Square Dwys

Day: Saturday **Date:** 12/23/2017 **Weather:** SUNNY

Hours: **Chekr:** NDS

School Day: No **I/S CODE**

	N/B	S/B	E/B	W/B
DUAL-WHEELED	37	28	0	0
BIKES	21	11	0	0
BUSES	10	11	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
<i>PMPK 15 MIN</i>	227	17.00	255	16.15	0	0.00	115	17.00
<i>PMPK HOUR</i>	882	16.15	979	16.15	0	0.00	411	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	0	483	161	644
11-12	0	705	84	789
12-13	0	862	5	867
16-17	0	878	0	878
17-18	0	799	1	800
18-19	0	582	63	645
TOTAL	0	4309	314	4623

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	398	536	0	934
11-12	419	623	0	1042
12-13	442	606	0	1048
16-17	360	609	0	969
17-18	367	548	0	915
18-19	366	505	0	871
TOTAL	2352	3427	0	5779

TOTAL

XING S/L

XING N/L

N-S	Ped	Sch	Ped	Sch
1578	0	0	9	1
1831	0	0	9	1
1915	0	0	9	1
1847	0	0	24	4
1715	0	0	13	1
1516	1	0	10	0
10402	1	0	74	8

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	0	0	0	0
11-12	0	0	0	0
12-13	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
18-19	0	0	0	0
TOTAL	0	0	0	0

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	82	0	107	189
11-12	101	0	165	266
12-13	107	0	204	311
16-17	117	0	258	375
17-18	108	0	303	411
18-19	102	0	257	359
TOTAL	617	0	1294	1911

TOTAL

XING W/L

XING E/L

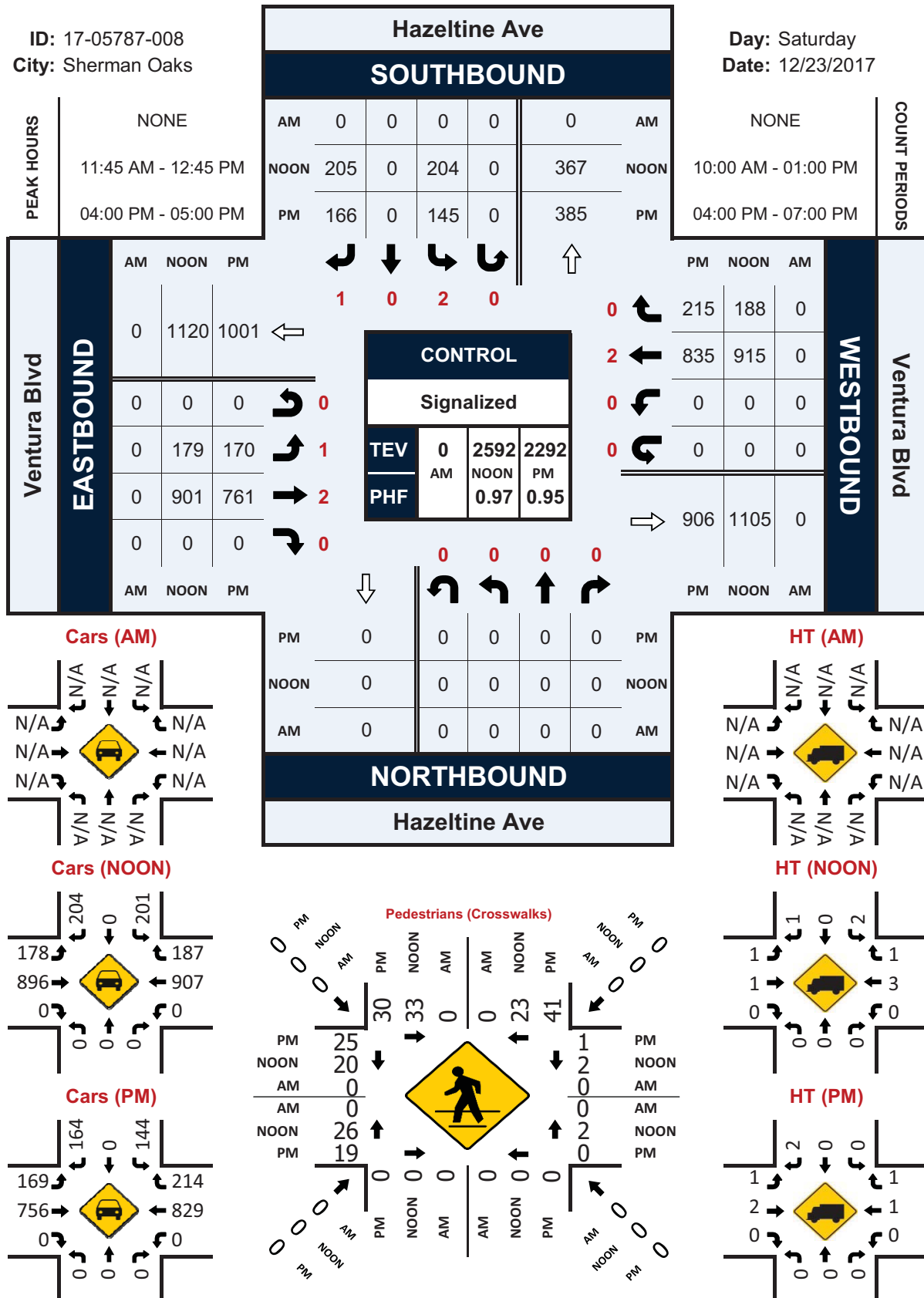
E-W	Ped	Sch	Ped	Sch
189	13	1	34	1
266	28	1	28	2
311	22	1	54	3
375	39	6	54	0
411	13	1	51	0
359	8	0	36	0
1911	123	10	257	6

Hazeltine Ave & Ventura Blvd

Peak Hour Turning Movement Count

ID: 17-05787-008
City: Sherman Oaks

Day: Saturday
Date: 12/23/2017





City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South

Hazeltine Ave

East/West

Ventura Blvd

Day: Saturday Date: 12/23/2017 Weather: SUNNY

Hours: Chekrs: NDS

School Day: No I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	15	29	31
BIKES	0	6	15	19
BUSES	0	7	22	29

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
PMPK 15 MIN	0	0.00	94	17.00	252	17.45	283	16.00
PMPK HOUR	0	0.00	340	16.45	954	17.00	1050	16.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	0	0	0	0
11-12	0	0	0	0
12-13	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
18-19	0	0	0	0
TOTAL	0	0	0	0

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	128	0	155	283
11-12	188	0	174	362
12-13	185	0	215	400
16-17	145	0	166	311
17-18	139	0	192	331
18-19	139	0	196	335
TOTAL	924	0	1098	2022

TOTAL

XING S/L

XING N/L

N-S	Ped	Sch	Ped	Sch
283	0	0	44	5
362	0	0	36	3
400	0	0	66	5
311	0	0	68	3
331	0	0	65	1
335	0	0	49	0
2022	0	0	328	17

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	156	714	0	870
11-12	164	770	0	934
12-13	176	875	0	1051
16-17	170	761	0	931
17-18	175	779	0	954
18-19	156	715	0	871
TOTAL	997	4614	0	5611

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	0	663	157	820
11-12	0	828	182	1010
12-13	0	905	192	1097
16-17	0	835	215	1050
17-18	0	757	161	918
18-19	0	758	157	915
TOTAL	0	4746	1064	5810

TOTAL

XING W/L

XING E/L

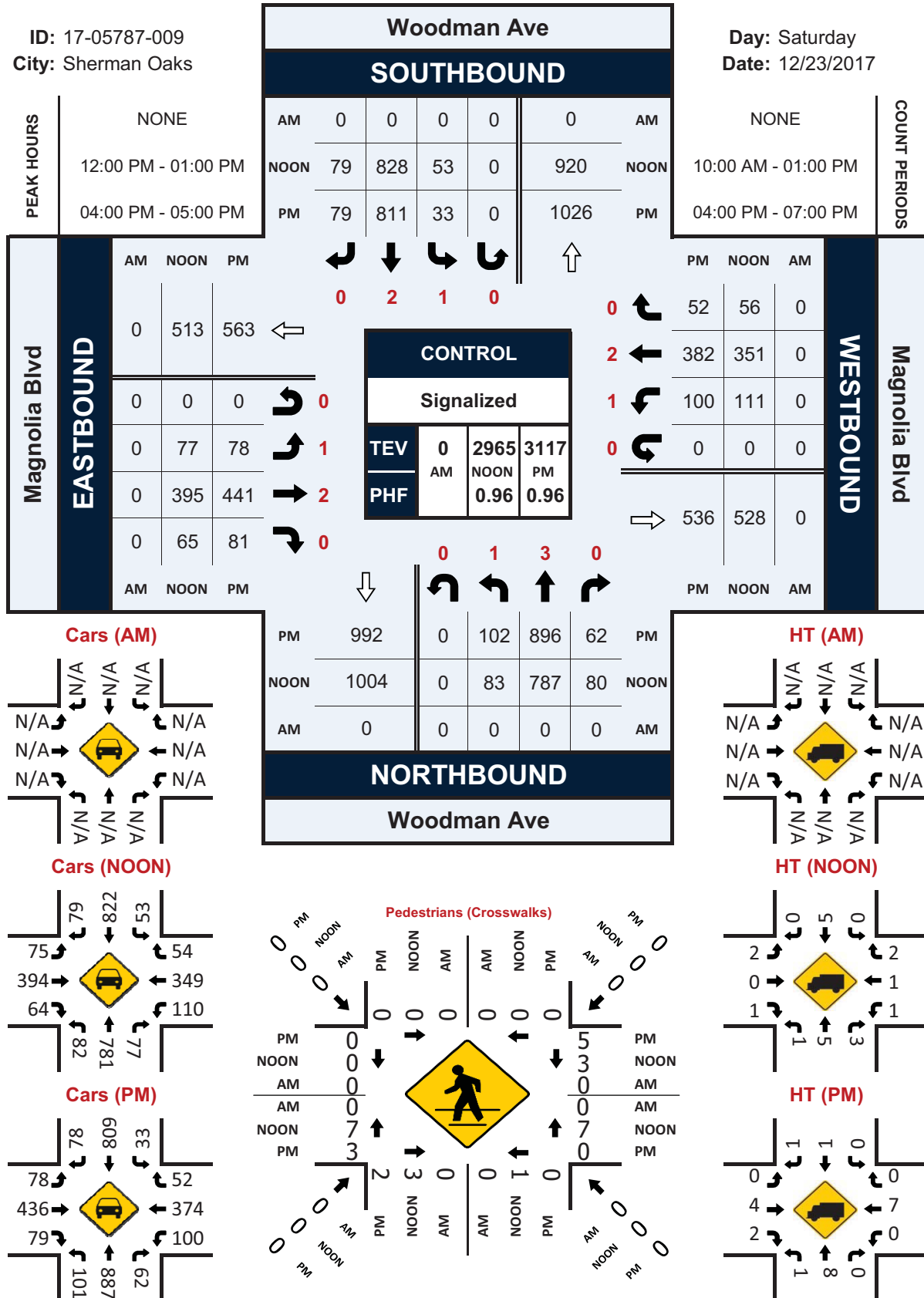
E-W	Ped	Sch	Ped	Sch
1690	37	4	0	0
1944	28	1	3	0
2148	56	5	3	0
1981	44	0	1	0
1872	29	1	6	0
1786	22	1	1	0
11421	216	12	14	0

Woodman Ave & Magnolia Blvd

Peak Hour Turning Movement Count

ID: 17-05787-009
City: Sherman Oaks

Day: Saturday
Date: 12/23/2017





City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Woodman Ave

East/West Magnolia Blvd

Day: Saturday **Date:** 12/23/2017 **Weather:** SUNNY

Hours: **Chekr:** NDS

School Day: No **I/S CODE**

	N/B	S/B	E/B	W/B
DUAL-WHEELED	48	26	27	25
BIKES	9	8	2	4
BUSES	6	6	6	6

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
<i>PMPK 15 MIN</i>	280	16.45	257	16.00	160	16.30	152	16.00
<i>PMPK HOUR</i>	1079	16.30	923	16.00	600	16.00	556	17.30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	61	577	66	704
11-12	62	675	70	807
12-13	83	787	80	950
16-17	102	896	62	1060
17-18	75	872	57	1004
18-19	55	865	55	975
TOTAL	438	4672	390	5500

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	30	771	50	851
11-12	58	834	60	952
12-13	53	828	79	960
16-17	33	811	79	923
17-18	47	741	58	846
18-19	40	680	52	772
TOTAL	261	4665	378	5304

TOTAL

XING S/L

XING N/L

N-S	Ped	Sch	Ped	Sch
1555	5	2	2	0
1759	3	1	1	0
1910	4	0	0	0
1983	2	0	0	0
1850	5	0	1	0
1747	1	0	0	0
10804	20	3	4	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	46	349	68	463
11-12	56	406	83	545
12-13	77	395	65	537
16-17	78	441	81	600
17-18	73	353	71	497
18-19	64	305	56	425
TOTAL	394	2249	424	3067

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	94	310	49	453
11-12	92	310	57	459
12-13	111	351	56	518
16-17	100	382	52	534
17-18	109	327	73	509
18-19	115	337	58	510
TOTAL	621	2017	345	2983

TOTAL

XING W/L

XING E/L

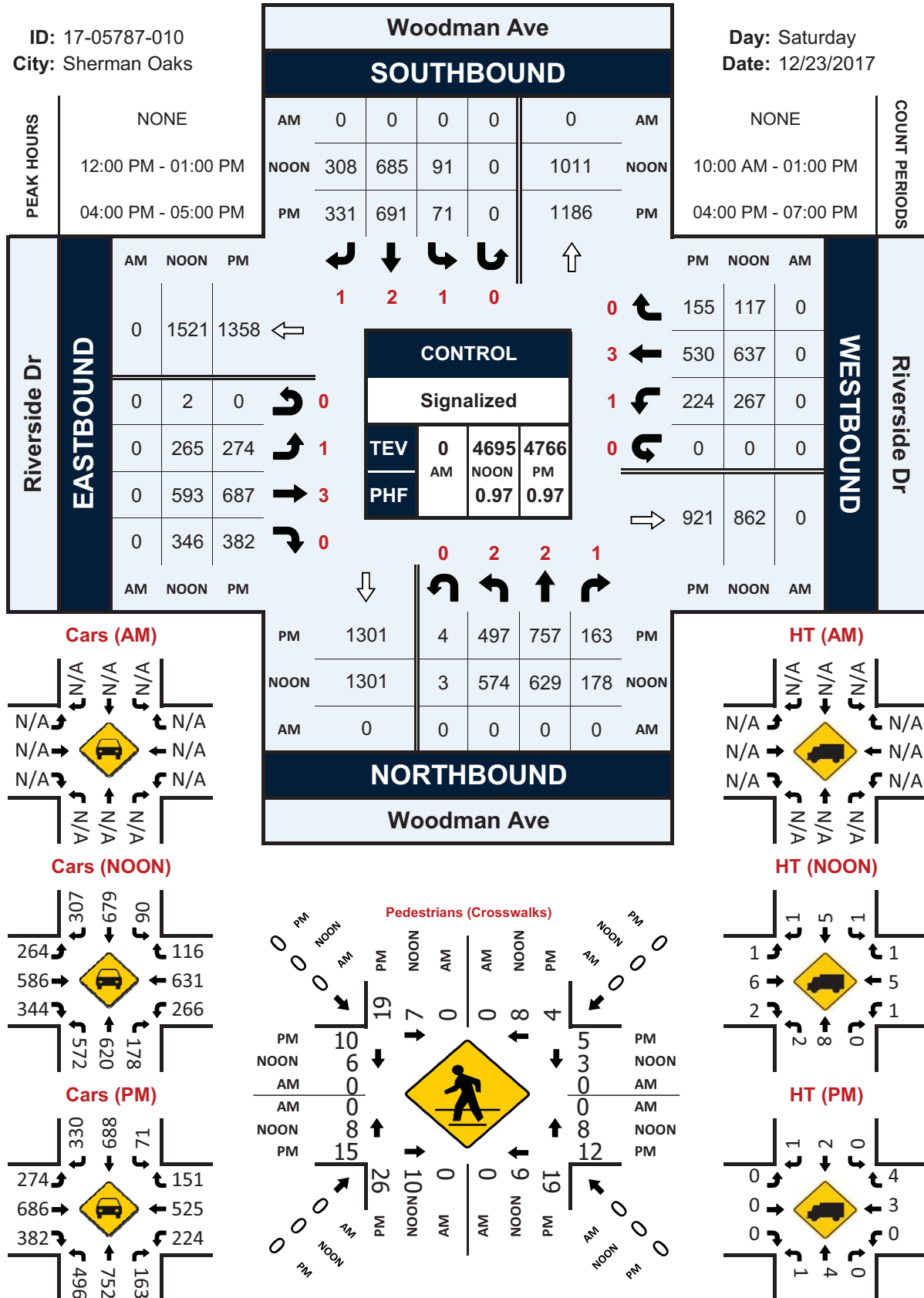
E-W	Ped	Sch	Ped	Sch
916	6	0	3	1
1004	5	3	4	5
1055	4	3	9	1
1134	2	1	1	4
1006	7	0	2	0
935	1	0	8	0
6050	25	7	27	11

Woodman Ave & Riverside Dr

Peak Hour Turning Movement Count

ID: 17-05787-010
City: Sherman Oaks

Day: Saturday
Date: 12/23/2017





City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South

Woodman Ave

East/West

Riverside Dr

Day: Saturday Date: 12/23/2017 Weather: SUNNY

Hours: Chekrs: NDS

School Day: No I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	49	30	17	27
BIKES	7	7	9	11
BUSES	6	6	6	8

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
PMPK 15 MIN	387	16.15	291	16.00	341	17.30	261	18.00
PMPK HOUR	1424	16.15	1093	16.00	1343	16.00	949	17.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	459	534	169	1162
11-12	534	537	165	1236
12-13	577	629	178	1384
16-17	501	757	163	1421
17-18	429	670	163	1262
18-19	342	646	152	1140
TOTAL	2842	3773	990	7605

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	77	648	268	993
11-12	72	695	312	1079
12-13	91	685	308	1084
16-17	71	691	331	1093
17-18	64	655	279	998
18-19	52	581	285	918
TOTAL	427	3955	1783	6165

TOTAL

XING S/L

XING N/L

N-S	Ped	Sch	Ped	Sch
2155	16	0	8	0
2315	17	1	11	1
2468	17	2	15	0
2514	35	10	22	1
2260	27	11	10	0
2058	18	8	8	0
13770	130	32	74	2

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	160	414	281	855
11-12	243	521	294	1058
12-13	267	593	346	1206
16-17	274	687	382	1343
17-18	255	675	376	1306
18-19	316	550	331	1197
TOTAL	1515	3440	2010	6965

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	220	467	77	764
11-12	257	544	107	908
12-13	267	637	117	1021
16-17	224	530	155	909
17-18	210	504	130	844
18-19	255	500	112	867
TOTAL	1433	3182	698	5313

TOTAL

XING W/L

XING E/L

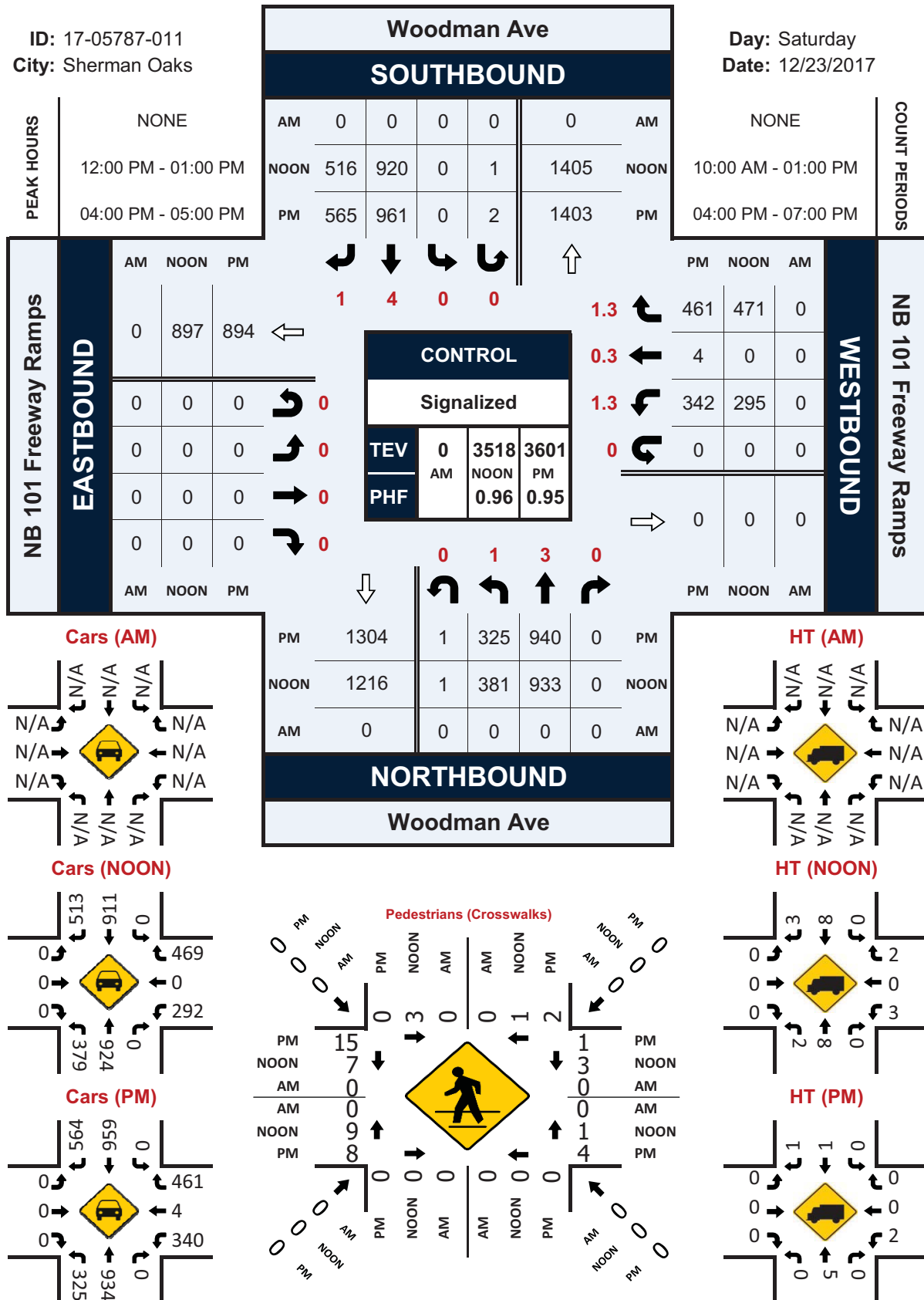
E-W	Ped	Sch	Ped	Sch
1619	7	0	5	0
1966	19	0	10	0
2227	14	0	11	0
2252	19	6	13	4
2150	12	0	10	0
2064	6	0	13	0
12278	77	6	62	4

Woodman Ave & NB 101 Freeway Ramps

Peak Hour Turning Movement Count

ID: 17-05787-011
City: Sherman Oaks

Day: Saturday
Date: 12/23/2017





City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Woodman Ave

East/West NB 101 Freeway Ramps

Day: Saturday **Date:** 12/23/2017 **Weather:** SUNNY

Hours: **Chekr:** NDS

School Day: No **I/S CODE**

	N/B	S/B	E/B	W/B
DUAL-WHEELED	50	44	0	19
BIKES	6	9	0	0
BUSES	6	6	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
<i>PMPK 15 MIN</i>	353	16.15	398	16.00	0	0.00	216	16.15
<i>PMPK HOUR</i>	1282	16.15	1528	16.00	0	0.00	807	16.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	328	752	0	1080
11-12	321	833	0	1154
12-13	382	933	0	1315
16-17	326	940	0	1266
17-18	313	917	0	1230
18-19	263	851	0	1114
TOTAL	1933	5226	0	7159

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	3	790	385	1178
11-12	2	849	472	1323
12-13	1	920	516	1437
16-17	2	961	565	1528
17-18	5	952	548	1505
18-19	4	834	604	1442
TOTAL	17	5306	3090	8413

TOTAL

XING S/L

XING N/L

N-S	Ped	Sch	Ped	Sch
2258	0	0	4	0
2477	0	0	1	0
2752	0	0	4	0
2794	0	0	2	0
2735	0	0	2	1
2556	0	0	3	0
15572	0	0	16	1

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	0	0	0	0
11-12	0	0	0	0
12-13	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
18-19	0	0	0	0
TOTAL	0	0	0	0

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	306	3	389	698
11-12	323	2	420	745
12-13	295	0	471	766
16-17	342	4	461	807
17-18	225	0	333	558
18-19	179	1	286	466
TOTAL	1670	10	2360	4040

TOTAL

XING W/L

XING E/L

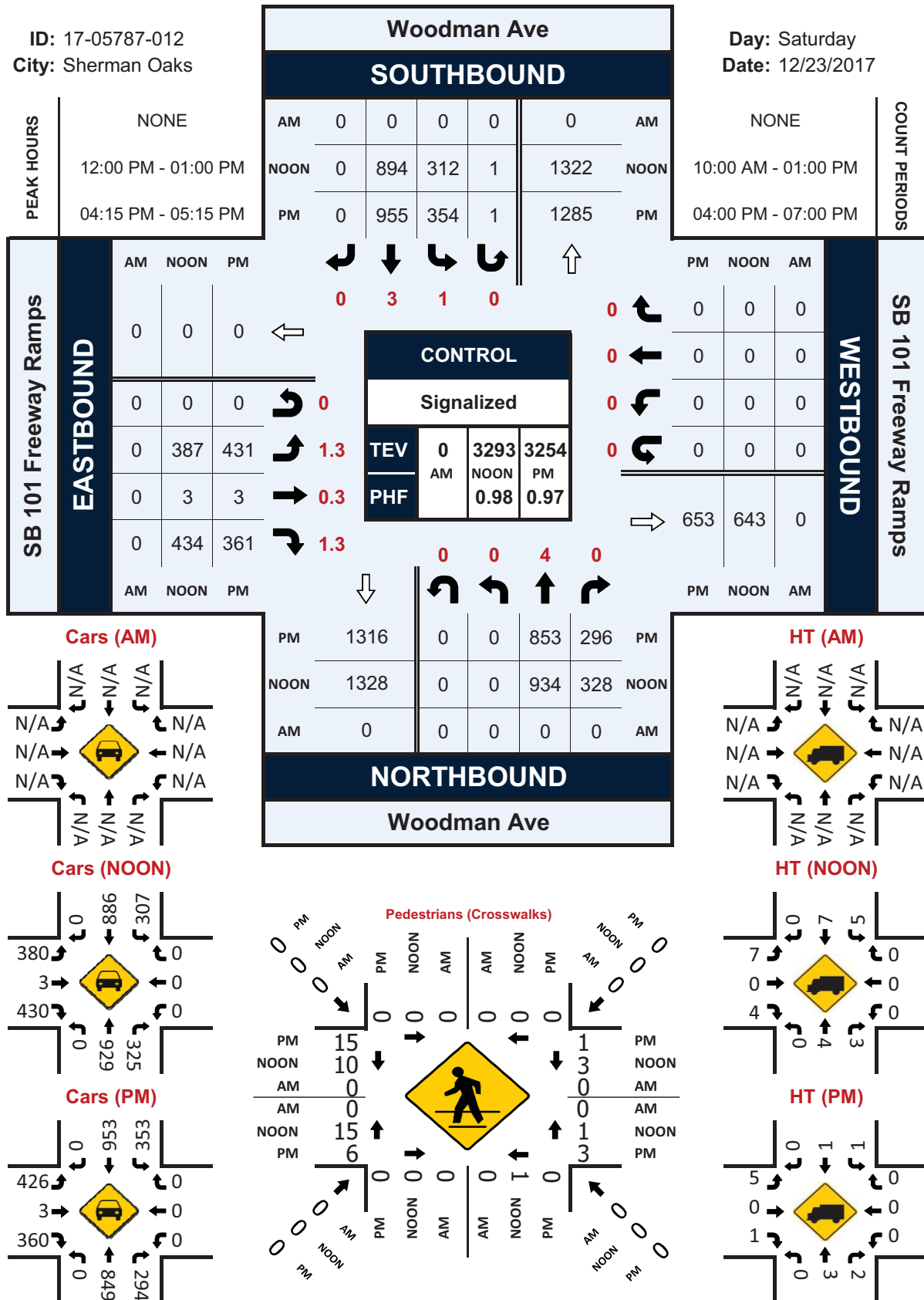
E-W	Ped	Sch	Ped	Sch
698	10	0	3	0
745	16	0	3	0
766	16	0	4	0
807	21	2	5	0
558	6	1	6	1
466	9	2	3	0
4040	78	5	24	1

Woodman Ave & SB 101 Freeway Ramps

Peak Hour Turning Movement Count

ID: 17-05787-012
City: Sherman Oaks

Day: Saturday
Date: 12/23/2017





City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Woodman Ave

East/West SB 101 Freeway Ramps

Day: Saturday **Date:** 12/23/2017 **Weather:** SUNNY

Hours: **Chekr:** NDS

School Day: NO **I/S CODE**

	N/B	S/B	E/B	W/B
DUAL-WHEELED	42	35	33	0
BIKES	6	11	0	0
BUSES	6	6	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
<i>PMPK 15 MIN</i>	325	16.15	337	16.45	234	17.15	0	0.00
<i>PMPK HOUR</i>	1149	16.15	1310	16.00	879	17.15	0	0.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	0	751	277	1028
11-12	0	784	291	1075
12-13	0	934	328	1262
16-17	0	852	287	1139
17-18	0	793	314	1107
18-19	0	687	222	909
TOTAL	0	4801	1719	6520

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	277	815	0	1092
11-12	315	857	0	1172
12-13	313	894	0	1207
16-17	345	965	0	1310
17-18	358	820	0	1178
18-19	309	698	0	1007
TOTAL	1917	5049	0	6966

TOTAL

XING S/L

XING N/L

N-S	Ped	Sch	Ped	Sch
2120	0	0	0	0
2247	0	0	0	0
2469	1	0	0	0
2449	0	0	0	0
2285	0	0	1	0
1916	0	0	2	0
13486	1	0	3	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	335	2	394	731
11-12	360	1	377	738
12-13	387	3	434	824
16-17	414	5	374	793
17-18	441	5	404	850
18-19	428	3	389	820
TOTAL	2365	19	2372	4756

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	0	0	0	0
11-12	0	0	0	0
12-13	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
18-19	0	0	0	0
TOTAL	0	0	0	0

TOTAL

XING W/L

XING E/L

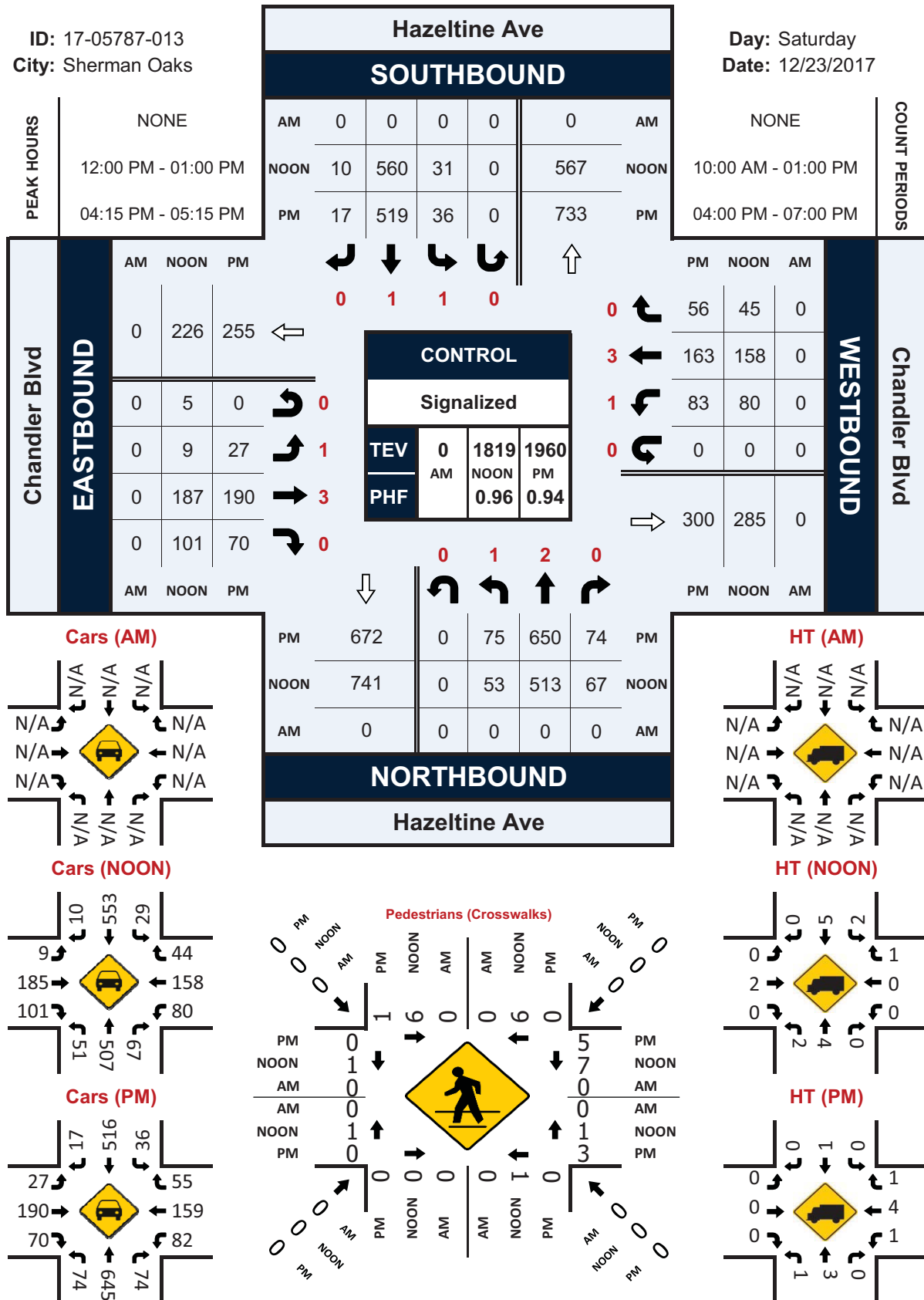
E-W	Ped	Sch	Ped	Sch
731	26	0	3	0
738	22	0	3	0
824	25	0	4	0
793	26	0	5	1
850	12	0	8	0
820	9	0	4	0
4756	120	0	27	1

Hazeltine Ave & Chandler Blvd

Peak Hour Turning Movement Count

ID: 17-05787-013
City: Sherman Oaks

Day: Saturday
Date: 12/23/2017





City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Hazeltine Ave

East/West Chandler Blvd

Day: Saturday **Date:** 12/23/2017 **Weather:** SUNNY

Hours: **Chekr:** NDS

School Day: No **I/S CODE**

	N/B	S/B	E/B	W/B
DUAL-WHEELED	17	15	9	15
BIKES	15	7	3	15
BUSES	10	11	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
<i>PMPK 15 MIN</i>	219	16.30	162	16.30	76	16.45	90	17.00
<i>PMPK HOUR</i>	830	16.30	597	16.00	289	16.00	302	16.15

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	35	362	41	438
11-12	49	441	47	537
12-13	53	513	67	633
16-17	80	623	61	764
17-18	56	632	71	759
18-19	55	523	58	636
TOTAL	328	3094	345	3767

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	37	508	21	566
11-12	33	558	14	605
12-13	31	560	10	601
16-17	37	543	17	597
17-18	31	479	10	520
18-19	24	435	9	468
TOTAL	193	3083	81	3357

TOTAL

XING S/L

XING N/L

N-S	Ped	Sch	Ped	Sch
1004	0	0	13	0
1142	5	0	8	0
1234	1	0	12	0
1361	0	0	1	0
1279	0	0	2	0
1104	0	0	4	0
7124	6	0	40	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	7	142	86	235
11-12	23	174	93	290
12-13	14	187	101	302
16-17	23	187	79	289
17-18	16	166	60	242
18-19	25	130	74	229
TOTAL	108	986	493	1587

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	73	110	46	229
11-12	67	112	46	225
12-13	80	158	45	283
16-17	86	152	46	284
17-18	74	139	43	256
18-19	63	149	39	251
TOTAL	443	820	265	1528

TOTAL

XING W/L

XING E/L

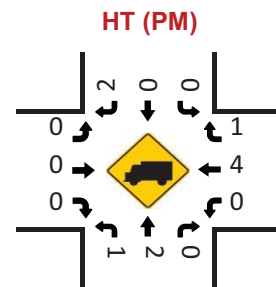
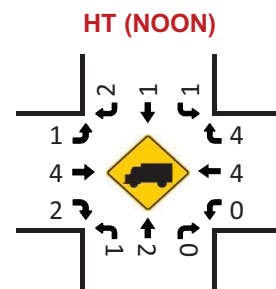
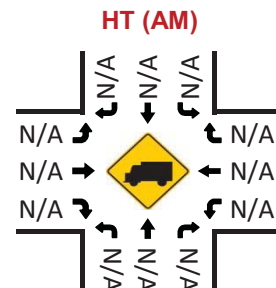
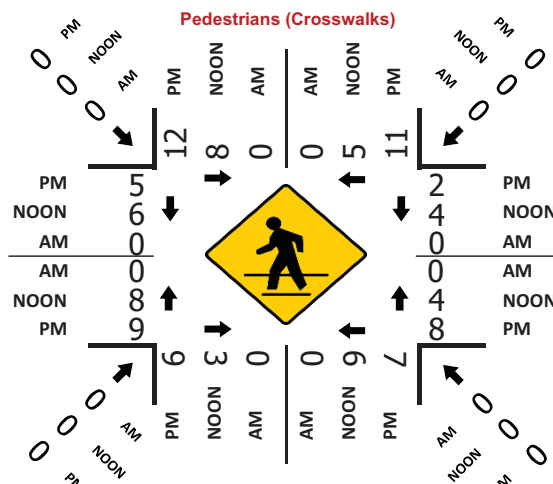
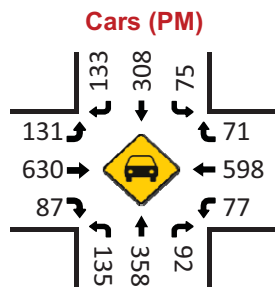
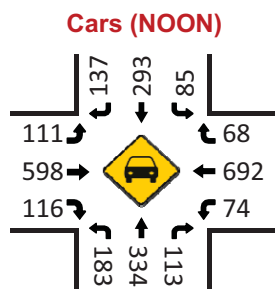
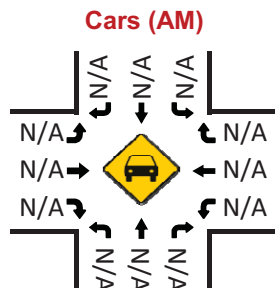
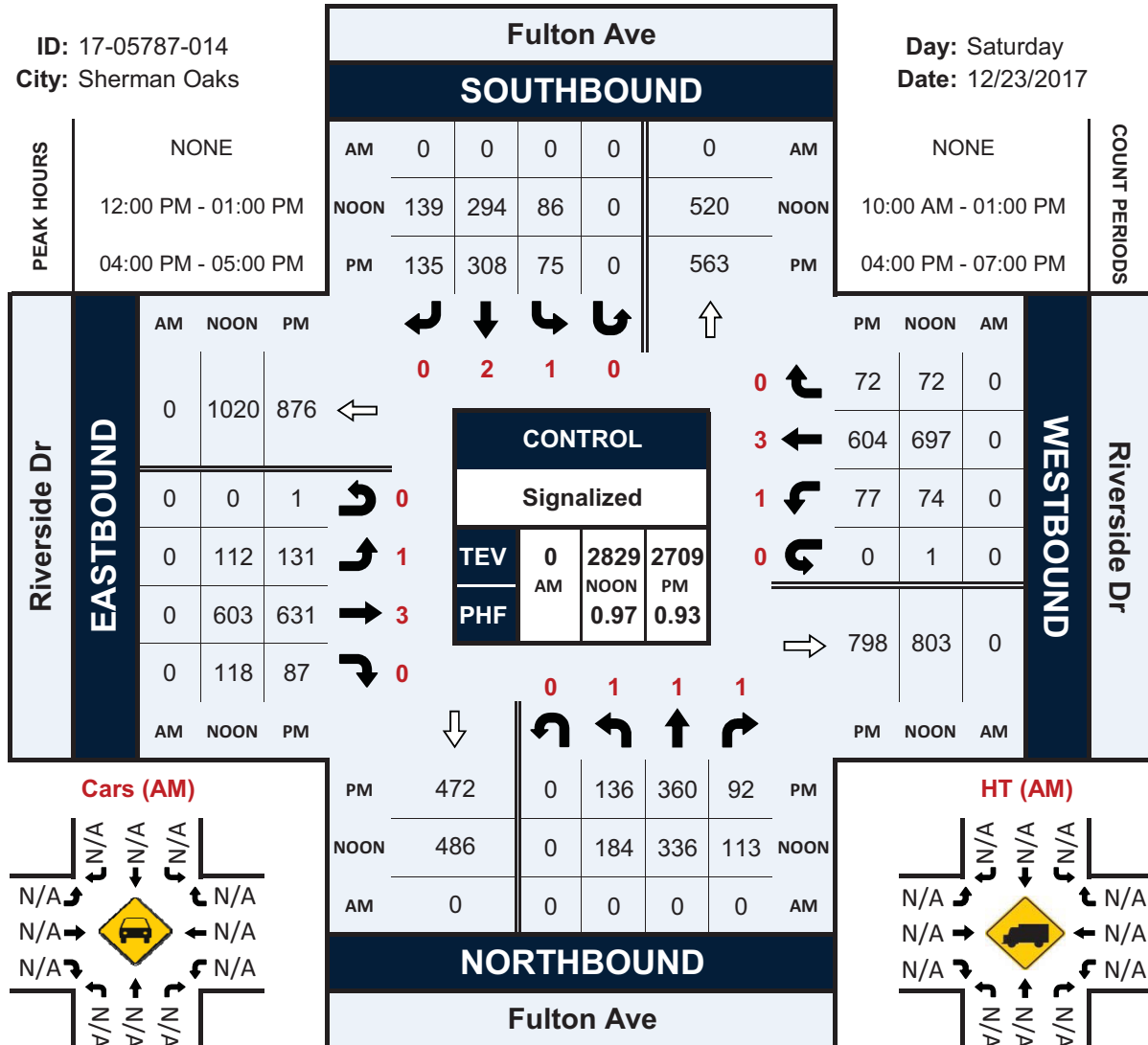
E-W	Ped	Sch	Ped	Sch
464	0	0	6	0
515	1	0	8	0
585	2	0	8	0
573	0	0	4	1
498	0	0	7	1
480	0	0	2	0
3115	3	0	35	2

Fulton Ave & Riverside Dr

Peak Hour Turning Movement Count

ID: 17-05787-014
City: Sherman Oaks

Day: Saturday
Date: 12/23/2017





City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Fulton Ave

East/West Riverside Dr

Day: Saturday **Date:** 12/23/2017 **Weather:** SUNNY

Hours: **Chekr:** NDS

School Day: NO **I/S CODE**

	N/B	S/B	E/B	W/B
DUAL-WHEELED	12	14	19	22
BIKES	5	7	11	15
BUSES	0	0	6	8

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
<i>PMPK 15 MIN</i>	169	16.00	135	16.45	221	16.00	242	18.15
<i>PMPK HOUR</i>	588	16.00	518	16.00	850	16.00	852	17.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	131	221	93	445
11-12	173	287	91	551
12-13	184	336	113	633
16-17	136	360	92	588
17-18	88	293	110	491
18-19	100	224	70	394
TOTAL	812	1721	569	3102

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	76	318	102	496
11-12	102	330	120	552
12-13	86	294	139	519
16-17	75	308	135	518
17-18	75	262	116	453
18-19	55	224	93	372
TOTAL	469	1736	705	2910

TOTAL

XING S/L

XING N/L

N-S	Ped	Sch	Ped	Sch
941	13	0	15	0
1103	12	0	18	0
1152	8	1	13	0
1106	13	3	22	1
944	9	3	25	0
766	4	0	8	0
6012	59	7	101	1

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
10-11	80	417	107	604
11-12	105	533	107	745
12-13	112	603	118	833
16-17	132	631	87	850
17-18	146	595	88	829
18-19	125	557	89	771
TOTAL	700	3336	596	4632

WESTBOUND Approach

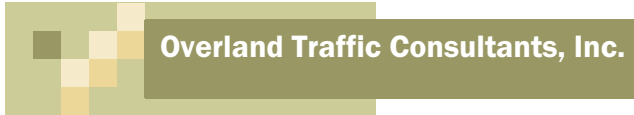
Hours	Lt	Th	Rt	Total
10-11	78	507	45	630
11-12	94	597	75	766
12-13	75	697	72	844
16-17	77	604	72	753
17-18	76	591	78	745
18-19	80	613	72	765
TOTAL	480	3609	414	4503

TOTAL

XING W/L

XING E/L

E-W	Ped	Sch	Ped	Sch
1234	23	0	3	0
1511	23	1	11	0
1677	14	0	8	0
1603	11	3	9	1
1574	10	1	5	0
1536	6	0	5	0
9135	87	5	41	1



ATTACHMENT 2

PROJECT TRIP GENERATION

TRIP GENERATION RATES 9th Edition
& CALCULATIONSMODIFIED DEVELOPMENT
WITH REDUCED DENSITY
Saturday Peak Hour of Generator

ITE Code	Description	Sat Peak Hour		
		In	Out	Total
220	Apartments	54%	46%	0.93
710	Office	54%	46%	0.43
820	Shopping Center	48%	52%	3.71
850	Grocery Store	51%	49%	10.65
932	Highturnover Restaurant	53%	47%	14.07

ITE Code	PROJECT TRIPS		Sat Peak Hour		
	Description	Size	In	Out	Total
	<u>Proposed Project</u>				
	<u>Residential</u>				
220	Apartments	278 units	140	119	259
	<u>Commercial</u>				
932	Restaurant	10,687 sf	80	70	150
	Internal	10%	-8	-7	-15
	Pass-By	20%	<u>-14</u>	<u>-13</u>	<u>-27</u>
	Subtotal Restaurant		58	50	108
820	Retail	1,500 sf	3	3	6
	Internal	10%	0	-1	-1
	Pass-By	10%	<u>0</u>	<u>0</u>	<u>0</u>
	Subtotal Retail		3	2	5
850	Grocery Store	15,190 sf	83	79	162
	Internal	10%	-8	-8	-16
	Pass-By	40%	<u>-29</u>	<u>-29</u>	<u>-58</u>
	Subtotal Grocery		46	42	88
	Subtotal All Commercial	27,377 sf	107	94	202
NET NEW TRIPS TOTAL			247	213	460

+ office	127,000 sf	29	25	55
50% office		15	13	27

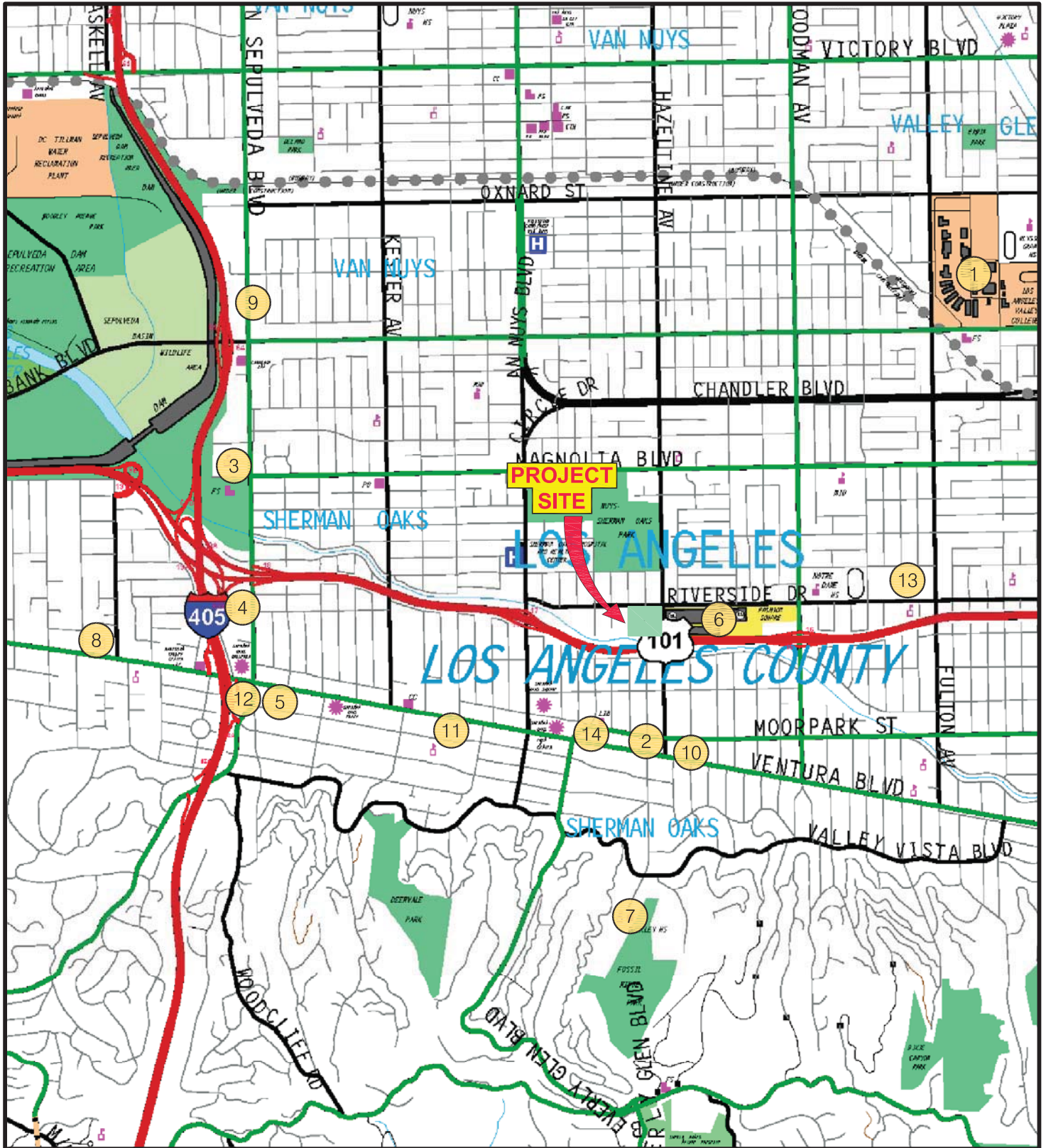


ATTACHMENT 3

RELATED PROJECT INFORMATION

RELATED PROJECT LIST
 UPDATED FEB 2018
 Saturday Peak

No	Location	Description	Sat Peak Hour		
			In	Out	Total
1	5800 Fulton Av	LA Valley College Expansion	42	24	66
2	14121 Ventura Bl	88 units Apartment	39	19	58
		6,000 sf Retail	8	10	18
		3,500 sf Fast Food without Drive Through	<u>30</u>	<u>29</u>	<u>59</u>
		-7,000 sf Demolish	76	58	134
3	15365 Magnolia Bl	225 student Emek Hebrew Academy Expansion	4	5	10
4	4805 N Sepulveda Bl (Il Villaggio)	325 units Apartment	142	70	211
		52,000 sf Retail	<u>163</u>	<u>150</u>	<u>313</u>
		Subtotal	257	195	452
5	15222 Ventura Bl	50 units Condominium	22	11	33
	(complete-not occupied at time of counts)	4,590 sf Retail	<u>14</u>	<u>13</u>	<u>27</u>
		Subtotal	36	24	60
6	14006 Riverside Dr	220,000 sf Fashion Square Expansion	501	463	964
7	3900 Stansbury Av	80 student Buckley School Expansion	2	3	5
8	15729 Ventura Bl	259 student Valley Beth Shalom Expansion	6	5	10
9	5700 N Sepulveda Bl	131 units Apartments	66	35	101
		8,600 sf Retail	<u>19</u>	<u>21</u>	<u>40</u>
		Subtotal	85	56	141
10	14049 Ventura Bl	27,389 sf Supermarket Expansion	183	175	358
11	14708 Ventura Bl	6,880 sf Restaurant	60	53	113
12	15315 Dickens St	10,000 sf Coffee Shop	88	63	150
13	13401 Riverside Drive*	Chase Knolls			
		141 units Apartments	71	38	109
14	14311 Ventura Bl	22,000 sf Retail	47	50	98
		5,000 sf Restaurant	36	24	59
		5,000 sf Office	1	1	2
		(23,680) sf Demolish Car Wash, Care Care, Fast Food, & Retail	(134)	(135)	(269)
		45,000 sf Grocery Store	<u>228</u>	<u>219</u>	<u>447</u>
		Subtotal	178	160	338



12/2016

952 Manhattan Beach Bl #100, Manhattan Beach, Ca 90266
(310) 545-1235 phone, liz@overlandtraffic.com



ATTACHMENT 2

HOLIDAY 2017 CMA WORKSHEETS

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			VAN NUYS BOULEVARD			Year of Count:			2017		Ambient Growth: (%)			2		Conducted by:		If		Date:		7/22/2018	
1		East-West Street:			MAGNOLIA BOULEVARD			Projection Year:			2021		Peak Hour:			MID DAY		Reviewed by:				Project:		ICON MU	
No. of Phases					2			2			2			2			2			2					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0								
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0								
Override Capacity					2			2			2			2			2			2					
					0			0			0			0			0			0					
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION						
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND	Left	160	1	160	0	160	160	5	178	1	178	0	178	1	178	0	178	1	178						
	Left-Through		0							0				0				0							
	Through	980	1	539	12	992	545	67	1128	1	617	12	1140	1	623	0	1140	1	623						
	Through-Right		1							1				1				1							
	Right	98	0	98	0	98	98	0	106	0	106	0	106	0	106	0	106	0	106						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
SOUTHBOUND	Left	62	1	62	0	62	62	2	69	1	69	0	69	1	69	0	69	1	69						
	Left-Through		0							0				0				0							
	Through	895	1	508	14	909	515	65	1034	1	582	14	1048	1	589	0	1048	1	589						
	Through-Right		1							1				1				1							
	Right	120	0	120	0	120	120	0	130	0	130	0	130	0	130	0	130	0	130						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
EASTBOUND	Left	92	1	92	0	92	92	5	105	1	105	0	105	1	105	0	105	1	105						
	Left-Through		0							0				0				0							
	Through	408	1	287	8	416	295	32	474	1	327	8	482	1	335	0	482	1	335						
	Through-Right		1							1				1				1							
	Right	166	0	166	8	174	174	0	180	0	180	8	188	0	188	0	187	0	187						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
WESTBOUND	Left	109	1	109	0	109	109	0	118	1	118	0	118	1	118	0	118	1	118						
	Left-Through		0							0				0				0							
	Through	417	1	259	13	430	265	28	479	1	294	13	492	1	301	0	492	1	301						
	Through-Right		1							1				1				1							
	Right	100	0	100	0	100	100	1	109	0	109	0	109	0	109	0	109	0	109						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
CRITICAL VOLUMES					North-South: 668 East-West: 396 SUM: 1064			North-South: 675 East-West: 404 SUM: 1079			North-South: 760 East-West: 445 SUM: 1205				North-South: 767 East-West: 453 SUM: 1220				North-South: 767 East-West: 453 SUM: 1220						
VOLUME/CAPACITY (V/C) RATIO:					0.709			0.719			0.803				0.813				0.813						
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.609			0.619			0.703				0.713				0.713						
LEVEL OF SERVICE (LOS):					B			B			C				C				C						

REMARKS: SATURDAY HOLIDAY 12-23-17

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

I/S #:		North-South Street:			VAN NUYS BOULEVARD			Year of Count: 2017			Ambient Growth: (%): 2			Conducted by:		If		Date:		7/22/2018		
1		East-West Street:			MAGNOLIA BOULEVARD			Projection Year: 2021			Peak Hour: PM			Reviewed by:				Project:		ICON MU		
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					2			2			2					2				2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0				
ATSAC-1 or ATSAC+ATCS-2?					2			2			2					2				2		
Override Capacity					0			0			0					0				0		
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	156	1	156	0	156	156	5	174	1	174	0	174	1	174	0	174	1	174			
	Left-Through		0							0				0				0				
	Through	1046	1	578	7	1053	582	67	1199	1	659	7	1206	1	663	0	1206	1	663			
	Through-Right		1							1				1				1				
	Right	110	0	110	0	110	110	0	119	0	119	0	119	0	119	0	119	0	119			
	Left-Through-Right		0							0				0				0				
Left-Right		0								0				0			0					
SOUTHBOUND	Left	74	1	74	0	74	74	2	82	1	82	0	82	1	82	0	82	1	82			
	Left-Through		0							0				0				0				
	Through	849	1	480	11	860	486	65	984	1	552	11	995	1	558	0	995	1	558			
	Through-Right		1							1				1				1				
	Right	111	0	111	0	111	111	0	120	0	120	0	120	0	120	0	120	0	120			
	Left-Through-Right		0							0				0				0				
Left-Right		0								0				0			0					
EASTBOUND	Left	73	1	73	0	73	73	5	84	1	84	0	84	1	84	0	84	1	84			
	Left-Through		0							0				0				0				
	Through	442	1	297	6	448	303	32	510	1	337	6	516	1	343	0	516	1	343			
	Through-Right		1							1				1				1				
	Right	151	0	151	7	158	158	0	163	0	163	7	170	0	170	0	170	0	170			
	Left-Through-Right		0							0				0				0				
Left-Right		0								0				0			0					
WESTBOUND	Left	118	1	118	0	118	118	0	128	1	128	0	128	1	128	0	128	1	128			
	Left-Through		0							0				0				0				
	Through	469	1	282	9	478	287	28	536	1	320	9	545	1	325	0	545	1	325			
	Through-Right		1							1				1				1				
	Right	95	0	95	0	95	95	1	104	0	104	0	104	0	104	0	104	0	104			
	Left-Through-Right		0							0				0				0				
Left-Right		0								0				0			0					
CRITICAL VOLUMES					North-South: 652 East-West: 415 SUM: 1067			North-South: 656 East-West: 421 SUM: 1077			North-South: 741 East-West: 465 SUM: 1206			North-South: 745 East-West: 471 SUM: 1216		North-South: 745 East-West: 471 SUM: 1216						
VOLUME/CAPACITY (V/C) RATIO:					0.711			0.718			0.804			0.811		0.811						
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.611			0.618			0.704			0.711		0.711						
LEVEL OF SERVICE (LOS):					B			B			C			C		C						

REMARKS: SATURDAY HOLIDAY 12-23-17

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.007	$\Delta v/c$ after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

2 VAN NUYS & RIVERSIDE COM ALT.xls

I/S #:		North-South Street:			VAN NUYS BOULEVARD			Year of Count: 2017			Ambient Growth: (%): 2			Conducted by:		LF		Date: 7/22/2018				
2		East-West Street:			RIVERSIDE DRIVE			Projection Year: 2021			Peak Hour: PM			Reviewed by:				Project: ICON MU				
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					2 0			2 0			2 0			2 0		2 0		2 0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0				
ATSAC-1 or ATSAC+ATCS-2?					2			2			2			2		2		2				
Override Capacity					0			0			0			0		0		0				
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through		0						0				0				0					
	Through	1344	2	570	0	1344	585	47	1502	2	644	0	1502	2	658	0	1502	2	658			
	Through-Right		1							1				1				1				
	Right	366	0	366	44	410	410	33	429	0	429	44	473	0	473	0	473	0	473			
	Left-Through-Right		0							0				0				0				
	Left-Right		0							0				0				0				
SOUTHBOUND	Left	128	1	128	15	143	143	26	165	1	165	15	180	1	180	0	180	1	180			
	Left-Through		0							0				0				0				
	Through	1082	3	361	0	1082	361	46	1217	3	406	0	1217	3	406	0	1217	3	406			
	Through-Right		0							0				0				0				
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-Right		0							0				0				0				
	Left-Right		0							0				0				0				
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through		0							0				0				0				
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through-Right		0							0				0				0				
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-Right		0							0				0				0				
	Left-Right		0							0				0				0				
WESTBOUND	Left	454	2	250	29	483	266	35	526	2	289	29	555	2	305	0	555	2	305			
	Left-Through		0							0				0				0				
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through-Right		0							0				0				0				
	Right	145	1	81	4	149	78	27	184	1	102	4	188	1	98	0	188	1	98			
	Left-Through-Right		0							0				0				0				
	Left-Right		0							0				0				0				
CRITICAL VOLUMES					North-South: 698 East-West: 250 SUM: 948			North-South: 728 East-West: 266 SUM: 994			North-South: 809 East-West: 289 SUM: 1098				North-South: 838 East-West: 305 SUM: 1143				North-South: 838 East-West: 305 SUM: 1143			
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):					0.632 0.532 A			0.663 0.563 A			0.732 0.632 B				0.762 0.662 B				0.762 0.662 B			

REMARKS: HOLIDAY COUNT SAT 12-23-17

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.030	Δ v/c after mitigation:	0.030
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:		VAN NUYS BOULEVARD		Year of Count:		2017		Ambient Growth: (%)		2		Conducted by:		LF		Date:		7/22/2018	
3		East-West Street:		NB 101 FWY RAMPS		Projection Year:		2021		Peak Hour:		MID DAY		Reviewed by:				Project:		ICON MU	
No. of Phases						3				3				3						3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						0				0				0						0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 0 SB-- 0		0		NB-- 0 SB-- 0		0		NB-- 0 SB-- 0		0		NB-- 0 SB-- 0		0		0	
ATSAC-1 or ATSAC+ATCS-2?				EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0		0	
Override Capacity						2				2				2						2	
						0				0				0						0	
MOVEMENT				EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
				Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	498	2	274	0	498	274	31	570	2	314	0	570	2	314	0	570	2	314		
	Left-Through		0							0				0				0			
	Through	1277	3	426	55	1332	444	76	1458	3	486	55	1513	3	504	0	1513	3	504		
	Through-Right		0							0				0				0			
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-Right		0							0				0				0			
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through		0							0				0				0			
	Through	1047	2	389	22	1069	401	77	1210	2	440	22	1232	2	452	0	1232	2	452		
	Through-Right		1							1				1				1			
	Right	509	1	0	25	534	0	0	551	1	0	25	576	1	0	0	576	1	0		
	Left-Through-Right		0							0				0				0			
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through		0							0				0				0			
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through-Right		0							0				0				0			
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-Right		0							0				0				0			
WESTBOUND	Left	338	1	257	0	338	257	0	366	1	280	0	366	1	280	0	366	1	280		
	Left-Through		0							0				0				0			
	Through	3	0	257	0	3	257	0	3	0	280	0	3	0	280	0	3	0	280		
	Through-Right		0							0				0				0			
	Right	431	1	0	0	431	0	5	472	1	0	0	472	1	0	0	472	1	0		
	Left-Through-Right		1							1				1				1			
CRITICAL VOLUMES		North-South: 663 East-West: 257 SUM: 920		North-South: 675 East-West: 257 SUM: 932		North-South: 754 East-West: 280 SUM: 1034		North-South: 766 East-West: 280 SUM: 1046		North-South: 766 East-West: 280 SUM: 1046		North-South: 766 East-West: 280 SUM: 1046									
VOLUME/CAPACITY (V/C) RATIO:				0.646				0.654				0.726				0.734				0.734	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.546				0.554				0.626				0.634				0.634	
LEVEL OF SERVICE (LOS):				A				A				B				B				B	

REMARKS: HOLIDAY SAT 12-23-17

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

3 VAN NUYS & 101 NB RAMPS COM ALT.xls

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:		VAN NUYS BOULEVARD			Year of Count: 2017			Ambient Growth: (%): 2			Conducted by:		LF		Date: 7/22/2018				
4		East-West Street:		SB 101 FWY RAMPS			Projection Year: 2021			Peak Hour: MID DAY			Reviewed by:				Project: ICON MU				
No. of Phases				3			3			3					3		3				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0					0		0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 2 SB-- 0			NB-- 2 SB-- 0			NB-- 2 SB-- 0			NB-- 2 SB-- 0		NB-- 2 SB-- 0		NB-- 2 SB-- 0				
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0		0		0				
Override Capacity				2			2			2			2		2		2				
				0			0			0			0		0		0				
MOVEMENT				EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
				Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0		
	Left-Through		0							0				0				0			
	Through	1209	3	387	26	1235	393	83	1392	3	439	26	1418	3	446	0	1418	3	446		
	Through-Right		1							1				1				1			
	Right	337	0	337	0	337	337	0	365	0	365	0	365	0	365	0	365	0	365		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
SOUTHBOUND	Left	303	1	303	0	303	303	25	353	1	353	0	353	1	353	0	353	1	353		
	Left-Through		0							0				0				0			
	Through	1038	2	519	22	1060	530	54	1178	2	589	22	1200	2	600	0	1200	2	600		
	Through-Right		0							0				0				0			
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
EASTBOUND	Left	613	1	423	29	642	433	23	687	1	476	29	716	1	486	0	716	1	486		
	Left-Through		0							0				0				0			
	Through	4	0	423	0	4	433	0	4	0	476	0	4	0	486	0	4	0	486		
	Through-Right		0							0				0				0			
	Right	652	1	0	0	652	0	32	738	1	0	0	738	1	0	0	738	1	0		
	Left-Through-Right		1							1				1				1			
Left-Right		0							0				0				0				
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through		0							0				0				0			
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through-Right		0							0				0				0			
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
CRITICAL VOLUMES				North-South: 690			North-South: 696			North-South: 792			North-South: 799			North-South: 799					
				East-West: 423			East-West: 433			East-West: 476			East-West: 486			East-West: 486					
				SUM: 1113			SUM: 1129			SUM: 1268			SUM: 1285			SUM: 1285					
VOLUME/CAPACITY (V/C) RATIO:				0.781			0.792			0.890			0.902			0.902					
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.681			0.692			0.790			0.802			0.802					
LEVEL OF SERVICE (LOS):				B			B			C			D			D					

REMARKS: HOLIDAY SAT 12-23-17

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:		VAN NUYS BOULEVARD			Year of Count:		2017		Ambient Growth: (%)		2		Conducted by:		LF		Date:		7/22/2018	
4		East-West Street:		SB 101 FWY RAMPS			Projection Year:		2021		Peak Hour:		PM		Reviewed by:				Project:		ICON MU	
No. of Phases				3			3		3		3		3		3		3		3		3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0		0		0		0		0		0		0		0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 2 SB-- 0			NB-- 2 SB-- 0		NB-- 2 SB-- 0		NB-- 2 SB-- 0		NB-- 2 SB-- 0		NB-- 2 SB-- 0		NB-- 2 SB-- 0		NB-- 2 SB-- 0		NB-- 2 SB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				EB-- 0 WB-- 0			EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0	
Override Capacity				2			2		2		2		2		2		2		2		2	
				0			0		0		0		0		0		0		0		0	
MOVEMENT				EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
				Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	
	Left-Through		0							0				0				0				
	Through	1267	3	397	21	1288	402	83	1454	3	450	21	1475	3	455	0	1475	3	455			
	Through-Right		1							1				1				1				
	Right	319	0	319	0	319	319	0	345	0	345	0	345	0	345	0	345	0	345	0	345	
	Left-Through-Right		0							0				0				0				
SOUTHBOUND	Left		0							0				0				0				
	Left-Through	326	1	326	0	326	326	25	378	1	378	0	378	1	378	0	378	1	378	0	378	
	Through	1010	2	505	14	1024	512	54	1147	2	574	14	1161	2	581	0	1161	2	581			
	Through-Right		0							0				0				0				
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right		0							0				0				0				
EASTBOUND	Left		0							0				0				0				
	Left-Through	533	1	369	24	557	377	23	600	1	418	24	624	1	426	0	624	1	426	0	426	
	Through	5	0	369	0	5	377	0	5	0	418	0	5	0	426	0	5	0	426	0	426	
	Through-Right		0							0				0				0				
	Right	569	1	0	0	569	0	32	648	1	0	0	648	1	0	0	648	1	0	0	0	
	Left-Through-Right		1							1				1				1				
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0							0				0				0				
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right		0							0				0				0				
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right		0							0				0				0				
CRITICAL VOLUMES				North-South: 723			North-South: 728			North-South: 828			North-South: 833			North-South: 833						
				East-West: 369			East-West: 377			East-West: 418			East-West: 426			East-West: 426						
				SUM: 1092			SUM: 1105			SUM: 1246			SUM: 1259			SUM: 1259						
VOLUME/CAPACITY (V/C) RATIO:				0.766			0.775			0.874			0.884			0.884						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.666			0.675			0.774			0.784			0.784						
LEVEL OF SERVICE (LOS):				B			B			C			C			C						

REMARKS: HOLIDAY SAT 12-23-17

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

5 HAZELTINE & MAGNOLIA option 5.xls

5 HAZELTINE & MAGNOLIA option 5.xls

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			HAZELTINE AVENUE			Year of Count:			2017			Ambient Growth: (%)			2			Conducted by:		LF			Date:		7/22/2018		
6		East-West Street:			RIVERSIDE DRIVE			Projection Year:			2017			Peak Hour:			MID DAY			Reviewed by:					Project:		ICON MU		
No. of Phases					4			4			4			4			4			4			4						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0									
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0									
Override Capacity					2			2			2			2			2			2									
					0			0			0			0			0			0									
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION										
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume							
NORTHBOUND	Left	244	1	244	36	280	280	0	244	1	244	36	280	1	280	-4	276	1	276										
	Left-Through		0							0				0				0											
	Through	596	2	298	22	618	309	0	596	2	298	22	618	2	309	-2	616	2	308										
	Through-Right		0							0				0				0											
	Right	231	1	145	19	250	137	0	231	1	145	19	250	1	137	-2	248	1	137										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
SOUTHBOUND	Left	266	1	266	0	266	266	0	266	1	266	0	266	1	266	0	266	1	266										
	Left-Through		0							0				0				0											
	Through	639	1	396	55	694	424	0	639	1	396	55	694	1	424	-6	689	1	421										
	Through-Right		1							1				1				1											
	Right	153	0	153	0	153	153	0	153	0	153	0	153	0	153	0	153	0	153										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
EASTBOUND	Left	73	1	73	38	111	111	0	73	1	73	38	111	1	111	-4	107	1	107										
	Left-Through		0							0				0				0											
	Through	328	1	279	53	381	305	0	328	1	279	53	381	1	305	-5	376	2	188										
	Through-Right		1							1				1				0											
	Right	229	0	229	0	229	229	0	229	0	229	0	229	0	229	0	229	1	91										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
WESTBOUND	Left	172	1	172	55	227	227	0	172	1	172	55	227	1	227	-6	222	1	222										
	Left-Through		0							0				0				0											
	Through	331	2	166	26	357	179	0	331	2	166	26	357	2	179	-3	354	2	177										
	Through-Right		0							0				0				0											
	Right	121	1	0	0	121	0	0	121	1	0	0	121	1	0	0	121	1	0										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
CRITICAL VOLUMES					North-South: 640 East-West: 451 SUM: 1091			North-South: 704 East-West: 532 SUM: 1236			North-South: 640 East-West: 451 SUM: 1091				North-South: 704 East-West: 532 SUM: 1236				North-South: 697 East-West: 410 SUM: 1107										
VOLUME/CAPACITY (V/C) RATIO:					0.793			0.899			0.793				0.899				0.805										
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.693			0.799			0.693				0.799				0.705										
LEVEL OF SERVICE (LOS):					B			C			B				C				C										

REMARKS: HOLIDAY SAT 12-23-17

EB RIGHT

Version: 1i Beta; 8/4/2011

200K WESTFIELD & + 50% SAT OFFICE + NEW WHOLE FOOD PROJ

Existing + Project Analysis

PROJECT IMPACT

Change in v/c due to project: 0.106

Δv/c after mitigation: 0.012

Significant impacted? YES

Fully mitigated? YES

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			HAZELTINE AVENUE			Year of Count:			2017			Ambient Growth: (%):			2			Conducted by:		LF			Date:		7/22/2018		
6		East-West Street:			RIVERSIDE DRIVE			Projection Year:			2017			Peak Hour:			PM			Reviewed by:					Project:		ICON MU		
No. of Phases					4			4			4			4			4			4			4						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0									
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0									
Override Capacity					2			2			2			2			2			2									
					0			0			0			0			0			0									
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION										
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume							
NORTHBOUND	Left	218	1	218	24	242	242	0	218	1	218	24	242	1	242	-2	240	1	240										
	Left-Through		0							0				0				0											
	Through	711	2	356	13	724	362	0	711	2	356	13	724	2	362	-1	723	2	362										
	Through-Right		0							0				0				0											
	Right	255	1	177	11	266	165	0	255	1	177	11	266	1	165	-1	265	1	167										
	Left-Through-Right		0							0				0				0											
SOUTHBOUND	Left	257	1	257	0	257	257	0	257	1	257	0	257	1	257	0	257	1	257										
	Left-Through		0							0				0				0											
	Through	598	1	364	45	643	386	0	598	1	364	45	643	1	386	-5	639	1	384										
	Through-Right		1							1				1				1											
	Right	129	0	129	0	129	129	0	129	0	129	0	129	0	129	0	129	0	129										
	Left-Through-Right		0							0				0				0											
EASTBOUND	Left	48	1	48	25	73	73	0	48	1	48	25	73	1	73	-3	71	1	70										
	Left-Through		0							0				0				0											
	Through	326	1	280	36	362	298	0	326	1	280	36	362	1	298	-4	358	2	179										
	Through-Right		1							1				1				0											
	Right	233	0	233	0	233	233	0	233	0	233	0	233	0	233	0	233	1	113										
	Left-Through-Right		0							0				0				0											
WESTBOUND	Left	156	1	156	46	202	202	0	156	1	156	46	202	1	202	-5	197	1	197										
	Left-Through		0							0				0				0											
	Through	415	2	208	21	436	218	0	415	2	208	21	436	2	218	-2	434	2	217										
	Through-Right		0							0				0				0											
	Right	134	1	6	0	134	6	0	134	1	6	0	134	1	6	0	134	1	6										
	Left-Through-Right		0							0				0				0											
CRITICAL VOLUMES					North-South: 613 East-West: 436 SUM: 1049			North-South: 628 East-West: 500 SUM: 1128			North-South: 613 East-West: 436 SUM: 1049			North-South: 628 East-West: 500 SUM: 1128			North-South: 624 East-West: 376 SUM: 1000												
VOLUME/CAPACITY (V/C) RATIO:					0.763			0.820			0.763			0.820			0.727												
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.663			0.720			0.663			0.720			0.627												
LEVEL OF SERVICE (LOS):					B			C			B			C			B												

REMARKS: HOLIDAY SAT 12-23-17

Version: 1i Beta; 8/4/2011

200K WESTFIELD & + 50% SAT OFFICE + NEW WHOLE FOOD PROJ

Existing + Project Analysis

PROJECT IMPACT

Change in v/c due to project:	0.057	Δv/c after mitigation:	-0.036
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			HAZELTINE AVENUE			Year of Count:			2017			Ambient Growth: (%)			2			Conducted by:		LF			Date:		7/22/2018		
6		East-West Street:			RIVERSIDE DRIVE			Projection Year:			2021			Peak Hour:			MID DAY			Reviewed by:					Project:		ICON MU		
No. of Phases					4			4			4			4			4			4			4						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0									
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0									
Override Capacity					2			2			2			2			2			2									
					0			0			0			0			0			0									
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION										
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume							
NORTHBOUND	Left	244	1	244	36	280	280	0	264	1	264	36	300	1	300	-4	297	1	297										
	Left-Through		0							0				0				0											
	Through	596	2	298	22	618	309	79	724	2	362	22	746	2	373	-2	744	2	372										
	Through-Right		0							0				0				0											
	Right	231	1	145	19	250	137	0	250	1	137	19	269	1	129	-2	267	1	129										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
SOUTHBOUND	Left	266	1	266	0	266	266	23	311	1	311	0	311	1	311	0	311	1	311										
	Left-Through		0							0				0				0											
	Through	639	1	396	55	694	424	105	797	1	482	55	852	1	509	-6	846	1	506										
	Through-Right		1							1				1				1											
	Right	153	0	153	0	153	153	0	166	0	166	0	166	0	166	0	166	0	166										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
EASTBOUND	Left	73	1	73	38	111	111	0	79	1	79	38	117	1	117	-4	113	1	113										
	Left-Through		0							0				0				0											
	Through	328	1	279	53	381	305	84	439	1	364	53	492	1	391	-5	487	2	244										
	Through-Right		1							1				1				0											
	Right	229	0	229	0	229	229	41	289	0	289	0	289	0	289	0	289	1	141										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
WESTBOUND	Left	172	1	172	55	227	227	40	226	1	226	55	281	1	281	-6	276	1	276										
	Left-Through		0							0				0				0											
	Through	331	2	166	26	357	179	50	408	2	204	26	434	2	217	-3	432	2	216										
	Through-Right		0							0				0				0											
	Right	121	1	0	0	121	0	23	154	1	0	0	154	1	0	0	154	1	0										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
CRITICAL VOLUMES					North-South: 640 East-West: 451 SUM: 1091			North-South: 704 East-West: 532 SUM: 1236			North-South: 746 East-West: 590 SUM: 1336				North-South: 809 East-West: 672 SUM: 1481				North-South: 803 East-West: 520 SUM: 1323										
VOLUME/CAPACITY (V/C) RATIO:					0.793			0.899			0.972				1.077				0.962										
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.693			0.799			0.872				0.977				0.862										
LEVEL OF SERVICE (LOS):					B			C			D				E				D										

REMARKS: HOLIDAY SAT 12-23-17

EB RIGHT

Version: 1i Beta; 8/4/2011

200K WESTFIELD & + 50% SAT OFFICE + NEW WHOLE FOOD PROJ

PROJECT IMPACT

Change in v/c due to project:	0.105	Δv/c after mitigation:	-0.010
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			HAZELTINE AVENUE			Year of Count:			2017			Ambient Growth: (%):			2			Conducted by:		LF			Date:		7/22/2018		
6		East-West Street:			RIVERSIDE DRIVE			Projection Year:			2021			Peak Hour:			PM			Reviewed by:					Project:		ICON MU		
No. of Phases					4			4			4			4			4			4			4						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0									
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0									
Override Capacity					2			2			2			2			2			2									
					0			0			0			0			0			0									
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION										
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume							
NORTHBOUND	Left	218	1	218	24	242	242	0	236	1	236	24	260	1	260	-2	258	1	258										
	Left-Through		0							0				0				0											
	Through	711	2	356	13	724	362	79	849	2	425	13	862	2	431	-1	860	2	430										
	Through-Right		0							0				0				0											
	Right	255	1	177	11	266	165	0	276	1	172	11	287	1	160	-1	286	1	161										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
SOUTHBOUND	Left	257	1	257	0	257	257	23	301	1	301	0	301	1	301	0	301	1	301										
	Left-Through		0							0				0				0											
	Through	598	1	364	45	643	386	105	752	1	446	45	797	1	469	-5	793	1	467										
	Through-Right		1							1				1				1											
	Right	129	0	129	0	129	129	0	140	0	140	0	140	0	140	0	140	0	140										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
EASTBOUND	Left	48	1	48	25	73	73	0	52	1	52	25	77	1	77	-3	74	1	74										
	Left-Through		0							0				0				0											
	Through	326	1	280	36	362	298	84	437	1	365	36	473	1	383	-4	469	2	235										
	Through-Right		1							1				1				0											
	Right	233	0	233	0	233	233	41	293	0	293	0	293	0	293	0	293	1	164										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
WESTBOUND	Left	156	1	156	46	202	202	40	209	1	209	46	255	1	255	-5	250	1	250										
	Left-Through		0							0				0				0											
	Through	415	2	208	21	436	218	50	499	2	250	21	520	2	260	-2	518	2	259										
	Through-Right		0							0				0				0											
	Right	134	1	6	0	134	6	23	168	1	18	0	168	1	18	0	168	1	18										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
CRITICAL VOLUMES					North-South: 613 East-West: 436 SUM: 1049			North-South: 628 East-West: 500 SUM: 1128			North-South: 726 East-West: 574 SUM: 1300			North-South: 732 East-West: 638 SUM: 1370			North-South: 731 East-West: 485 SUM: 1216												
VOLUME/CAPACITY (V/C) RATIO:					0.763			0.820			0.945			0.996			0.884												
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.663			0.720			0.845			0.896			0.784												
LEVEL OF SERVICE (LOS):					B			C			D			D			C												

REMARKS: HOLIDAY SAT 12-23-17

Version: 1i Beta; 8/4/2011

200K WESTFIELD & + 50% SAT OFFICE + NEW WHOLE FOOD PROJ

PROJECT IMPACT

Change in v/c due to project:	0.051	Δv/c after mitigation:	-0.061
Significant impacted?	YES	Fully mitigated?	YES

7 EX+PROJ HAZELTINE & PROJ-FSHN SQY DWYS COM ALT.xls

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			HAZELTINE AVENUE			Year of Count:			2017			Ambient Growth: (%):			2			Conducted by:		LF			Date:		7/22/2028		
7		East-West Street:			PROJE CT DWY/FASHION SQ DWY			Projection Year:			2017			Peak Hour:			PM			Reviewed by:					Project:		ICON MU		
No. of Phases					3			3			3			3			3			3			3						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0									
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0									
Override Capacity					2			2			2			2			2			2									
					0			0			0			0			0			0									
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION										
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume							
NORTHBOUND	Left	3	1	3	37	40	40	0	3	1	3	37	40	1	40	-4	36	1	36										
	Left-Through		0							0				0				0											
	Through	882	1	441	0	882	441	0	882	1	441	0	882	1	441	0	882	1	441										
	Through-Right		1							1				1				1											
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
	Left-Through-Right		0							0				0				0											
SOUTHBOUND	Left	369	1	369	0	369	369	0	369	1	369	0	369	2	203	0	369	2	203										
	Left-Through		0							0				0				0											
	Through	618	1	311	21	639	322	0	618	1	311	21	639	1	322	0	639	1	322										
	Through-Right		1							1				1				1											
	Right	4	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4										
	Left-Through-Right		0							0				0				0											
EASTBOUND	Left	24	1	24	49	73	73	0	24	1	24	49	73	1	37	0	73	1	37										
	Left-Through		0							0				1				1											
	Through	0	0	8	0	0	8	0	0	0	8	0	0	0	37	0	0	0	37										
	Through-Right		1							1				0				0											
	Right	8	0	0	0	8	0	0	8	0	0	0	8	1	0	0	8	1	0										
	Left-Through-Right		0							0				0				0											
WESTBOUND	Left	123	0	123	0	123	123	0	123	0	123	0	123	0	123	0	123	0	123										
	Left-Through		1							1				1				1											
	Through	0	0	123	0	0	123	0	0	0	123	0	0	0	123	0	0	0	123										
	Through-Right		0							0				0				0											
	Right	269	1	85	0	269	85	0	269	1	85	0	269	1	168	0	269	1	168										
	Left-Through-Right		0							0				0				0											
CRITICAL VOLUMES					North-South: 810 East-West: 147 SUM: 957			North-South: 810 East-West: 196 SUM: 1006			North-South: 810 East-West: 147 SUM: 957			North-South: 644 East-West: 205 SUM: 849			North-South: 644 East-West: 205 SUM: 849												
VOLUME/CAPACITY (V/C) RATIO:					0.672			0.706			0.672			0.596			0.596												
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.572			0.606			0.572			0.496			0.496												
LEVEL OF SERVICE (LOS):					A			B			A			A			A												

REMARKS: HOLIDAY SAT DEC 23,2017

Version: 1i Beta; 8/4/2011

200K WESTFIELD & + 50% OFFICE + NEW WESTFIELD PROJ

EXISTING + PROJECT ANALYSIS

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			HAZELTINE AVENUE			Year of Count:			2017			Ambient Growth: (%)			2			Conducted by:		LF			Date:		7/22/2028		
7		East-West Street:			PROJE CT DWY/FASHION SQ DWY			Projection Year:			2021			Peak Hour:			MID DAY			Reviewed by:					Project:		ICON MU		
No. of Phases					3			3			3			3			3			3			3						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0									
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0									
Override Capacity					2			2			2			2			2			2									
					0			0			0			0			0			0									
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION										
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume							
NORTHBOUND	Left	3	1	3	44	47	47	0	3	1	3	44	47	1	47	0	47	1	47										
	Left-Through		0							0				0				0											
	Through	838	1	427	0	838	427	73	980	1	558	0	980	1	558	0	980	1	558										
	Through-Right		1							1				1				1											
	Right	15	0	15	0	15	15	120	136	0	136	0	136	0	136	0	136	0	136										
	Left-Through-Right		0							0				0				0											
SOUTHBOUND	Left	438	1	438	0	438	438	149	623	1	623	0	623	2	343	0	623	2	343										
	Left-Through		0							0				0				0											
	Through	641	1	322	31	672	337	53	747	1	375	31	778	1	390	0	778	1	390										
	Through-Right		1							1				1				1											
	Right	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2										
	Left-Through-Right		0							0				0				0											
EASTBOUND	Left	24	1	24	76	100	100	0	26	1	26	76	102	1	51	0	102	1	51										
	Left-Through		0							0				1				1											
	Through	0	0	8	0	0	15	0	0	0	9	0	0	0	51	0	0	0	51										
	Through-Right		1							1				0				0											
	Right	8	0	0	7	15	0	0	9	0	0	0	9	1	0	0	9	1	0										
	Left-Through-Right		0							0				0				0											
WESTBOUND	Left	105	0	105	0	105	105	49	163	0	163	0	163	0	163	0	163	0	163										
	Left-Through		1							1				1				1											
	Through	0	0	105	0	0	105	11	11	0	174	0	11	0	174	0	11	0	174										
	Through-Right		0							0				0				0											
	Right	204	1	0	0	204	0	142	363	1	52	0	363	1	192	0	363	1	192										
	Left-Through-Right		0							0				0				0											
CRITICAL VOLUMES					North-South: 865 East-West: 129 SUM: 994			North-South: 865 East-West: 205 SUM: 1070			North-South: 1181 East-West: 200 SUM: 1381			North-South: 901 East-West: 243 SUM: 1144			North-South: 901 East-West: 243 SUM: 1144												
VOLUME/CAPACITY (V/C) RATIO:					0.698			0.751			0.969			0.803			0.803												
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.598			0.651			0.869			0.703			0.703												
LEVEL OF SERVICE (LOS):					A			B			D			C			C												

REMARKS: HOLIDAY SAT DEC 23,2017

Version: 1i Beta; 8/4/2011

200K WESTFIELD & + 50% OFFICE + NEW WESTFIELD PROJ

PROJECT IMPACT

Change in v/c due to project:	-0.166	Δv/c after mitigation:	-0.166
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			HAZELTINE AVENUE			Year of Count:			2017			Ambient Growth: (%):			2			Conducted by:		LF			Date:		7/22/2028		
7		East-West Street:			PROJE CT DWY/FASHION SQ DWY			Projection Year:			2021			Peak Hour:			PM			Reviewed by:					Project:		ICON MU		
No. of Phases					3			3					3					3					3						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0					0					0					0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0					NB-- 0 SB-- 0					NB-- 0 SB-- 0					NB-- 0 SB-- 0						
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0					EB-- 0 WB-- 0					EB-- 0 WB-- 0					EB-- 0 WB-- 0						
Override Capacity					2			2					2					2					2						
					0			0					0					0					0						
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION										
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume							
NORTHBOUND	Left	3	1	3	37	40	40	0	3	1	3	37	40	1	40	-4	37	1	37										
	Left-Through		0							0				0				0											
	Through	882	1	441	0	882	441	73	1028	1	574	0	1028	1	574	0	1028	1	574										
	Through-Right		1							1				1				1											
	Right	0	0	0	0	0	0	120	120	0	120	0	120	0	120	0	120	0	120										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
SOUTHBOUND	Left	369	1	369	0	369	369	149	548	1	548	0	548	2	301	0	548	2	301										
	Left-Through		0							0				0				0											
	Through	618	1	311	21	639	322	53	722	1	363	21	743	1	374	0	743	1	374										
	Through-Right		1							1				1				1											
	Right	4	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
EASTBOUND	Left	24	1	24	49	73	73	0	26	1	26	49	75	1	38	0	75	1	38										
	Left-Through		0							0				1				1											
	Through	0	0	8	0	0	8	0	0	0	9	0	0	0	38	0	0	0	38										
	Through-Right		1							1				0				0											
	Right	8	0	0	0	8	0	0	9	0	0	0	9	1	0	0	9	1	0										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
WESTBOUND	Left	123	0	123	0	123	123	49	182	0	182	0	182	0	182	0	182	0	182										
	Left-Through		1							1				1				1											
	Through	0	0	123	0	0	123	11	11	0	193	0	11	0	193	0	11	0	193										
	Through-Right		0							0				0				0											
	Right	269	1	85	0	269	85	142	433	1	159	0	433	1	283	0	433	1	283										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
CRITICAL VOLUMES					North-South: 810 East-West: 147 SUM: 957			North-South: 810 East-West: 196 SUM: 1006			North-South: 1122 East-West: 219 SUM: 1341			North-South: 875 East-West: 321 SUM: 1196			North-South: 875 East-West: 321 SUM: 1196												
VOLUME/CAPACITY (V/C) RATIO:					0.672			0.706			0.941			0.839			0.839												
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.572			0.606			0.841			0.739			0.739												
LEVEL OF SERVICE (LOS):					A			B			D			C			C												

REMARKS: HOLIDAY SAT DEC 23,2017

Version: 1i Beta; 8/4/2011

200K WESTFIELD & + 50% OFFICE + NEW WESTFIELD PROJ

PROJECT IMPACT

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

8 HAZELTINE & VENTURA COM ALT.xls

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			HAZELTINE AVENUE			Year of Count:			2017			Ambient Growth: (%)			2			Conducted by:		LF			Date:		7/22/2018		
8		East-West Street:			VENTURA BL			Projection Year:			2021			Peak Hour:			PM			Reviewed by:					Project:		ICON MU		
No. of Phases					3			3					3					3					3						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0					0					0					0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 3			NB-- 0 SB-- 3					NB-- 0 SB-- 3					NB-- 0 SB-- 3					NB-- 0 SB-- 3						
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0					EB-- 0 WB-- 0					EB-- 0 WB-- 0					EB-- 0 WB-- 0						
Override Capacity					2			2					2					2					2						
					0			0					0					0					0						
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION										
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume							
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	Left-Through		0							0				0					0			0							
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	Through-Right		0							0				0					0			0							
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	Left-Through-Right		0							0				0					0			0							
SOUTHBOUND	Left	153	2	84	10	163	90	50	216	2	119	10	226	2	124	0	226	2	124	0	226	2	124						
	Left-Through		0							0				0					0			0							
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	Through-Right		0							0				0					0			0							
	Right	174	1	2	11	185	0	39	227	1	0	11	238	1	0	0	238	1	0	0	238	1	0						
	Left-Through-Right		0							0				0					0			0							
EASTBOUND	Left	172	1	172	16	188	188	41	227	1	227	16	243	1	243	0	243	1	243	0	243	1	243						
	Left-Through		0							0				0					0			0							
	Through	761	2	381	0	761	381	163	987	2	494	0	987	2	494	0	987	2	494	0	987	2	494						
	Through-Right		0							0				0					0			0							
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	Left-Through-Right		0							0				0					0			0							
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	Left-Through		0							0				0					0			0							
	Through	835	1	526	0	835	533	212	1116	1	697	0	1116	1	704	0	1116	1	704	0	1116	1	704						
	Through-Right		1							1				1					1			1							
	Right	217	0	217	14	231	231	42	277	0	277	14	291	0	291	0	291	0	291	0	291	0	291						
	Left-Through-Right		0							0				0					0			0							
CRITICAL VOLUMES					North-South: 84			North-South: 90			North-South: 119			North-South: 124			North-South: 124												
					East-West: 698			East-West: 721			East-West: 924			East-West: 947			East-West: 947												
					SUM: 782			SUM: 811			SUM: 1043			SUM: 1071			SUM: 1071												
VOLUME/CAPACITY (V/C) RATIO:					0.549			0.569			0.732			0.752			0.752												
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.449			0.469			0.632			0.652			0.652												
LEVEL OF SERVICE (LOS):					A			A			B			B			B												

REMARKS: HOLIDAY SAT 12-23-17

Version: 1i Beta; 8/4/2011

200K WESTFIELD & + 50% SAT OFFICE + NEW WHOLE FOOD PROJ

PROJECT IMPACT

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

I/S #:	North-South Street:		WOODMAN AVENUE			Year of Count: 2017			Ambient Growth: (%): 2			Conducted by:		LF		Date: 7/22/2018			
	9	East-West Street:		MAGNOLIA BOULEVARD			Projection Year: 2021			Peak Hour: MID DAY			Reviewed by:		Project: ICON MU				
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2			2			2			2			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0		
ATSAC-1 or ATSAC+ATCS-2?		EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0		
Override Capacity				2			2			2			2			2			
				0			0			0			0			0			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	83	1	83	0	83	83	0	90	1	90	0	90	1	90	0	90	1	90
	Left-Through		0							0				0				0	
	Through	792	1	436	6	798	439	52	909	1	510	6	915	1	513	0	915	1	513
	Through-Right		1							1				1				1	
	Right	80	0	80	0	80	80	23	110	0	110	0	110	0	110	0	110	0	110
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	53	1	53	0	53	53	0	57	1	57	0	57	1	57	0	57	1	57
	Left-Through		0							0				0				0	
	Through	829	1	454	6	835	461	56	953	1	520	6	959	1	527	0	959	1	527
	Through-Right		1							1				1				1	
	Right	79	0	79	8	87	87	0	86	0	86	8	94	0	94	0	94	0	94
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	77	1	77	6	83	83	0	83	1	83	6	89	1	89	0	89	1	89
	Left-Through		0							0				0				0	
	Through	400	1	233	9	409	237	30	463	1	267	9	472	1	271	0	472	1	271
	Through-Right		1							1				1				1	
	Right	65	0	65	0	65	65	0	70	0	70	0	70	0	70	0	70	0	70
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	111	1	111	0	111	111	0	120	1	120	0	120	1	120	0	120	1	120
	Left-Through		0							0				0				0	
	Through	352	1	204	10	362	209	20	401	1	244	10	411	1	249	0	411	1	249
	Through-Right		1							1				1				1	
	Right	56	0	56	0	56	56	25	86	0	86	0	86	0	86	0	86	0	86
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 537 East-West: 344 SUM: 881			North-South: 544 East-West: 348 SUM: 892			North-South: 610 East-West: 387 SUM: 997				North-South: 617 East-West: 391 SUM: 1008				North-South: 617 East-West: 391 SUM: 1008			
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		0.587 0.487 A			0.595 0.495 A			0.665 0.565 A				0.672 0.572 A				0.672 0.572 A			

REMARKS: HOLIDAY SAT 12-23-17

Version: 1i Beta; 8/4/2011

200K WESTFIELD & + 50% SAT OFFICE + NEW WHOLE FOOD PROJ

PROJECT IMPACT

Change in v/c due to project: 0.007

$\Delta v/c$ after mitigation: 0.007

Significant impacted? **NO**

Fully mitigated? **N/A**

9 MAGNOLIA & WOODMAN option 5.xls

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			WOODMAN AVENUE			Year of Count:			2017			Ambient Growth: (%)			2			Conducted by:		LF			Date:		7/22/2018		
10		East-West Street:			RIVERSIDE DRIVE			Projection Year:			2017			Peak Hour:			MID DAY			Reviewed by:					Project:		ICON MU		
No. of Phases					4			4			4			4			4			4			4						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0									
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0									
Override Capacity					2			2			2			2			2			2									
					0			0			0			0			0			0									
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION										
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume							
NORTHBOUND	Left	580	2	319	52	632	348	0	580	2	319	52	632	2	348	-5	627	2	345										
	Left-Through		0							0				0				0											
	Through	629	2	315	0	629	315	0	629	2	315	0	629	2	315	0	629	2	315										
	Through-Right		0							0				0				0											
	Right	178	1	0	0	178	0	0	178	1	0	0	178	1	0	0	178	1	0										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
SOUTHBOUND	Left	91	1	91	0	91	91	0	91	1	91	0	91	1	91	0	91	1	91										
	Left-Through		0							0				0				0											
	Through	685	2	343	0	685	343	0	685	2	343	0	685	2	343	0	685	2	343										
	Through-Right		0							0				0				0											
	Right	309	1	172	6	315	175	0	309	1	172	6	315	1	175	-1	314	1	174										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
EASTBOUND	Left	275	1	275	6	281	281	0	275	1	275	6	281	1	281	-1	280	1	280										
	Left-Through		0							0				0				0											
	Through	597	1	479	10	607	506	0	597	1	479	10	607	1	506	-1	606	2	303										
	Through-Right		1							1				1				0											
	Right	360	0	360	45	405	405	0	360	0	360	45	405	0	405	-5	401	1	228										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
WESTBOUND	Left	267	1	267	0	267	267	0	267	1	267	0	267	1	267	0	267	1	267										
	Left-Through		0							0				0				0											
	Through	638	2	319	11	649	325	0	638	2	319	11	649	2	325	-1	648	2	324										
	Through-Right		0							0				0				0											
	Right	117	1	72	0	117	72	0	117	1	72	0	117	1	72	0	117	1	72										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
CRITICAL VOLUMES					North-South: 662 East-West: 746 SUM: 1408			North-South: 691 East-West: 773 SUM: 1464			North-South: 662 East-West: 746 SUM: 1408			North-South: 691 East-West: 773 SUM: 1464			North-South: 688 East-West: 604 SUM: 1292												
VOLUME/CAPACITY (V/C) RATIO:					1.024			1.065			1.024			1.065			0.940												
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.924			0.965			0.924			0.965			0.840												
LEVEL OF SERVICE (LOS):					E			E			E			E			D												

REMARKS: HOLIDAY SAT 12-23-17

Version: 1i Beta; 8/4/2011

200k WESTFIELD + 50% SAT OFFICE + NEW WHOLE FOOD PROJ

EXISTING + PROJECT

PROJECT IMPACT

Change in v/c due to project:	0.041	Δv/c after mitigation:	-0.084
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			WOODMAN AVENUE			Year of Count:			2017			Ambient Growth: (%):			2			Conducted by:		LF			Date:		7/22/2018		
10		East-West Street:			RIVERSIDE DRIVE			Projection Year:			2017			Peak Hour:			PM			Reviewed by:					Project:		ICON MU		
No. of Phases					4			4			4			4			4			4			4						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0									
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0									
Override Capacity					2			2			2			2			2			2									
					0			0			0			0			0			0									
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION										
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume							
NORTHBOUND	Left	504	2	277	42	546	300	0	504	2	277	42	546	2	300	-4	542	2	298										
	Left-Through		0							0				0				0											
	Through	757	2	379	0	757	379	0	757	2	379	0	757	2	379	0	757	2	379										
	Through-Right		0							0				0				0											
	Right	163	1	0	0	163	0	0	163	1	0	0	163	1	0	0	163	1	0										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
SOUTHBOUND	Left	71	1	71	0	71	71	0	71	1	71	0	71	1	71	0	71	1	71										
	Left-Through		0							0				0				0											
	Through	691	2	346	0	691	346	0	691	2	346	0	691	2	346	0	691	2	346										
	Through-Right		0							0				0				0											
	Right	332	1	193	5	337	196	0	332	1	193	6	338	1	197	-1	337	1	196										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
EASTBOUND	Left	279	1	279	4	283	283	0	279	1	279	4	283	1	283	0	283	1	283										
	Left-Through		0							0				0				0											
	Through	691	1	544	7	698	561	0	691	1	544	7	698	1	561	-1	697	2	349										
	Through-Right		1							1				1				0											
	Right	396	0	396	27	423	423	0	396	0	396	27	423	0	423	-3	420	1	271										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
WESTBOUND	Left	224	1	224	0	224	224	0	224	1	224	0	224	1	224	0	224	1	224										
	Left-Through		0							0				0				0											
	Through	531	2	266	9	540	270	0	531	2	266	9	540	2	270	-1	539	2	270										
	Through-Right		0							0				0				0											
	Right	155	1	120	0	155	120	0	155	1	120	0	155	1	120	0	155	1	120										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
CRITICAL VOLUMES					North-South: 623 East-West: 768 SUM: 1391			North-South: 646 East-West: 785 SUM: 1431			North-South: 623 East-West: 768 SUM: 1391				North-South: 646 East-West: 785 SUM: 1431				North-South: 644 East-West: 573 SUM: 1217										
VOLUME/CAPACITY (V/C) RATIO:					1.012			1.041			1.012				1.041				0.885										
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.912			0.941			0.912				0.941				0.785										
LEVEL OF SERVICE (LOS):					E			E			E				E				C										

REMARKS: HOLIDAY SAT 12-23-17

Version: 1i Beta; 8/4/2011

200k WESTFIELD + 50% SAT OFFICE + NEW WHOLE FOOD PROJ

EXISTING + PROJECT

PROJECT IMPACT

Change in v/c due to project:	0.029	Δv/c after mitigation:	-0.127
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			WOODMAN AVENUE			Year of Count:			2017		Ambient Growth: (%)			2		Conducted by:		LF		Date:		7/22/2018	
10		East-West Street:			RIVERSIDE DRIVE			Projection Year:			2021		Peak Hour:			MID DAY		Reviewed by:				Project:		ICON MU	
No. of Phases					4			4			4			4			4			4					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0								
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0								
Override Capacity					2			2			2			2			2								
					0			0			0			0			0								
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION						
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND	Left	580	2	319	52	632	348	0	628	2	345	52	680	2	374	-5	675	2	371						
	Left-Through		0							0				0				0							
	Through	629	2	315	0	629	315	68	749	2	375	0	749	2	375	0	749	2	375						
	Through-Right		0							0				0				0							
	Right	178	1	0	0	178	0	23	216	1	0	0	216	1	0	0	216	1	0						
	Left-Through-Right		0							0				0				0							
SOUTHBOUND	Left	91	1	91	0	91	91	1	100	1	100	0	100	1	100	0	100	1	100						
	Left-Through		0							0				0				0							
	Through	685	2	343	0	685	343	61	802	2	401	0	802	2	401	0	802	2	401						
	Through-Right		0							0				0				0							
	Right	309	1	172	6	315	175	21	355	1	195	6	361	1	198	-1	361	1	198						
	Left-Through-Right		0							0				0				0							
EASTBOUND	Left	275	1	275	6	281	281	23	321	1	321	6	327	1	327	-1	326	1	326						
	Left-Through		0							0				0				0							
	Through	597	1	479	10	607	506	33	679	1	535	10	689	1	562	-1	688	2	344						
	Through-Right		1							1				1				0							
	Right	360	0	360	45	405	405	0	390	0	390	45	435	0	435	-5	430	1	245						
	Left-Through-Right		0							0				0				0							
WESTBOUND	Left	267	1	267	0	267	267	10	299	1	299	0	299	1	299	0	299	1	299						
	Left-Through		0							0				0				0							
	Through	638	2	319	11	649	325	23	714	2	357	11	725	2	363	-1	723	2	362						
	Through-Right		0							0				0				0							
	Right	117	1	72	0	117	72	0	127	1	77	0	127	1	77	0	127	1	77						
	Left-Through-Right		0							0				0				0							
CRITICAL VOLUMES					North-South: 662 East-West: 746 SUM: 1408			North-South: 691 East-West: 773 SUM: 1464			North-South: 746 East-West: 834 SUM: 1580			North-South: 775 East-West: 861 SUM: 1636			North-South: 772 East-West: 688 SUM: 1460								
VOLUME/CAPACITY (V/C) RATIO:					1.024			1.065			1.149			1.190			1.062								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.924			0.965			1.049			1.090			0.962								
LEVEL OF SERVICE (LOS):					E			E			F			F			E								

REMARKS: HOLIDAY SAT 12-23-17

Version: 1i Beta; 8/4/2011

200k WESTFIELD + 50% SAT OFFICE + NEW WHOLE FOOD PROJ

PROJECT IMPACT

Change in v/c due to project:	0.041	Δv/c after mitigation:	-0.087
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			WOODMAN AVENUE			Year of Count:			2017			Ambient Growth: (%):			2			Conducted by:		LF			Date:		7/22/2018		
10		East-West Street:			RIVERSIDE DRIVE			Projection Year:			2021			Peak Hour:			PM			Reviewed by:					Project:		ICON MU		
No. of Phases					4			4			4			4			4			4			4						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0									
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0									
Override Capacity					2			2			2			2			2			2									
					0			0			0			0			0			0									
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION										
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume							
NORTHBOUND	Left	504	2	277	42	546	300	0	546	2	300	42	588	2	323	-4	583	2	321										
	Left-Through		0							0				0				0											
	Through	757	2	379	0	757	379	68	887	2	444	0	887	2	444	0	887	2	444										
	Through-Right		0							0				0				0											
	Right	163	1	0	0	163	0	23	199	1	0	0	199	1	0	0	199	1	0										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
SOUTHBOUND	Left	71	1	71	0	71	71	6	83	1	83	0	83	1	83	0	83	1	83										
	Left-Through		0							0				0				0											
	Through	691	2	346	0	691	346	61	809	2	405	0	809	2	405	0	809	2	405										
	Through-Right		0							0				0				0											
	Right	332	1	193	5	337	196	21	380	1	218	6	386	1	222	-1	386	1	222										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
EASTBOUND	Left	279	1	279	4	283	283	23	325	1	325	4	329	1	329	0	329	1	329										
	Left-Through		0							0				0				0											
	Through	691	1	544	7	698	561	33	781	1	605	7	788	1	622	-1	787	2	394										
	Through-Right		1							1				1				0											
	Right	396	0	396	27	423	423	0	429	0	429	27	456	0	456	-3	453	1	293										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
WESTBOUND	Left	224	1	224	0	224	224	10	252	1	252	0	252	1	252	0	252	1	252										
	Left-Through		0							0				0				0											
	Through	531	2	266	9	540	270	23	598	2	299	9	607	2	304	-1	606	2	303										
	Through-Right		0							0				0				0											
	Right	155	1	120	0	155	120	0	168	1	127	0	168	1	127	0	168	1	127										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
CRITICAL VOLUMES					North-South: 623 East-West: 768 SUM: 1391			North-South: 646 East-West: 785 SUM: 1431			North-South: 705 East-West: 857 SUM: 1562			North-South: 728 East-West: 874 SUM: 1602			North-South: 726 East-West: 646 SUM: 1372												
VOLUME/CAPACITY (V/C) RATIO:					1.012			1.041			1.136			1.165			0.998												
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.912			0.941			1.036			1.065			0.898												
LEVEL OF SERVICE (LOS):					E			E			F			F			D												

REMARKS: HOLIDAY SAT 12-23-17

Version: 1i Beta; 8/4/2011

200k WESTFIELD + 50% SAT OFFICE + NEW WHOLE FOOD PROJ

PROJECT IMPACT

Change in v/c due to project:	0.029	Δv/c after mitigation:	-0.138
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			WOODMAN AVENUE			Year of Count:			2017		Ambient Growth: (%)			2		Conducted by:		LF		Date:		7/22/2018	
11		East-West Street:			NB 101 FWY RAMPS			Projection Year:			2021		Peak Hour:			MID DAY		Reviewed by:				Project:		ICON MU	
No. of Phases					3			3			3			3			3			3					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0								
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0								
Override Capacity					2			2			2			2			2								
					0			0			0			0			0								
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION						
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND	Left	382	1	382	0	382	382	0	413	1	413	0	413	1	413	0	413	1	413						
	Left-Through		0							0				0				0							
	Through	935	3	312	26	961	320	75	1087	3	362	26	1113	3	371	0	1113	3	371						
	Through-Right		0							0				0				0							
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Left-Through		0							0				0				0							
	Through	934	4	234	45	979	245	73	1084	4	271	45	1129	4	282	0	1129	4	282						
	Through-Right		0							0				0				0							
	Right	516	1	516	0	516	516	31	590	1	590	0	590	1	590	0	590	1	590						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Left-Through		0							0				0				0							
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Through-Right		0							0				0				0							
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
WESTBOUND	Left	295	1	256	0	295	264	32	351	1	301	0	351	1	309	0	351	1	309						
	Left-Through		0							0				0				0							
	Through		0	256	0	0	264	0	0	0	301	0	0	0	309	0	0	0	309						
	Through-Right		0							0				0				0							
	Right	472	1	0	26	498	0	40	551	1	0	26	577	1	0	0	577	1	0						
	Left-Through-Right		1							1				1				1							
Left-Right		0							0				0				0								
CRITICAL VOLUMES					North-South: 898			North-South: 898			North-South: 1003			North-South: 1003			North-South: 1003								
					East-West: 256			East-West: 264			East-West: 301			East-West: 309			East-West: 309								
					SUM: 1154			SUM: 1162			SUM: 1304			SUM: 1312			SUM: 1312								
VOLUME/CAPACITY (V/C) RATIO:					0.810			0.815			0.915			0.921			0.921								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.710			0.715			0.815			0.821			0.821								
LEVEL OF SERVICE (LOS):					C			C			D			D			D								

REMARKS: HOLIDAY SAT 12-23-17

Version: 1i Beta; 8/4/2011

200K WESTFIELD + 50% SAT OFFICE + NEW WHOLE FOOD PROJ

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			WOODMAN AVENUE			Year of Count:			2017			Ambient Growth: (%):			2			Conducted by:		LF			Date:		7/22/2018		
11		East-West Street:			NB 101 FWY RAMPS			Projection Year:			2021			Peak Hour:			PM			Reviewed by:					Project:		ICON MU		
No. of Phases					3			3			3			3			3			3			3						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0									
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0									
Override Capacity					2			2			2			2			2			2									
					0			0			0			0			0			0									
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION										
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume							
NORTHBOUND	Left	326	1	326	0	326	326	3	356	1	356	0	356	1	356	0	356	1	356										
	Left-Through		0							0				0				0											
	Through	942	3	314	21	963	321	75	1095	3	365	21	1116	3	372	0	1116	3	372										
	Through-Right		0							0				0				0											
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
	Left-Through-Right		0							0				0				0											
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
	Left-Through		0							0				0				0											
	Through	975	4	244	27	1002	251	73	1128	4	282	27	1155	4	289	0	1155	4	289										
	Through-Right		0							0				0				0											
	Right	565	1	565	0	565	565	31	643	1	643	0	643	1	643	0	643	1	643										
	Left-Through-Right		0							0				0				0											
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
	Left-Through		0							0				0				0											
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
	Through-Right		0							0				0				0											
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
	Left-Through-Right		0							0				0				0											
WESTBOUND	Left	342	1	269	0	342	276	32	402	1	315	0	402	1	322	0	402	1	322										
	Left-Through		0							0				0				0											
	Through	4	0	269	0	4	276	0	4	0	315	0	4	0	322	0	4	0	322										
	Through-Right		0							0				0				0											
	Right	462	1	0	21	483	0	40	540	1	0	21	561	1	0	0	561	1	0										
	Left-Through-Right		1							1				1				1											
CRITICAL VOLUMES	North-South: 891			North-South: 891			North-South: 999			North-South: 999			North-South: 999																
	East-West: 269			East-West: 276			East-West: 315			East-West: 322			East-West: 322																
	SUM: 1160			SUM: 1167			SUM: 1314			SUM: 1321			SUM: 1321																
VOLUME/CAPACITY (V/C) RATIO:					0.814			0.819			0.922			0.927			0.927												
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.714			0.719			0.822			0.827			0.827												
LEVEL OF SERVICE (LOS):					C			C			D			D			D												

REMARKS: HOLIDAY SAT 12-23-17

Version: 1i Beta; 8/4/2011

200K WESTFIELD + 50% SAT OFFICE + NEW WHOLE FOOD PROJ

PROJECT IMPACT

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

12 SB 101 FWY RAMPS & WOODMAN COM ALT.xls

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			WOODMAN AVENUE			Year of Count:			2017			Ambient Growth: (%)			2			Conducted by:		LF			Date:		7/22/2018		
12		East-West Street:			SB 101 FWY RAMP			Projection Year:			2021			Peak Hour:			PM			Reviewed by:					Project:		ICON MU		
No. of Phases					3			3			3			3			3			3			3						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 2 SB-- 0			NB-- 2 SB-- 0			NB-- 2 SB-- 0			NB-- 2 SB-- 0			NB-- 2 SB-- 0			NB-- 2 SB-- 0									
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0									
Override Capacity					2			2			2			2			2			2									
					0			0			0			0			0			0									
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION										
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume							
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	Left-Through		0							0				0				0											
	Through	855	3	285	21	876	292	50	975	3	325	21	996	3	332	0	996	3	332										
	Through-Right		1							1				1				1											
	Right	296	0	296	0	296	296	31	351	0	351	0	351	0	351	0	351	0	351	0	351								
	Left-Through-Right		0							0				0				0											
SOUTHBOUND	Left	360	1	360	13	373	373	19	409	1	409	13	422	1	422	0	422	1	422										
	Left-Through		0							0				0				0											
	Through	964	3	321	14	978	326	85	1128	3	376	14	1142	3	381	0	1142	3	381										
	Through-Right		0							0				0				0											
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
	Left-Through-Right		0							0				0				0											
EASTBOUND	Left	431	1	265	0	431	265	25	492	1	295	0	492	1	295	0	492	1	295										
	Left-Through		0							0				0				0											
	Through	3	0	265	0	3	265	0	3	0	295	0	3	0	295	0	3	0	295										
	Through-Right		0							0				0				0											
	Right	361	1	0	0	361	0	0	391	1	0	0	391	1	0	0	391	1	0	0	391	0							
	Left-Through-Right		1							1				1				1											
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	Left-Through		0							0				0				0											
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	Through-Right		0							0				0				0											
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	Left-Through-Right		0							0				0				0											
CRITICAL VOLUMES					North-South: 656 East-West: 265 SUM: 921			North-South: 669 East-West: 265 SUM: 934			North-South: 760 East-West: 295 SUM: 1055				North-South: 773 East-West: 295 SUM: 1068				North-South: 773 East-West: 295 SUM: 1068										
VOLUME/CAPACITY (V/C) RATIO:					0.646			0.655			0.740				0.749				0.749										
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.546			0.555			0.640				0.649				0.649										
LEVEL OF SERVICE (LOS):					A			A			B				B				B										

REMARKS: HOLIDAY SAT 12-23-17

Version: 1i Beta; 8/4/2011

200K WESTFIELD + 50% SAT OFFICE + NEW WHOLE FOOD PROJ

PROJECT IMPACT

Change in v/c due to project:	0.009	Δv/c after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			HAZELTINE AVE			Year of Count:			2017			Ambient Growth: (%)			2			Conducted by:		LF			Date:		7/22/2018		
13		East-West Street:			CHANDLER BL			Projection Year:			2021			Peak Hour:			MID DAY			Reviewed by:					Project:		ICON MU		
No. of Phases								2						2					2					2					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?								0						0					0					0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			0			NB-- 0 SB-- 0			0			NB-- 0 SB-- 0		0			NB-- 0 SB-- 0		0					
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			0			EB-- 0 WB-- 0			0			EB-- 0 WB-- 0		0			EB-- 0 WB-- 0		0					
Override Capacity								2						2					2					2					
					0						0								0					0					
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION										
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume							
NORTHBOUND	Left	55	1	55	4	59	59	0	60	1	60	4	64	1	64	0	64	1	64										
	Left-Through		0							0				0				0											
	Through	518	1	294	12	530	302	60	621	1	348	12	633	1	356	0	633	1	356										
	Through-Right		1							1				1				1											
	Right	69	0	69	4	73	73	0	75	0	75	4	79	0	79	0	79	0	79										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
SOUTHBOUND	Left	31	1	31	0	31	31	0	34	1	34	0	34	1	34	0	34	1	34										
	Left-Through		0							0				0				0											
	Through	561	0	571	14	575	585	61	668	0	679	14	682	0	693	0	682	0	693										
	Through-Right		1							1				1				1											
	Right	10	0	0	0	10	0	0	11	0	0	0	11	0	0	0	11	0	0										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
EASTBOUND	Left	14	1	14	0	14	14	0	15	1	15	0	15	1	15	0	15	1	15										
	Left-Through		0							0				0				0											
	Through	187	2	94	0	187	94	4	206	2	103	0	206	2	103	0	206	2	103										
	Through-Right		0							0				0				0											
	Right	101	1	74	5	106	77	0	109	1	79	5	114	1	82	0	114	1	82										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
WESTBOUND	Left	80	1	80	5	85	85	0	87	1	87	5	92	1	92	0	92	1	92										
	Left-Through		0							0				0				0											
	Through	158	2	79	0	158	79	8	179	2	90	0	179	2	90	0	179	2	90										
	Through-Right		0							0				0				0											
	Right	45	1	30	0	45	30	0	49	1	32	0	49	1	32	0	49	1	32										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
CRITICAL VOLUMES					North-South: 626 East-West: 174 SUM: 800			North-South: 644 East-West: 179 SUM: 823			North-South: 739 East-West: 190 SUM: 929			North-South: 757 East-West: 195 SUM: 952			North-South: 757 East-West: 195 SUM: 952												
VOLUME/CAPACITY (V/C) RATIO:					0.533			0.549			0.619			0.635			0.635												
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.433			0.449			0.519			0.535			0.535												
LEVEL OF SERVICE (LOS):					A			A			A			A			A												

REMARKS: HOLIDAY SAT 12-23-17

Version: 1i Beta; 8/4/2011

200K WESTFIELD + 50% SAT OFFICE + NEW WHOLE FOOD PROJ

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			HAZELTINE AVE			Year of Count:			2017			Ambient Growth: (%)			2			Conducted by:			LF			Date:			7/22/2018		
13		East-West Street:			CHANDLER BL			Projection Year:			2021			Peak Hour:			PM			Reviewed by:						Project:			ICON MU		
No. of Phases					2			2			2			2			2			2			2								
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0			0								
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0											
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0											
Override Capacity					2			2			2			2			2			2											
					0			0			0			0			0			0											
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION												
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume									
NORTHBOUND	Left	77	1	77	2	79	79	0	83	1	83	2	85	1	85	0	85	1	85												
	Left-Through		0							0				0				0													
	Through	655	1	366	7	662	370	60	769	1	426	7	776	1	430	0	776	1	430												
	Through-Right		1							1				1				1													
	Right	76	0	76	2	78	78	0	82	0	82	2	84	0	84	0	84	0	84												
	Left-Through-Right		0							0				0				0													
Left-Right		0							0				0				0														
SOUTHBOUND	Left	36	1	36	0	36	36	0	39	1	39	0	39	1	39	0	39	1	39												
	Left-Through		0							0				0				0													
	Through	520	0	537	11	531	548	61	624	0	642	11	635	0	653	0	635	0	653												
	Through-Right		1							1				1				1													
	Right	17	0	0	0	17	0	0	18	0	0	0	18	0	0	0	18	0	0												
	Left-Through-Right		0							0				0				0													
Left-Right		0							0				0				0														
EASTBOUND	Left	27	1	27	0	27	27	0	29	1	29	0	29	1	29	0	29	1	29												
	Left-Through		0							0				0				0													
	Through	190	2	95	0	190	95	4	210	2	105	0	210	2	105	0	210	2	105												
	Through-Right		0							0				0				0													
	Right	70	1	32	4	74	35	0	76	1	35	4	80	1	38	0	80	1	38												
	Left-Through-Right		0							0				0				0													
Left-Right		0							0				0				0														
WESTBOUND	Left	83	1	83	4	87	87	0	90	1	90	4	94	1	94	0	94	1	94												
	Left-Through		0							0				0				0													
	Through	163	2	82	0	163	82	8	184	2	92	0	184	2	92	0	184	2	92												
	Through-Right		0							0				0				0													
	Right	56	1	38	0	56	38	0	61	1	42	0	61	1	42	0	61	1	42												
	Left-Through-Right		0							0				0				0													
Left-Right		0							0				0				0														
CRITICAL VOLUMES					North-South: 614 East-West: 178 SUM: 792			North-South: 627 East-West: 182 SUM: 809			North-South: 725 East-West: 195 SUM: 920			North-South: 738 East-West: 199 SUM: 937			North-South: 738 East-West: 199 SUM: 937														
VOLUME/CAPACITY (V/C) RATIO:					0.528			0.539			0.613			0.625			0.625														
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.428			0.439			0.513			0.525			0.525														
LEVEL OF SERVICE (LOS):					A			A			A			A			A														

REMARKS: HOLIDAY SAT 12-23-17

Version: 1i Beta; 8/4/2011

200K WESTFIELD + 50% SAT OFFICE + NEW WHOLE FOOD PROJ

PROJECT IMPACT

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

14 FULTON & RIVERSIDE COM ALT.xls

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			FULTON AV			Year of Count:			2017			Ambient Growth: (%)			2			Conducted by:		LF		Date:		7/22/2018	
14		East-West Street:			RIVERSIDE DR			Projection Year:			2021			Peak Hour:			PM			Reviewed by:				Project:		ICON MU	
No. of Phases																											
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																											
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0			
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0			
Override Capacity					2			2			2			2			2			2		2		2		2	
					0			0			0			0			0			0		0		0		0	
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION								
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume					
NORTHBOUND	Left	136	1	136	0	136	136	8	155	1	155	0	155	1	155	0	155	1	155	0	155	1	155	0	155	1	155
	Left-Through		0							0				0				0				0			0		
	Through	360	1	360	0	360	360	0	390	1	390	0	390	1	390	0	390	1	390	0	390	1	390	0	390	1	390
	Through-Right		0							0				0				0				0			0		
	Right	92	1	54	0	92	54	0	100	1	56	0	100	1	56	0	100	1	56	0	100	1	56	0	100	1	56
	Left-Through-Right		0								0				0				0				0			0	
SOUTHBOUND	Left	75	1	75	0	75	75	0	81	1	81	0	81	1	81	0	81	1	81	0	81	1	81	0	81	1	81
	Left-Through		0							0				0				0				0			0		
	Through	308	1	222	0	308	222	0	333	1	244	0	333	1	244	0	333	1	244	0	333	1	244	0	333	1	244
	Through-Right		1							1				1				1				1			1		
	Right	135	0	135	0	135	135	8	154	0	154	0	154	0	154	0	154	0	154	0	154	0	154	0	154	0	154
	Left-Through-Right		0							0				0				0				0			0		
EASTBOUND	Left	131	1	131	0	131	131	0	142	1	142	0	142	1	142	0	142	1	142	0	142	1	142	0	142	1	142
	Left-Through		0							0				0				0				0			0		
	Through	635	2	318	7	642	321	47	734	2	367	7	741	2	371	0	741	2	371	0	741	2	371	0	741	2	371
	Through-Right		0							0				0				0				0			0		
	Right	87	1	19	0	87	19	0	94	1	17	0	94	1	17	0	94	1	17	0	94	1	17	0	94	1	17
	Left-Through-Right		0							0				0				0				0			0		
WESTBOUND	Left	77	1	77	0	77	77	5	88	1	88	0	88	1	88	0	88	1	88	0	88	1	88	0	88	1	88
	Left-Through		0							0				0				0				0			0		
	Through	605	2	303	9	614	307	51	706	2	353	9	715	2	358	0	715	2	358	0	715	2	358	0	715	2	358
	Through-Right		0							0				0				0				0			0		
	Right	72	1	35	0	72	35	6	84	1	44	0	84	1	44	0	84	1	44	0	84	1	44	0	84	1	44
	Left-Through-Right		0							0				0				0				0			0		
CRITICAL VOLUMES					North-South: 435			North-South: 435			North-South: 471			North-South: 471			North-South: 471			North-South: 471			North-South: 471				
					East-West: 434			East-West: 438			East-West: 495			East-West: 500			East-West: 500			East-West: 500			East-West: 500				
					SUM: 869			SUM: 873			SUM: 966			SUM: 971			SUM: 971			SUM: 971			SUM: 971				
VOLUME/CAPACITY (V/C) RATIO:					0.579			0.582			0.644			0.647			0.647			0.647			0.647				
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.479			0.482			0.544			0.547			0.547			0.547			0.547				
LEVEL OF SERVICE (LOS):					A			A			A			A			A			A			A				

ATTACHMENT F
FOR INFORMATIONAL PURPOSES ONLY
Not a CEQA Analysis

2% Increase in Baseline Counts
&
LOS at Van Nuys Freeway Ramps
with
Supporting CMA Worksheets

APPENDIX - F FOR INFORMATIONAL PURPOSES ONLY

For informational purposes, additional elements were added to the Supplement Traffic Analysis in order to address comments provided by the community. This analysis includes the elements of the supplemental traffic analysis including:

- Community Alternative Project ;
- Future Buildout year extended from 2018 to 2021 with 2% ambient growth rate per year added;
- Updated related projects;
- Revised lane configurations along Hazeltine Avenue between Riverside Drive and the ICON/Westfield Shopping Center driveways; and,
- Parking redesigned to provide pass-through for all Project traffic.

This appendix expands the updated analysis to include:

- Added additional average 78 vehicles growth to every intersections' base existing counts for community described lower volumes during January count month; and,
- Van Nuys Boulevard Freeway Ramps degraded to LOS "D";

Base Traffic Volume Increase

The Congestion Management Program for Los Angeles County, 2010 Exhibit D-1 General Traffic Volume Growth Factors identify growth rates in the West San Fernando Valley area and Sylmar area (closest areas to the proposed Project) of under 1% per year between 2010 and 2035. However, LADOT requires a higher ambient growth rate for a 2% per year growth rate in the San Fernando Valley. A 2% per year growth rate was included in the traffic analysis as required for future conditions.

Consistent with LADOT's Traffic Study Guidelines, August 2014 and updated December 2016, traffic counts were collected in 15-minute intervals during the hours of 7 to 10 AM and 3 to 6 pm when local schools were in session and a day of good weather. Traffic counts were conducted on Wednesday January 14, 2015. This is consistent with LADOT's Guidelines and longstanding practice to evaluate baseline, background traffic conditions on a typical day – as opposed to an absolute worst case, aberrant, time of the year, such as the holidays. Moreover, when the project traffic counts were taken the Sunkist office building

was near full occupancy. Nevertheless (although not required by LADOT) 50% more peak hour office trips were artificially added to the study intersections to ensure a more conservative baseline.

It has been asserted that January is a particularly slow time of the year and that counts should have been taken some other month. LADOT does not distinguish between months of the year, and it is not clear why January is slower than any other typical non-holiday month. Nevertheless, this concern has been addressed by adding a 2 percent increase to the original January traffic counts to further degrade the background traffic conditions. This single 2% growth was added to the base only and retained through the existing + Project and future conditions. The entire intersection traffic volume for all 14 study intersections and all directions was increased. Table 1 displays the number of vehicles added to each of the intersections during the AM and PM Peak Hour. This increase is in addition to the 2% per year ambient growth added for the extension of the future buildout year to 2019 as required by LADOT.

Two percent increase is conservative given the San Fernando Valley is projected to grow by less than 1 percent per year between 2010 and 2035. Based on these projections, the 2 percent growth factor essentially adds more than 2 years of expected increased population to the baseline traffic counts.

Table 1
Base Volume Intersection Increase

No.	Intersection	Peak Hour	2%
			ADDED
1	Magnolia Boulevard & Van Nuys Boulevard	AM PM	94 99
2	Riverside Drive & Van Nuys Boulevard	AM PM	74 82
3	NB 101 Freeway Ramps & Van Nuys Boulevard	AM PM	79 88
4	SB 101 Freeway Ramps & Van Nuys Boulevard	AM PM	72 87
5	Hazeltine Avenue & Magnolia Boulevard	AM PM	76 79
6	Hazeltine Avenue & Riverside Drive	AM PM	72 77
7	Hazeltine Avenue & Project/Fashion Sq. Dwys	AM PM	94 89
8	Hazeltine Avenue & Ventura Boulevard	AM PM	53 58
9	Magnolia Boulevard & Woodman Avenue	AM PM	86 81
10	Riverside Drive & Woodman Avenue	AM PM	92 101
11	NB 101 Freeway Ramps & Woodman Avenue	AM PM	64 73
12	SB 101 Freeway Ramps & Woodman Avenue	AM PM	62 71
13	Chandler Boulevard & Hazeltine Avenue	AM PM	58 56
14	Fulton Avenue & Riverside Drive	AM PM	89 82

Freeway Ramps Increased to LOS D

Several community comments were received that perceived the US-101 Freeway ramps at Van Nuys Boulevard (north and southbound) were operating similar to the Woodman 101 Freeway ramps (north and southbound). Traffic data collected at these intersections and observations indicated differently. However, operations along the freeway can influence the operations at their ramps. The LOS at the intersections of Van Nuys Boulevard at the northbound and southbound 101 freeway ramps was increased from LOS A, B or C to LOS D to address these comments. The increase of the LOS does not change the conclusions in the traffic study that the intersections of Van Nuys Boulevard & the northbound 101 Freeway ramps and Van Nuys Boulevard & the southbound 101 Freeway ramps are not significantly impacted with Project related traffic.

ANALYSIS PROCESS

The analysis in this appendix incorporates the changes from the Supplemental Traffic Analysis including the Community Alternative Project, completion of the project was increased from 2018 to year 2021 with another 6% traffic volume increase, related projects updated, the lane configurations along Hazeltine Avenue modified to reflect the conceptually approved striping changes with a dual southbound left turn for the Westfield Shopping Center signalized intersection, and the changes made to the Project trip distribution due to the removal of the left turn pocket to the Project's northerly Hazeltine Driveway and a new drive-through lane on the southeast surface parking area. The analysis in this appendix adds the study intersections base existing volumes were increased by 2% to address some community members concern that January traffic volumes are lower than other months and increase to the LOS at the Van Nuys Freeway north and southbound ramps to LOS D.

The Existing, Existing + Project, Future Without Project and Future With Project increase from the Supplement Traffic Analysis conditions due to the increase from the additional baseline 2015 conditions with 2% growth. A total of 8% growth (6% for buildout year increase to year 2021 as shown in the Supplement Analysis and additional 2% as requested by community and incorporated in this analysis) along with the additional related project trips from the Supplement Traffic Analysis is added to the Future Without Project and Future With Project when compared to the Original Analysis.

As required by LADOT, the traffic conditions analysis was conducted using the Critical Movement Analysis (CMA) method. The study intersections were evaluated using this methodology pursuant to the criteria established by LADOT for signalized intersections. The traffic counts were used along with intersection lane configurations (including new With Project dual left turn at Hazeltine Avenue and Westfield/ICON driveways) and traffic controls to determine an intersection's operating condition.

The CMA procedure uses a ratio of an intersection's traffic volume to its capacity for rating an intersection's congestion level. The highest combinations of conflicting traffic volume (V) at an intersection are divided by the intersection capacity value. Intersection capacity (C) represents the maximum volume of vehicles that have a reasonable expectation of passing through an intersection in one hour under typical traffic flow conditions.

The analysis includes the fourteen study intersections as presented in the DEIR.

RESULTS OF ANALYSIS

The Current Project with updated related projects with their trips distributed to the study intersections, increase of 2% growth for January counts, Project completion increased to year 2021 (added 2% per year) and Hazeltine Avenue striping changes was evaluated in this analysis. A comparison of the Existing and Existing + Current Project and a comparison of the Future Without Project and Future With Current Project was conducted based on the following criteria to determine if any significant traffic impacts occur.

Table 2
Significant Impact Criteria
City of Los Angeles

<u>LOS</u>	<u>Final V/C Value</u>	<u>Increase in V/C Value</u>
C	0.701 - 0.800	+ 0.040
D	0.801 - 0.900	+ 0.020
E & F	> 0.901	+ 0.010 or more

No significant impact is identified for LOS A or B.

No new significant impacts were identified with Current Project and expanded updated analysis for informational purposes. Table 3a and 3b displays the results of the analysis. Worksheets for the Critical Movement Analysis follow the Results and Conclusions section of this appendix.

Significant traffic impacts are identified at Hazeltine Avenue & Riverside Drive and at Riverside Drive and Woodman Avenue. These significant impacts are reduced below a level of significance through improvements as presented in the DEIR and approved by LADOT. The DEIR conservatively treated the Riverside Drive and Woodman Avenue intersection as significant and unavoidable in the event that Metro or LADOT does not approve the proposed mitigation to relocate the bus shelter.

Table 3a
CMA Summary with
2% increased Base, Current Project Traffic Volumes, Modified Added Related Projects,
Future Year 2021, Surface Lot Access Drive Through & Hazeltine Avenue Striping Change
Existing & Existing +Project

No. Intersection	Peak Hour	Existing (2015)		Existing +Project			Significant Impact	Existing With Project & Mitigation				Significant Impact
		CMA	LOS	CMA	LOS	Impact		CMA	LOS	IMPACT		
1 Magnolia Boulevard & Van Nuys Boulevard	AM	0.805	D	0.810	D	+ 0.005	NO					
	PM	0.905	E	0.911	E	+ 0.006	NO					
2 Riverside Drive & Van Nuys Boulevard	AM	0.550	A	0.569	A	+ 0.019	NO					
	PM	0.637	B	0.667	B	+ 0.030	NO					
3 NB 101 Freeway Ramps & Van Nuys Boulevard	AM	0.491	D*	0.497	D*	+ 0.006	NO					
	PM	0.529	D*	0.534	D*	+ 0.005	NO					
4 SB 101 Freeway Ramps & Van Nuys Boulevard	AM	0.616	D*	0.625	D*	+ 0.009	NO					
	PM	0.727	D*	0.737	D*	+ 0.010	NO					
5 Hazeltine Avenue & Magnolia Boulevard	AM	0.749	C	0.764	C	+ 0.015	NO					
	PM	0.715	C	0.734	C	+ 0.019	NO					
6 Hazeltine Avenue & Riverside Drive	AM	0.754	C	0.802	D	+ 0.048	YES	0.770	C	+ 0.016		NO
	PM	0.668	B	0.715	C	+ 0.047	YES	0.677	B	+ 0.009		NO
7 Hazeltine Avenue & Project/Fashion Sq. Dwys	AM	0.375	A	0.483	A	+ 0.108	NO					
	PM	0.505	A	0.483	A	-0.022	NO					
8 Hazeltine Avenue & Ventura Boulevard	AM	0.576	A	0.588	A	+ 0.012	NO					
	PM	0.533	A	0.553	A	+ 0.020	NO					
9 Magnolia Boulevard & Woodman Avenue	AM	0.795	C	0.799	C	+ 0.004	NO					
	PM	0.713	C	0.717	C	+ 0.004	NO					
10 Riverside Drive & Woodman Avenue	AM	0.964	E	0.987	E	+ 0.023	YES	0.915	E	-0.049		NO
	PM	0.885	D	0.897	D	+ 0.012	NO	0.808	D	-0.077		NO
11 NB 101 Freeway Ramps & Woodman Avenue	AM	0.666	D**	0.668	D**	+ 0.002	NO					
	PM	0.725	D**	0.730	D**	+ 0.005	NO					
12 SB 101 Freeway Ramps & Woodman Avenue	AM	0.532	D**	0.545	D**	+ 0.013	NO					
	PM	0.548	D**	0.557	D**	+ 0.009	NO					
13 Chandler Boulevard & Hazeltine Avenue	AM	0.771	C	0.779	C	+ 0.008	NO					
	PM	0.557	A	0.568	A	+ 0.011	NO					
14 Fulton Avenue & Riverside Drive	AM	0.817	D	0.819	D	+ 0.002	NO					
	PM	0.855	D	0.857	D	+ 0.002	NO					

* LOS calculated as A, B or C. However, increased at LOS D at request of Community's observations

** LOS calculated as A, B or C. However, observed to be operating at LOS D in the field

Table 3b
CMA Summary with
2% increased Base, Current Project, Modified Added Related Projects
Future year 2021, Surface Lot Drive Through & Hazeltine Avenue Striping Change
Future Without Project & Future +Project

No. Intersection	Peak Hour	Future (2021) Without Project		Future (2021) With Project			Significant Impact	Future (2021) With Project & Mitigation			Significant Impact
		CMA	LOS	CMA	LOS	IMPACT		CMA	LOS	IMPACT	
1 Magnolia Boulevard & Van Nuys Boulevard	AM	0.945	E	0.949	E	+ 0.004	NO	0.949	E	+ 0.004	NO
	PM	1.065	F	1.071	F	+ 0.006	NO	1.071	F	+ 0.006	NO
2 Riverside Drive & Van Nuys Boulevard	AM	0.656	B	0.675	B	+ 0.019	NO	0.673	B	+ 0.017	NO
	PM	0.769	C	0.799	C	+ 0.030	NO	0.797	C	+ 0.028	NO
3 NB 101 Freeway Ramps & Van Nuys Boulevard	AM	0.570	D*	0.584	D*	+ 0.014	NO	0.584	D*	+ 0.014	NO
	PM	0.633	D*	0.638	D*	+ 0.005	NO	0.638	D*	+ 0.005	NO
4 SB 101 Freeway Ramps & Van Nuys Boulevard	AM	0.723	D*	0.731	D*	+ 0.008	NO	0.730	D*	+ 0.007	NO
	PM	0.875	D	0.884	D	+ 0.009	NO	0.883	D	+ 0.008	NO
5 Hazeltine Avenue & Magnolia Boulevard	AM	0.883	D	0.897	D	+ 0.014	NO	0.895	D	+ 0.012	NO
	PM	0.859	D	0.877	D	+ 0.018	NO	0.875	D	+ 0.016	NO
6 Hazeltine Avenue & Riverside Drive	AM	0.917	E	0.965	E	+ 0.048	YES	0.920	E	+ 0.003	NO
	PM	0.882	D	0.930	E	+ 0.048	YES	0.871	D	-0.011	NO
7 Hazeltine Avenue & Project/Fashion Sq. Dwys	AM	0.468	A	0.575	A	+ 0.107	NO	0.568	A	+ 0.100	NO
	PM	0.772	C	0.704	C	-0.068	NO	0.699	B	-0.073	NO
8 Hazeltine Avenue & Ventura Boulevard	AM	0.713	C	0.724	C	+ 0.011	NO	0.723	C	+ 0.010	NO
	PM	0.694	B	0.714	C	+ 0.020	NO	0.713	C	+ 0.019	NO
9 Magnolia Boulevard & Woodman Avenue	AM	0.927	E	0.931	E	+ 0.004	NO	0.931	E	+ 0.004	NO
	PM	0.851	D	0.855	D	+ 0.004	NO	0.855	D	+ 0.004	NO
10 Riverside Drive & Woodman Avenue	AM	1.116	F	1.138	F	+ 0.022	YES	1.059	F	-0.057	NO
	PM	1.059	F	1.071	F	+ 0.012	YES	0.979	E	-0.080	NO
11 NB 101 Freeway Ramps & Woodman Avenue	AM	0.781	D**	0.783	D**	+ 0.002	NO	0.783	D**	+ 0.002	NO
	PM	0.869	D	0.874	D	+ 0.005	NO	0.874	D	+ 0.005	NO
12 SB 101 Freeway Ramps & Woodman Avenue	AM	0.634	D**	0.647	D**	+ 0.013	NO	0.645	D**	+ 0.011	NO
	PM	0.664	D**	0.673	D**	+ 0.009	NO	0.673	D**	+ 0.009	NO
13 Chandler Boulevard & Hazeltine Avenue	AM	0.901	E	0.909	E	+ 0.008	NO	0.908	E	+ 0.007	NO
	PM	0.680	B	0.691	B	+ 0.011	NO	0.690	B	+ 0.010	NO
14 Fulton Avenue & Riverside Drive	AM	0.939	E	0.941	E	+ 0.002	NO	0.941	E	+ 0.002	NO
	PM	0.983	E	0.986	E	+ 0.003	NO	0.985	E	+ 0.002	NO

* LOS calculated as A, B or C. However, increased at LOS D at request of Community's observations

** LOS calculated as A, B or C. However, observed to be operating at LOS D in the field

SUMMARY & CONCLUSIONS

Informational traffic analysis of the proposed project has been conducted incorporating elements of the main body of the Supplemental Traffic Analysis and to include base growth to address some community members concern for the month that the traffic counts were conducted and request community increase to the LOS at Van Nuys Boulevard and the north and southbound 1010 Freeway ramps.

Using LADOT approved CMA analysis as required in their August 2014 (and updated December 2016) Traffic Study Policies and Procedures indicates two intersections are identified as significant traffic impacts. Although the Current Project has been further reduced, these are the same conclusions as presented in the traffic analysis presented in the DEIR for alternative option 5 and the Supplemental Traffic Analysis. The following conclusions remain:

Significant traffic impacts occur at:

- Hazeltine Avenue and Riverside Drive during the AM & PM Peak Hour Existing + Project and Future With Project scenarios. The impacts are mitigated below the level of significance through implementation of a Transportation Demand Management (TDM) Plan and dedication and widening the south side of Riverside Drive west of Hazeltine Avenue, implementation of a dedicated eastbound bike lane and eastbound right turn lane. Left turn phasing is proposed for all directions where it is not currently provided.
- Riverside Drive & Woodman Avenue during the AM Peak Hour Existing + Project scenario and during the AM & PM Peak Hour Future With Project Scenario. This impact is mitigated below the level of significance through implementation of a Transportation Demand Management (TDM) Plan and movement of the eastbound bus stop from the south side of Riverside Drive west of Woodman Avenue to the south side of Riverside Drive east of Woodman Avenue creating a shared through/right turn lane not impeded by a stopped bus. This impact would remain significant and unavoidable if Metro does not approve movement of the bus stop location. The intersection has been improved with permissive left turn phasing in the northbound direction and protective permissive phasing all other directions since the writing of the original traffic study. If requested by LADOT, any protective permissive phasing will be converted to protective only.

Further details of the mitigation improvements proposed is presented in the DEIR.

The additional elements added to the supplemental analysis at the fourteen study intersections in the Project area (additional 2% growth to existing and LOS at all freeway ramp locations) indicates no changes to the significant impact conclusions in the DEIR. The CMA Worksheets for this informational analysis follow.

CMA Worksheets

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			VAN NUYS BOULEVARD			Year of Count:			2015			Ambient Growth: (%):			2			Conducted by:		LC			Date:		3/17/2019		
1		East-West Street:			MAGNOLIA BOULEVARD			Projection Year:			2021			Peak Hour:			AM			Reviewed by:					Project:		ICON MU		
No. of Phases					2			2			2			2			2			2			2						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0									
ATSAC-1 or ATSAC+ATCS-2?					0			0			0			0			0			0			0						
Override Capacity					2			2			2			2			2			2			2						
					0			0			0			0			0			0			0						
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION										
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume							
NORTHBOUND	Left	93	1	93	0	93	93	7	112	1	112	0	112	1	112	0	112	1	112										
	Left-Through		0							0				0				0											
	Through	929	1	516	9	938	520	47	1093	1	604	9	1102	1	609	-1	1101	1	608										
	Through-Right		1							1				1				1											
	Right	102	0	102	0	102	102	0	115	0	115	0	115	0	115	0	115	0	115										
	Left-Through-Right		0							0				0				0											
SOUTHBOUND	Left	135	1	135	0	135	135	2	154	1	154	0	154	1	154	0	154	1	154										
	Left-Through		0							0				0				0											
	Through	1192	1	653	6	1198	656	32	1374	1	751	6	1380	1	754	-1	1380	1	754										
	Through-Right		1							1				1				1											
	Right	114	0	114	0	114	114	0	128	0	128	0	128	0	128	0	128	0	128										
	Left-Through-Right		0							0				0				0											
EASTBOUND	Left	79	1	79	0	79	79	4	93	1	93	0	93	1	93	0	93	1	93										
	Left-Through		0							0				0				0											
	Through	877	1	503	2	879	506	38	1026	1	585	2	1028	1	589	0	1027	1	588										
	Through-Right		1							1				1				1											
	Right	128	0	128	5	133	133	0	144	0	144	5	149	0	149	-1	149	0	149										
	Left-Through-Right		0							0				0				0											
WESTBOUND	Left	106	1	106	0	106	106	0	119	1	119	0	119	1	119	0	119	1	119										
	Left-Through		0							0				0				0											
	Through	967	1	532	10	977	537	19	1108	1	610	10	1118	1	615	-1	1117	1	614										
	Through-Right		1							1				1				1											
	Right	97	0	97	0	97	97	2	111	0	111	0	111	0	111	0	111	0	111										
	Left-Through-Right		0							0				0				0											
CRITICAL VOLUMES					North-South: 746			North-South: 749			North-South: 863			North-South: 866			North-South: 866												
					East-West: 611			East-West: 616			East-West: 704			East-West: 708			East-West: 707												
					SUM: 1357			SUM: 1365			SUM: 1567			SUM: 1574			SUM: 1573												
VOLUME/CAPACITY (V/C) RATIO:					0.905			0.910			1.045			1.049			1.049												
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.805			0.810			0.945			0.949			0.949												
LEVEL OF SERVICE (LOS):					D			D			E			E			E												

REMARKS: Supplemental + 2% COMM REQ

Version: 1i Beta; 8/4/2011

APPENDIX F

PROJECT IMPACT

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

1 VAN NUYS & MAGNOLIA COM ALT 9TH ED.xls

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			VAN NUYS BOULEVARD			Year of Count:			2015			Ambient Growth: (%):			2			Conducted by:		LC			Date:		3/17/2019		
2		East-West Street:			RIVERSIDE DRIVE			Projection Year:			2021			Peak Hour:			AM			Reviewed by:					Project:		ICON MU		
No. of Phases					2			2			2			2			2			2			2						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0									
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0									
Override Capacity					2			2			2			2			2			2			2						
					0			0			0			0			0			0			0						
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION										
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume							
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	Left-Through		0							0				0				0											
	Through	1052	2	526	0	1052	526	47	1232	2	616	0	1232	2	616	0	1232	2	616	0	1232	2	616						
	Through-Right		1							1				1				1											
	Right	624	0	486	21	645	497	10	713	0	555	21	734	0	566	-2	732	0	565										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
SOUTHBOUND	Left	173	1	173	8	181	181	7	202	1	202	8	210	1	210	-1	209	1	209										
	Left-Through		0							0				0				0											
	Through	1251	3	417	0	1251	417	33	1442	3	481	0	1442	3	481	0	1442	3	481	0	1442	3	481						
	Through-Right		0							0				0				0											
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	Left-Through		0							0				0				0											
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	Through-Right		0							0				0				0											
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
WESTBOUND	Left	502	2	276	36	538	296	9	574	2	316	36	610	2	336	-4	607	2	334										
	Left-Through		0							0				0				0											
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	Through-Right		0							0				0				0											
	Right	193	1	107	7	200	110	7	224	1	123	7	231	1	126	-1	231	1	127										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
CRITICAL VOLUMES					North-South: 699			North-South: 707			North-South: 818			North-South: 826			North-South: 825												
					East-West: 276			East-West: 296			East-West: 316			East-West: 336			East-West: 334												
					SUM: 975			SUM: 1003			SUM: 1134			SUM: 1162			SUM: 1159												
VOLUME/CAPACITY (V/C) RATIO:					0.650			0.669			0.756			0.775			0.773												
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.550			0.569			0.656			0.675			0.673												
LEVEL OF SERVICE (LOS):					A			A			B			B			B												

REMARKS: Supplemental+2% COMM Req

Version: 1i Beta; 8/4/2011

APPENDIX F

PROJECT IMPACT

Change in v/c due to project:	0.019	Δv/c after mitigation:	0.017
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:		VAN NUYS BOULEVARD			Year of Count:			2015		Ambient Growth: (%):			2		Conducted by:		LC		Date:		3/17/2019	
2		East-West Street:		RIVERSIDE DRIVE			Projection Year:			2021		Peak Hour:			PM		Reviewed by:				Project:		ICON MU	
No. of Phases				2			2			2			2			2			2			2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0			0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0					
ATSAC-1 or ATSAC+ATCS-2?				EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0					
Override Capacity				2			2			2			2			2			2			2		
				0			0			0			0			0			0			0		
MOVEMENT				EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION						
				Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through		0							0				0				0						
	Through	1477	2	659	0	1477	674	34	1697	2	762	0	1697	2	777	0	1697	2	776					
	Through-Right		1							1				1				1						
	Right	500	0	500	44	544	544	27	590	0	590	44	634	0	634	-4	630	0	630					
	Left-Through-Right		0							0				0				0						
SOUTHBOUND	Left		0							0				0				0						
	Left-Through	135	1	135	15	150	150	26	178	1	178	15	193	1	193	-2	192	1	192					
	Through	1180	3	393	0	1180	393	38	1367	3	456	0	1367	3	456	0	1367	3	456					
	Through-Right		0							0				0				0						
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Left-Through-Right		0							0				0				0						
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through		0							0				0				0						
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Through-Right		0							0				0				0						
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Left-Through-Right		0							0				0				0						
WESTBOUND	Left	565	2	311	29	594	327	24	660	2	363	29	689	2	379	-3	686	2	377					
	Left-Through		0							0				0				0						
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Through-Right		0							0				0				0						
	Right	270	1	203	4	274	199	30	334	1	245	4	338	1	242	0	338	1	242					
	Left-Through-Right		0							0				0				0						
CRITICAL VOLUMES				North-South: 794			North-South: 824			North-South: 940			North-South: 970			North-South: 968								
				East-West: 311			East-West: 327			East-West: 363			East-West: 379			East-West: 377								
				SUM: 1105			SUM: 1151			SUM: 1303			SUM: 1349			SUM: 1345								
VOLUME/CAPACITY (V/C) RATIO:				0.737			0.767			0.869			0.899			0.897								
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.637			0.667			0.769			0.799			0.797								
LEVEL OF SERVICE (LOS):				B			B			C			C			C								

REMARKS: Supplemental+2% COMM Req

Version: 1i Beta; 8/4/2011

APPENDIX F

PROJECT IMPACT

Change in v/c due to project:	0.030	Δv/c after mitigation:	0.028
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			VAN NUYS BOULEVARD			Year of Count:			2015		Ambient Growth: (%)			2		Conducted by:		LC		Date:		3/17/2019				
3		East-West Street:			NB 101 FWY RAMPS			Projection Year:			2021		Peak Hour:			AM		Reviewed by:				Project:		ICON MU				
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?								3						3						3								
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0					
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0					
Override Capacity					2			2			2			2			2			2			2			2		
					0			0			0			0			0			0			0			0		
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION									
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	360	2	198	0	360	198	15	420	2	231	0	420	2	231	0	420	2	231									
	Left-Through		0							0				0				0										
	Through	1301	3	434	21	1322	441	50	1515	3	505	21	1536	3	512	-2	1534	3	511									
	Through-Right		0							0				0				0										
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
	Left-Through-Right		0							0				0				0										
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
	Left-Through		0							0				0				0										
	Through	966	2	438	16	982	447	34	1122	2	501	16	1138	2	510	-2	1136	2	509									
	Through-Right		1							1				1				1										
	Right	784	1	0	20	804	0	0	883	1	0	20	903	1	0	-2	901	1	0									
	Left-Through-Right		0							0				0				0										
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
	Left-Through		0							0				0				0										
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
	Through-Right		0							0				0				0										
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
	Left-Through-Right		0							0				0				0										
WESTBOUND	Left	241	1	206	0	241	206	0	271	1	234	0	271	1	234	0	271	1	234									
	Left-Through		0							0				0				0										
	Through	4	0	206	0	4	206	0	5	0	234	0	5	0	234	0	5	0	234									
	Through-Right		0							0				0				0										
	Right	373	1	0	0	373	0	7	427	1	0	0	427	1	0	0	427	1	0									
	Left-Through-Right		1							1				1				1										
CRITICAL VOLUMES	North-South: 636			North-South: 645			North-South: 732			North-South: 741			North-South: 740															
	East-West: 206			East-West: 206			East-West: 234			East-West: 234			East-West: 234															
	SUM: 842			SUM: 851			SUM: 966			SUM: 975			SUM: 974															
VOLUME/CAPACITY (V/C) RATIO:					0.591			0.597			0.678			0.684			0.684											
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.491			0.497			0.578			0.584			0.584											
LEVEL OF SERVICE (LOS):					A			A			A			A			A											

REMARKS: SUPPLEMENTAL+2% COMM REQ

Version: 1i Beta; 8/4/2011

APPENDIX F

PROJECT IMPACT

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

3 VAN NUYS & 101 NB RAMPS COM ALT 9TH ED.xls

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:		VAN NUYS BOULEVARD			Year of Count: 2015			Ambient Growth: (%): 2			Conducted by:		LC		Date:		3/17/2019		
4		East-West Street:		SB 101 FWY RAMPS			Projection Year: 2021			Peak Hour: AM			Reviewed by:				Project:		ICON MU		
No. of Phases																					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																					
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 2 SB-- 0 EB-- 0 WB-- 0			NB-- 2 SB-- 0 EB-- 0 WB-- 0			NB-- 2 SB-- 0 EB-- 0 WB-- 0			NB-- 2 SB-- 0 EB-- 0 WB-- 0		NB-- 2 SB-- 0 EB-- 0 WB-- 0		NB-- 2 SB-- 0 EB-- 0 WB-- 0		NB-- 2 SB-- 0 EB-- 0 WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				2			2			2			2		2		2		2		
Override Capacity				0			0			0			0		0		0		0		
MOVEMENT				EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
				Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0		
	Left-Through		0							0				0				0			
	Through	675	3	207	10	685	210	56	816	3	247	10	826	3	250	-1	825	3	249		
	Through-Right		1							1				1				1			
	Right	153	0	153	0	153	153	0	172	0	172	0	172	0	172	0	172	0	172		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
SOUTHBOUND	Left	306	1	306	0	306	306	4	349	1	349	0	349	1	349	0	349	1	349		
	Left-Through		0							0				0				0			
	Through	1081	2	541	16	1097	549	30	1247	2	624	16	1263	2	632	-2	1262	2	631		
	Through-Right		0							0				0				0			
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
EASTBOUND	Left	801	1	480	10	811	484	6	908	1	549	10	918	1	552	-1	917	1	552		
	Left-Through		0							0				0				0			
	Through	5	0	480	0	5	484	0	6	0	549	0	6	0	552	0	6	0	552		
	Through-Right		0							0				0				0			
	Right	635	1	0	0	635	0	18	733	1	0	0	733	1	0	0	733	1	0		
	Left-Through-Right		1							1				1				1			
Left-Right		0							0				0				0				
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through		0							0				0				0			
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through-Right		0							0				0				0			
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
CRITICAL VOLUMES				North-South: 541 East-West: 480 SUM: 1021			North-South: 549 East-West: 484 SUM: 1033			North-South: 624 East-West: 549 SUM: 1173				North-South: 632 East-West: 552 SUM: 1184				North-South: 631 East-West: 552 SUM: 1183			
VOLUME/CAPACITY (V/C) RATIO:				0.716			0.725			0.823				0.831				0.830			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.616			0.625			0.723				0.731				0.730			
LEVEL OF SERVICE (LOS):				B			B			C				C				C			

REMARKS: SUPPLEMENTAL+2% Comm Req

Version: 1i Beta; 8/4/2011

Appendix F

PROJECT IMPACT

Change in v/c due to project:	0.008	Δv/c after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:		VAN NUYS BOULEVARD			Year of Count:			2015		Ambient Growth: (%):			2		Conducted by:		LC		Date:		3/17/2019	
4		East-West Street:		SB 101 FWY RAMPS			Projection Year:			2021		Peak Hour:			PM		Reviewed by:				Project:		ICON MU	
No. of Phases				3			3			3			3			3			3					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0			0			0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 2 SB-- 0 EB-- 0 WB-- 0			NB-- 2 SB-- 0 EB-- 0 WB-- 0			NB-- 2 SB-- 0 EB-- 0 WB-- 0			NB-- 2 SB-- 0 EB-- 0 WB-- 0			NB-- 2 SB-- 0 EB-- 0 WB-- 0								
ATSAC-1 or ATSAC+ATCS-2?				2			2			2			2			2								
Override Capacity				0			0			0			0			0								
MOVEMENT				EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION						
				Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND	Left	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0					
	Left-Through		0							0				0				0						
	Through	1468	3	443	21	1489	449	72	1725	3	517	21	1746	3	522	-2	1744	3	522					
	Through-Right		1							1				1				1						
	Right	305	0	305	0	305	305	0	343	0	343	0	343	0	343	0	343	0	343					
	Left-Through-Right		0							0				0				0						
Left-Right		0								0				0			0							
SOUTHBOUND	Left	284	1	284	0	284	284	25	345	1	345	0	345	1	345	0	345	1	345					
	Left-Through		0							0				0				0						
	Through	1015	2	508	14	1029	515	52	1195	2	598	14	1209	2	605	-1	1208	2	604					
	Through-Right		0							0				0				0						
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Left-Through-Right		0							0				0				0						
Left-Right		0								0				0			0							
EASTBOUND	Left	775	1	452	24	799	460	23	896	1	527	24	920	1	535	-2	917	1	534					
	Left-Through		0							0				0				0						
	Through	9	0	452	0	9	460	0	10	0	527	0	10	0	535	0	10	0	534					
	Through-Right		0							0				0				0						
	Right	573	1	0	0	573	0	30	675	1	0	0	675	1	0	0	675	1	0					
	Left-Through-Right		1							1				1				1						
Left-Right		0								0				0			0							
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Left-Through		0							0				0				0						
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Through-Right		0							0				0				0						
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Left-Through-Right		0							0				0				0						
Left-Right		0								0				0			0							
CRITICAL VOLUMES				North-South: 727 East-West: 452 SUM: 1179			North-South: 733 East-West: 460 SUM: 1193			North-South: 862 East-West: 527 SUM: 1389				North-South: 867 East-West: 535 SUM: 1402				North-South: 867 East-West: 534 SUM: 1401						
VOLUME/CAPACITY (V/C) RATIO:				0.827			0.837			0.975				0.984				0.983						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.727			0.737			0.875				0.884				0.883						
LEVEL OF SERVICE (LOS):				C			C			D				D				D						

REMARKS: SUPPLEMENTAL+2% Comm Req

Version: 1i Beta; 8/4/2011

Appendix F

PROJECT IMPACT

Change in v/c due to project:	0.009	Δv/c after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

5 HAZELTINE & MAGNOLIA COM ALT 9TH ED.xls

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			HAZELTINE AVENUE			Year of Count:			2015		Ambient Growth: (%)			2		Conducted by:		LC		Date:		3/17/2019	
5		East-West Street:			MAGNOLIA BOULEVARD			Projection Year:			2021		Peak Hour:			PM		Reviewed by:				Project:		ICON MU	
No. of Phases					2			2			2			2			2			2					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0								
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0								
Override Capacity					2			2			2			2			2								
					0			0			0			0			0								
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION						
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND	Left	160	1	160	9	169	169	13	193	1	193	9	202	1	202	-1	201	1	201						
	Left-Through		0							0				0				0							
	Through	919	1	516	12	931	527	87	1122	1	625	12	1134	1	635	-1	1133	1	634						
	Through-Right		1							1				1				1							
	Right	113	0	113	9	122	122	0	127	0	127	9	136	0	136	-1	135	0	135						
	Left-Through-Right		0							0				0				0							
Left-Right		0								0				0			0								
SOUTHBOUND	Left	50	1	50	0	50	50	1	57	1	57	0	57	1	57	0	57	1	57						
	Left-Through		0							0				0				0							
	Through	601	1	345	19	620	355	85	762	1	431	19	781	1	441	-2	779	1	440						
	Through-Right		1							1				1				1							
	Right	89	0	89	0	89	89	0	100	0	100	0	100	0	100	0	100	0	100						
	Left-Through-Right		0							0				0				0							
Left-Right		0								0				0			0								
EASTBOUND	Left	109	1	109	0	109	109	0	123	1	123	0	123	1	123	0	123	1	123						
	Left-Through		0							0				0				0							
	Through	961	1	564	0	961	567	23	1105	1	652	0	1105	1	655	0	1105	1	654						
	Through-Right		1							1				1				1							
	Right	166	0	166	6	172	172	11	198	0	198	6	204	0	204	-1	203	0	203						
	Left-Through-Right		0							0				0				0							
Left-Right		0								0				0			0								
WESTBOUND	Left	93	1	93	14	107	107	0	105	1	105	14	119	1	119	-1	117	1	117						
	Left-Through		0							0				0				0							
	Through	712	1	383	0	712	383	17	819	1	441	0	819	1	441	0	819	1	441						
	Through-Right		1							1				1				1							
	Right	54	0	54	0	54	54	1	62	0	62	0	62	0	62	0	62	0	62						
	Left-Through-Right		0							0				0				0							
Left-Right		0								0				0			0								
CRITICAL VOLUMES					North-South: 566			North-South: 577			North-South: 682			North-South: 692			North-South: 691								
					East-West: 657			East-West: 674			East-West: 757			East-West: 774			East-West: 771								
					SUM: 1223			SUM: 1251			SUM: 1439			SUM: 1466			SUM: 1462								
VOLUME/CAPACITY (V/C) RATIO:					0.815			0.834			0.959			0.977			0.975								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.715			0.734			0.859			0.877			0.875								
LEVEL OF SERVICE (LOS):					C			C			D			D			D								

REMARKS: Supplemental +2% Comm Req

Version: 1i Beta; 8/4/2011

Appendix F

PROJECT IMPACT

Change in v/c due to project:	0.018	Δv/c after mitigation:	0.016
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			HAZELTINE AVENUE			Year of Count:			2015			Ambient Growth: (%):			2			Conducted by:			LC			Date:		3/17/2019		
6		East-West Street:			RIVERSIDE DRIVE			Projection Year:			2015			Peak Hour:			AM			Reviewed by:						Project:		ICON MU		
No. of Phases					2			2			2			2			2			2			2							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0			0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0										
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0										
Override Capacity					2			2			2			2			2			2										
					0			0			0			0			0			0										
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION											
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume								
NORTHBOUND	Left	68	1	68	23	91	91	0	68	1	68	23	91	1	91	-2	89	1	89											
	Left-Through		0							0				0				0												
	Through	338	2	169	15	353	177	0	338	2	169	15	353	2	177	-2	352	2	176											
	Through-Right		0							0				0				0												
	Right	147	1	2	14	161	5	0	147	1	2	14	161	1	5	-1	160	1	5											
	Left-Through-Right		0							0				0				0												
SOUTHBOUND	Left	302	1	302	0	302	302	0	302	1	302	0	302	1	302	0	302	1	302											
	Left-Through		0							0				0				0												
	Through	948	1	507	20	968	517	0	948	1	507	20	968	1	517	-2	966	1	516											
	Through-Right		1							1				1				1												
	Right	65	0	65	0	65	65	0	65	0	65	0	65	0	65	0	65	0	65											
	Left-Through-Right		0							0				0				0												
EASTBOUND	Left	28	1	28	25	53	53	0	28	1	28	25	53	1	53	-3	51	1	50											
	Left-Through		0							0				0				0												
	Through	748	1	416	35	783	433	0	748	1	416	35	783	1	433	-4	780	2	390											
	Through-Right		1							1				1				0												
	Right	83	0	83	0	83	83	0	83	0	83	0	83	0	83	0	83	1	39											
	Left-Through-Right		0							0				0				0												
WESTBOUND	Left	290	1	290	22	312	312	0	290	1	290	22	312	1	312	-2	310	1	310											
	Left-Through		0							0				0				0												
	Through	616	2	308	11	627	314	0	616	2	308	11	627	2	314	-1	626	2	313											
	Through-Right		0							0				0				0												
	Right	130	1	0	0	130	0	0	130	1	0	0	130	1	0	0	130	1	0											
	Left-Through-Right		0							0				0				0												
CRITICAL VOLUMES					North-South: 575 East-West: 706 SUM: 1281			North-South: 608 East-West: 745 SUM: 1353			North-South: 575 East-West: 706 SUM: 1281			North-South: 608 East-West: 745 SUM: 1353			North-South: 605 East-West: 700 SUM: 1305													
VOLUME/CAPACITY (V/C) RATIO:					0.854			0.902			0.854			0.902			0.870													
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.754			0.802			0.754			0.802			0.770													
LEVEL OF SERVICE (LOS):					C			D			C			D			C													

REMARKS: Supplemental +2% Comm Req

EB RIGHT

Version: 1i Beta; 8/4/2011

Appendix F

EXISTING PLUS PROJECT

PROJECT IMPACT

Change in v/c due to project: 0.048

Δv/c after mitigation: 0.016

Significant impacted? YES

Fully mitigated? YES

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	HAZELTINE AVENUE		Year of Count:	2015	Ambient Growth: (%):	2	Conducted by:	LC	Date:	3/17/2019
6	East-West Street:	RIVERSIDE DRIVE		Projection Year:	2015	Peak Hour:	PM	Reviewed by:		Project:	ICON MU
No. of Phases		2		2		2		2		2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0	
ATSAC-1 or ATSAC+ATCS-2?		0		0		0		0		0	
Override Capacity		2		2		2		2		2	
NB--		0		0		0		0		0	
SB--		0		0		0		0		0	
EB--		0		0		0		0		0	
WB--		0		0		0		0		0	
MOVEMENT		EXISTING CONDITION		EXISTING PLUS PROJECT		FUTURE CONDITION W/O PROJECT		FUTURE CONDITION W/ PROJECT		FUTURE W/ PROJECT W/ MITIGATION	
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	192	1	192	24	216	216	0	192	1	192
	Left-Through		0							0	
	Through	866	2	433	13	879	440	0	866	2	433
	Through-Right		0							0	
	Right	214	1	119	11	225	107	0	214	1	119
SOUTHBOUND	Left-Through-Right		0							0	
	Left-Right		0							0	
	Left	209	1	209	0	209	209	0	209	1	209
	Left-Through		0							0	
	Through	611	1	355	45	656	377	0	611	1	355
EASTBOUND	Through-Right		1							1	
	Right	98	0	98	0	98	98	0	98	0	98
	Left-Through-Right		0							0	
	Left-Right		0							0	
	Left	78	1	78	25	103	103	0	78	1	78
WESTBOUND	Left-Through		0							0	
	Through	533	1	319	36	569	337	0	533	1	319
	Through-Right		1							1	
	Right	104	0	104	0	104	104	0	104	0	104
	Left-Through-Right		0							0	
CRITICAL VOLUMES	Left-Right		0							0	
	Left	191	1	191	46	237	237	0	191	1	191
	Left-Through		0							0	
	Through	678	2	339	21	699	350	0	678	2	339
	Through-Right		0							0	
VOLUME/CAPACITY (V/C) RATIO:	Right	167	1	63	0	167	63	0	167	1	63
	Left-Through-Right		0							0	
	Left-Right		0							0	
	North-South:	642		642	649		649	642		649	
	East-West:	510		510	574		574	510		576	
V/C LESS ATSAC/ATCS ADJUSTMENT:	SUM:	1152		1152	1223		1223	1152		1225	
	North-South:	0.768		0.768	0.815		0.815	0.768		0.817	
	East-West:	0.668		0.668	0.715		0.715	0.668		0.717	
	SUM:	0.715		0.715	0.777		0.777	0.715		0.777	
	LEVEL OF SERVICE (LOS):	B		B	C		C	B		C	

REMARKS: Supplemental +2% Comm Req

Version: 1i Beta; 8/4/2011

Appendix F

EXISTING PLUS PROJECT

PROJECT IMPACT

Change in v/c due to project: 0.049

Δv/c after mitigation: 0.009

Significant impacted? YES

Fully mitigated? YES

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			HAZELTINE AVENUE			Year of Count:			2015			Ambient Growth: (%):			2			Conducted by:		LC			Date:		3/17/2019		
6		East-West Street:			RIVERSIDE DRIVE			Projection Year:			2021			Peak Hour:			AM			Reviewed by:					Project:		ICON MU		
No. of Phases					2			2			2			2			2			2			2						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0									
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0									
Override Capacity					2			2			2			2			2			2									
					0			0			0			0			0			0									
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION										
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume							
NORTHBOUND	Left	68	1	68	23	91	91	0	77	1	77	23	100	1	100	-2	97	1	97										
	Left-Through		0							0				0				0											
	Through	338	2	169	15	353	177	39	420	2	210	15	435	2	218	-2	433	2	217										
	Through-Right		0							0				0				0											
	Right	147	1	2	14	161	5	0	166	1	0	14	180	1	0	-1	178	1	0										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
SOUTHBOUND	Left	302	1	302	0	302	302	7	347	1	347	0	347	1	347	0	347	1	347										
	Left-Through		0							0				0				0											
	Through	948	1	507	20	968	517	52	1120	1	597	20	1140	1	607	-2	1138	1	606										
	Through-Right		1							1				1				1											
	Right	65	0	65	0	65	65	0	73	0	73	0	73	0	73	0	73	0	73										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
EASTBOUND	Left	28	1	28	25	53	53	0	32	1	32	25	57	1	57	-3	54	1	54										
	Left-Through		0							0				0				0											
	Through	748	1	416	35	783	433	41	883	1	501	35	918	1	519	-4	915	2	458										
	Through-Right		1							1				1				0											
	Right	83	0	83	0	83	83	26	119	0	119	0	119	0	119	0	119	1	71										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
WESTBOUND	Left	290	1	290	22	312	312	23	350	1	350	22	372	1	372	-2	369	1	369										
	Left-Through		0							0				0				0											
	Through	616	2	308	11	627	314	8	702	2	351	11	713	2	357	-1	712	2	356										
	Through-Right		0							0				0				0											
	Right	130	1	0	0	130	0	4	150	1	0	0	150	1	0	0	150	1	0										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
CRITICAL VOLUMES					North-South: 575 East-West: 706 SUM: 1281			North-South: 608 East-West: 745 SUM: 1353			North-South: 674 East-West: 851 SUM: 1525			North-South: 707 East-West: 891 SUM: 1598			North-South: 703 East-West: 827 SUM: 1530												
VOLUME/CAPACITY (V/C) RATIO:					0.854			0.902			1.017			1.065			1.020												
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.754			0.802			0.917			0.965			0.920												
LEVEL OF SERVICE (LOS):					C			D			E			E			E												

REMARKS: Supplemental +2% Comm Req

EB RIGHT

Version: 1i Beta; 8/4/2011

Appendix F

PROJECT IMPACT

Change in v/c due to project:	0.048	Δv/c after mitigation:	0.003
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			HAZELTINE AVENUE			Year of Count:			2015		Ambient Growth: (%)			2		Conducted by:		LC		Date:		3/17/2019	
6		East-West Street:			RIVERSIDE DRIVE			Projection Year:			2021		Peak Hour:			PM		Reviewed by:				Project:		ICON MU	
No. of Phases											2					2							2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?											0					0							0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			0		NB-- 0 SB-- 0			0		NB-- 0 SB-- 0			NB-- 0 SB-- 0		0		
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			0		EB-- 0 WB-- 0			0		EB-- 0 WB-- 0			EB-- 0 WB-- 0		0		
Override Capacity					2			2			2		2			2		2			2		2		
					0			0			0		0			0		0			0		0		
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION						
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND	Left	192	1	192	24	216	216	0	216	1	216	24	240	1	240	-2	238	1	238						
	Left-Through		0							0				0				0							
	Through	866	2	433	13	879	440	74	1049	2	525	13	1062	2	531	-1	1061	2	531						
	Through-Right		0							0				0				0							
	Right	214	1	119	11	225	107	0	241	1	112	11	252	1	99	-1	251	1	100						
	Left-Through-Right		0							0				0				0							
SOUTHBOUND	Left	209	1	209	0	209	209	26	261	1	261	0	261	1	261	0	261	1	261						
	Left-Through		0							0				0				0							
	Through	611	1	355	45	656	377	102	790	1	450	45	835	1	473	-5	831	1	471						
	Through-Right		1							1				1				1							
	Right	98	0	98	0	98	98	0	110	0	110	0	110	0	110	0	110	0	110						
	Left-Through-Right		0							0				0				0							
EASTBOUND	Left	78	1	78	25	103	103	0	88	1	88	25	113	1	113	-3	110	1	110						
	Left-Through		0							0				0				0							
	Through	533	1	319	36	569	337	93	693	1	428	36	729	1	446	-4	726	2	363						
	Through-Right		1							1				1				0							
	Right	104	0	104	0	104	104	46	163	0	163	0	163	0	163	0	163	1	44						
	Left-Through-Right		0							0				0				0							
WESTBOUND	Left	191	1	191	46	237	237	44	259	1	259	48	307	1	307	-5	302	1	302						
	Left-Through		0							0				0				0							
	Through	678	2	339	21	699	350	55	819	2	410	21	840	2	420	-2	837	2	419						
	Through-Right		0							0				0				0							
	Right	167	1	63	0	167	63	25	213	1	83	0	213	1	83	0	213	1	83						
	Left-Through-Right		0							0				0				0							
CRITICAL VOLUMES					North-South: 642			North-South: 649			North-South: 786			North-South: 792			North-South: 792								
					East-West: 510			East-West: 574			East-West: 687			East-West: 753			East-West: 665								
					SUM: 1152			SUM: 1223			SUM: 1473			SUM: 1545			SUM: 1457								
VOLUME/CAPACITY (V/C) RATIO:					0.768			0.815			0.982			1.030			0.971								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.668			0.715			0.882			0.930			0.871								
LEVEL OF SERVICE (LOS):					B			C			D			E			D								

REMARKS: Supplemental +2% Comm Req

Version: 1i Beta; 8/4/2011

Appendix F

PROJECT IMPACT

Change in v/c due to project:	0.048	Δv/c after mitigation:	-0.011
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			HAZELTINE AVENUE			Year of Count:			2015		Ambient Growth: (%)			2		Conducted by:		LC		Date:		3/17/2019	
7		East-West Street:			PROJECT DWY/FASHION SQ DWY			Projection Year:			2015		Peak Hour:			AM		Reviewed by:				Project:		ICON MU	
No. of Phases					3			3			3			3			3			3					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0								
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0								
Override Capacity					2			2			2			2			2								
					0			0			0			0			0								
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION						
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND	Left	26	1	26	84	110	110	0	26	1	26	84	110	1	110	-8	102	1	102						
	Left-Through		0							0				0				0							
	Through	532	1	272	20	552	282	0	532	1	272	20	552	1	282	-2	550	1	281						
	Through-Right		1							1				1				1							
	Right	12	0	12	0	12	12	0	12	0	12	0	12	0	12	0	12	0	12						
	Left-Through-Right		0							0				0				0							
SOUTHBOUND	Left	46	1	46	0	46	46	0	46	1	46	0	46	2	25	0	46	2	25						
	Left-Through		0							0				0				0							
	Through	1269	1	640	20	1289	684	0	1269	1	640	20	1289	1	684	-2	1287	1	679						
	Through-Right		1							1				1				1							
	Right	11	0	11	67	78	78	0	11	0	11	67	78	0	78	-7	71	0	71						
	Left-Through-Right		0							0				0				0							
EASTBOUND	Left	4	1	4	61	65	65	0	4	1	4	61	65	1	33	-6	59	1	30						
	Left-Through		0							0				1				1							
	Through	0	0	7	0	0	22	0	0	0	7	0	0	0	33	0	0	0	30						
	Through-Right		1							1				0				0							
	Right	7	0	0	15	22	0	0	7	0	0	15	22	1	0	-2	21	1	0						
	Left-Through-Right		0							0				0				0							
WESTBOUND	Left	4	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4						
	Left-Through		1							1				1				1							
	Through	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	0	0	4						
	Through-Right		0							0				0				0							
	Right	2	1	0	0	2	0	0	2	1	0	0	2	1	0	0	2	1	0						
	Left-Through-Right		0							0				0				0							
CRITICAL VOLUMES					North-South: 666			North-South: 794			North-South: 666			North-South: 794			North-South: 781								
					East-West: 11			East-West: 69			East-West: 11			East-West: 37			East-West: 34								
					SUM: 677			SUM: 863			SUM: 677			SUM: 831			SUM: 815								
VOLUME/CAPACITY (V/C) RATIO:					0.475			0.606			0.475			0.583			0.572								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.375			0.506			0.375			0.483			0.472								
LEVEL OF SERVICE (LOS):					A			A			A			A			A								

REMARKS: SUPPLEMENTAL +2% Comm Req

Version: 1i Beta; 8/4/2011

Appendix F

EXISTING PLUS PROJECT

PROJECT IMPACT

Change in v/c due to project:	0.108	Δv/c after mitigation:	0.097
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			HAZELTINE AVENUE			Year of Count: 2015			Ambient Growth: (%): 2			Conducted by:		LC		Date: 3/17/2019				
7		East-West Street:			PROJECT DWY/FASHION SQ DWY			Projection Year: 2015			Peak Hour: PM			Reviewed by:				Project: ICON MU				
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					3			3			3			3		3		3				
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0				
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0				
Override Capacity					2			2			2			2		2		2				
					0			0			0			0		0		0				
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	6	1	6	47	53	53	0	6	1	6	47	53	1	53	-5	48	1	48			
	Left-Through		0							0				0				0				
	Through	992	1	546	38	1030	565	0	992	1	546	38	1030	1	565	-4	1026	1	563			
	Through-Right		1							1				1				1				
	Right	100	0	100	0	100	100	0	100	0	100	0	100	0	100	0	100	0	100			
	Left-Through-Right		0							0				0				0				
Left-Right		0								0				0			0					
SOUTHBOUND	Left	208	1	208	0	208	208	0	208	1	208	0	208	2	114	0	208	2	114			
	Left-Through		0							0				0				0				
	Through	754	1	378	21	775	392	0	754	1	378	21	775	1	392	-2	773	1	390			
	Through-Right		1							1				1				1				
	Right	2	0	2	6	8	8	0	2	0	2	6	8	0	8	-1	7	0	7			
	Left-Through-Right		0							0				0				0				
Left-Right		0							0				0				0					
EASTBOUND	Left	28	1	28	100	128	128	0	28	1	28	100	128	1	72	-10	118	1	67			
	Left-Through		0							0				1				1				
	Through	16	0	32	0	16	94	0	16	0	32	0	16	0	72	0	16	0	67			
	Through-Right		1							1				0				0				
	Right	16	0	0	62	78	0	0	16	0	0	62	78	1	52	-6	72	1	48			
	Left-Through-Right		0							0				0				0				
Left-Right		0							0				0				0					
WESTBOUND	Left	79	0	79	0	79	79	0	79	0	79	0	79	0	79	0	79	0	79			
	Left-Through		1							1				1				1				
	Through	1	0	80	0	1	80	0	1	0	80	0	1	0	80	0	1	0	80			
	Through-Right		0							0				0				0				
	Right	94	1	0	0	94	0	0	94	1	0	0	94	1	37	0	94	1	37			
	Left-Through-Right		0							0				0				0				
Left-Right		0							0				0				0					
CRITICAL VOLUMES					North-South: 754 East-West: 111 SUM: 865			North-South: 773 East-West: 208 SUM: 981			North-South: 754 East-West: 111 SUM: 865				North-South: 679 East-West: 152 SUM: 831				North-South: 677 East-West: 147 SUM: 824			
VOLUME/CAPACITY (V/C) RATIO:					0.607			0.688			0.607				0.583				0.578			
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.507			0.588			0.507				0.483				0.478			
LEVEL OF SERVICE (LOS):					A			A			A				A				A			

REMARKS: SUPPLEMENTAL +2% Comm Req

Version: 1i Beta; 8/4/2011

Appendix F

EXISTING PLUS PROJECT

PROJECT IMPACT

Change in v/c due to project:	-0.024	Δv/c after mitigation:	-0.029
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			HAZELTINE AVENUE			Year of Count:			2015			Ambient Growth: (%):			2			Conducted by:		LC		Date:		3/17/2019	
7		East-West Street:			PROJECT DWY/FASHION SQ DWY			Projection Year:			2021			Peak Hour:			AM			Reviewed by:				Project:		ICON MU	
No. of Phases					3			3			3			3			3			3			3				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0			0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0							
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0							
Override Capacity					2			2			2			2			2			2							
					0			0			0			0			0			0							
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION								
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume					
NORTHBOUND	Left	26	1	26	84	110	110	0	29	1	29	84	113	1	113	-8	105	1	105								
	Left-Through		0							0				0				0									
	Through	532	1	272	20	552	282	49	648	1	350	20	668	1	360	-2	666	1	359								
	Through-Right		1							1				1				1									
	Right	12	0	12	0	12	12	38	52	0	52	0	52	0	52	0	52	0	52								
	Left-Through-Right		0							0				0				0									
SOUTHBOUND	Left	46	1	46	0	46	46	43	95	1	95	0	95	2	52	0	95	2	52								
	Left-Through		0							0				0				0									
	Through	1269	1	640	20	1289	684	40	1469	1	741	20	1489	1	784	-2	1487	1	780								
	Through-Right		1							1				1				1									
	Right	11	0	11	67	78	78	0	12	0	12	67	79	0	79	-7	73	0	73								
	Left-Through-Right		0							0				0				0									
EASTBOUND	Left	4	1	4	61	65	65	0	5	1	5	61	66	1	33	-6	59	1	30								
	Left-Through		0							0				1				1									
	Through	0	0	7	0	0	22	0	0	0	8	0	0	0	33	0	0	0	30								
	Through-Right		1							1				0				0									
	Right	7	0	0	15	22	0	0	8	0	0	15	23	1	0	-2	21	1	0								
	Left-Through-Right		0							0				0				0									
WESTBOUND	Left	4	0	4	0	4	4	27	32	0	32	0	32	0	32	0	32	0	32								
	Left-Through		1							1				1				1									
	Through	0	0	4	0	0	4	0	0	0	32	0	0	0	32	0	0	0	32								
	Through-Right		0							0				0				0									
	Right	2	1	0	0	2	0	34	36	1	0	0	36	1	10	0	36	1	10								
	Left-Through-Right		0							0				0				0									
CRITICAL VOLUMES					North-South: 666			North-South: 794			North-South: 770			North-South: 897			North-South: 885										
					East-West: 11			East-West: 69			East-West: 40			East-West: 65			East-West: 62										
					SUM: 677			SUM: 863			SUM: 810			SUM: 962			SUM: 947										
VOLUME/CAPACITY (V/C) RATIO:					0.475			0.606			0.568			0.675			0.665										
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.375			0.506			0.468			0.575			0.565										
LEVEL OF SERVICE (LOS):					A			A			A			A			A										

REMARKS: SUPPLEMENTAL +2% Comm Req

Version: 1i Beta; 8/4/2011

Appendix F

PROJECT IMPACT

Change in v/c due to project:	0.107	Δv/c after mitigation:	0.097
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			HAZELTINE AVENUE			Year of Count:			2015		Ambient Growth: (%)			2		Conducted by:		LC		Date:		3/17/2019				
7		East-West Street:			PROJECT DWY/FASHION SQ DWY			Projection Year:			2021		Peak Hour:			PM		Reviewed by:				Project:		ICON MU				
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?								3						3						3								
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0					
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0					
Override Capacity					2			2			2			2			2			2			2			2		
					0			0			0			0			0			0			0			0		
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION									
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	6	1	6	47	53	53	0	7	1	7	47	54	1	54	-5	49	1	49									
	Left-Through		0							0				0				0										
	Through	992	1	546	38	1030	565	67	1184	1	699	38	1222	1	718	-4	1218	1	716									
	Through-Right		1							1				1				1										
	Right	100	0	100	0	100	100	101	214	0	214	0	214	0	214	0	214	0	214									
	Left-Through-Right		0							0				0				0										
Left-Right		0							0				0				0											
SOUTHBOUND	Left	208	1	208	0	208	208	99	333	1	333	0	333	2	183	0	333	2	183									
	Left-Through		0							0				0				0										
	Through	754	1	378	21	775	392	92	941	1	472	21	962	1	485	-2	960	1	484									
	Through-Right		1							1				1				1										
	Right	2	0	2	6	8	8	0	2	0	2	6	8	0	8	-1	8	0	8									
	Left-Through-Right		0							0				0				0										
Left-Right		0							0				0				0											
EASTBOUND	Left	28	1	28	100	128	128	0	32	1	32	100	132	1	66	-10	122	1	61									
	Left-Through		0							0				1				1										
	Through	0	0	16	0	0	78	0	0	0	18	0	0	0	66	0	0	0	61									
	Through-Right		1							1				0				0										
	Right	16	0	0	62	78	0	0	18	0	0	62	80	1	53	-6	74	1	50									
	Left-Through-Right		0							0				0				0										
Left-Right		0							0				0				0											
WESTBOUND	Left	79	0	79	0	79	79	89	178	0	178	0	178	0	178	0	178	0	178									
	Left-Through		1							1				1				1										
	Through	1	0	80	0	1	80	0	1	0	179	0	1	0	179	0	1	0	179									
	Through-Right		0							0				0				0										
	Right	94	1	0	0	94	0	86	192	1	26	0	192	1	101	0	192	1	101									
	Left-Through-Right		0							0				0				0										
Left-Right		0							0				0				0											
CRITICAL VOLUMES					North-South: 754			North-South: 773			North-South: 1032			North-South: 901			North-South: 899											
					East-West: 108			East-West: 208			East-West: 211			East-West: 245			East-West: 240											
					SUM: 862			SUM: 981			SUM: 1243			SUM: 1146			SUM: 1139											
VOLUME/CAPACITY (V/C) RATIO:					0.605			0.688			0.872			0.804			0.799											
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.505			0.588			0.772			0.704			0.699											
LEVEL OF SERVICE (LOS):					A			A			C			C			B											

REMARKS: SUPPLEMENTAL +2% Comm Req

Version: 1i Beta; 8/4/2011

Appendix F

PROJECT IMPACT

Change in v/c due to project:	-0.068	Δv/c after mitigation:	-0.073
Significant impacted?	NO	Fully mitigated?	N/A

8 HAZELTINE & VENTURA COMM ALT 9TH ED.xls

8 HAZELTINE & VENTURA COMM ALT 9TH ED.xls

9 MAGNOLIA & WOODMAN COM ALT 9TH ED.xls

9 MAGNOLIA & WOODMAN COM ALT 9TH ED.xls

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			WOODMAN AVENUE			Year of Count:			2015		Ambient Growth: (%)			2		Conducted by:		LC		Date:		3/17/2019	
10		East-West Street:			RIVERSIDE DRIVE			Projection Year:			2015		Peak Hour:			AM		Reviewed by:				Project:		ICON MU	
No. of Phases					4			4			4			4			4			4					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0								
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0								
Override Capacity					2			2			2			2			2								
					0			0			0			0			0								
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION						
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND	Left	158	2	87	19	177	97	0	158	2	87	19	177	2	97	-2	175	2	96						
	Left-Through		0							0				0				0							
	Through	609	2	305	0	609	305	0	609	2	305	0	609	2	305	0	609	2	305						
	Through-Right		0							0				0				0							
	Right	219	1	0	0	219	0	0	219	1	0	0	219	1	0	0	219	1	0						
	Left-Through-Right		0							0				0				0							
SOUTHBOUND	Left	188	1	188	0	188	188	0	188	1	188	0	188	1	188	0	188	1	188						
	Left-Through		0							0				0				0							
	Through	1056	2	528	0	1056	528	0	1056	2	528	0	1056	2	528	0	1056	2	528						
	Through-Right		0							0				0				0							
	Right	94	1	46	4	98	48	0	94	1	46	4	98	1	48	0	98	1	48						
	Left-Through-Right		0							0				0				0							
EASTBOUND	Left	97	1	97	3	100	100	0	97	1	97	3	100	1	100	0	100	1	100						
	Left-Through		0							0				0				0							
	Through	956	1	558	7	963	579	0	956	1	558	7	963	1	579	-1	962	2	481						
	Through-Right		1							1				1				0							
	Right	160	0	160	34	194	194	0	160	0	160	34	194	0	194	-3	191	1	143						
	Left-Through-Right		0							0				0				0							
WESTBOUND	Left	290	1	290	0	290	290	0	290	1	290	0	290	1	290	0	290	1	290						
	Left-Through		0							0				0				0							
	Through	703	2	352	4	707	354	0	703	2	352	4	707	2	354	0	707	2	354						
	Through-Right		0							0				0				0							
	Right	147	1	53	0	147	53	0	147	1	53	0	147	1	53	0	147	1	53						
	Left-Through-Right		0							0				0				0							
CRITICAL VOLUMES					North-South: 615 East-West: 848 SUM: 1463			North-South: 625 East-West: 869 SUM: 1494			North-South: 615 East-West: 848 SUM: 1463			North-South: 625 East-West: 869 SUM: 1494			North-South: 624 East-West: 771 SUM: 1395								
VOLUME/CAPACITY (V/C) RATIO:					1.064			1.087			1.064			1.087			1.015								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.964			0.987			0.964			0.987			0.915								
LEVEL OF SERVICE (LOS):					E			E			E			E			E								

REMARKS: SUPPLEMENTAL +2% Comm Req

Version: 1i Beta; 8/4/2011

Appendix F

EXISTING PLUS PROJECT

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			WOODMAN AVENUE			Year of Count:			2015		Ambient Growth: (%)			2		Conducted by:		LC		Date:		3/17/2019	
10		East-West Street:			RIVERSIDE DRIVE			Projection Year:			2015		Peak Hour:			PM		Reviewed by:				Project:		ICON MU	
No. of Phases					4			4			4			4			4			4					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0								
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0								
Override Capacity					2			2			2			2			2								
					0			0			0			0			0								
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION						
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND	Left	391	2	215	42	433	238	0	391	2	215	42	433	2	238	-4	429	2	236						
	Left-Through		0							0				0				0							
	Through	1029	2	515	0	1029	515	0	1029	2	515	0	1029	2	515	0	1029	2	515						
	Through-Right		0							0				0				0							
	Right	275	1	31	0	275	31	0	275	1	31	0	275	1	31	0	275	1	31						
	Left-Through-Right		0							0				0				0							
Left-Right		0								0				0			0								
SOUTHBOUND	Left	109	1	109	0	109	109	0	109	1	109	0	109	1	109	0	109	1	109						
	Left-Through		0							0				0				0							
	Through	701	2	351	0	701	351	0	701	2	351	0	701	2	351	0	701	2	351						
	Through-Right		0							0				0				0							
	Right	214	1	107	5	219	110	0	214	1	107	5	219	1	110	-1	219	1	109						
	Left-Through-Right		0							0				0				0							
Left-Right		0								0				0			0								
EASTBOUND	Left	214	1	214	4	218	218	0	214	1	214	4	218	1	218	0	218	1	218						
	Left-Through		0							0				0				0							
	Through	738	1	486	7	745	503	0	738	1	486	7	745	1	503	-1	744	2	372						
	Through-Right		1							1				1				0							
	Right	233	0	233	27	260	260	0	233	0	233	27	260	0	260	-3	257	1	139						
	Left-Through-Right		0							0				0				0							
Left-Right		0								0				0			0								
WESTBOUND	Left	244	1	244	0	244	244	0	244	1	244	0	244	1	244	0	244	1	244						
	Left-Through		0							0				0				0							
	Through	806	2	403	9	815	408	0	806	2	403	9	815	2	408	-1	814	2	407						
	Through-Right		0							0				0				0							
	Right	191	1	137	0	191	137	0	191	1	137	0	191	1	137	0	191	1	137						
	Left-Through-Right		0							0				0				0							
Left-Right		0								0				0			0								
CRITICAL VOLUMES					North-South: 624 East-West: 730 SUM: 1354			North-South: 624 East-West: 747 SUM: 1371			North-South: 624 East-West: 730 SUM: 1354				North-South: 624 East-West: 747 SUM: 1371				North-South: 624 East-West: 625 SUM: 1249						
VOLUME/CAPACITY (V/C) RATIO:					0.985			0.997			0.985				0.997				0.908						
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.885			0.897			0.885				0.897				0.808						
LEVEL OF SERVICE (LOS):					D			D			D				D				D						

REMARKS: SUPPLEMENTAL +2% Comm Req

Version: 1i Beta; 8/4/2011

Appendix F

EXISTING PLUS PROJECT

PROJECT IMPACT

Change in v/c due to project:	0.012	Δv/c after mitigation:	-0.077
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			WOODMAN AVENUE			Year of Count:			2015			Ambient Growth: (%)			2			Conducted by:		LC			Date:		3/17/2019		
10		East-West Street:			RIVERSIDE DRIVE			Projection Year:			2021			Peak Hour:			AM			Reviewed by:					Project:		ICON MU		
No. of Phases					4			4			4			4			4			4			4						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0									
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0									
Override Capacity					2			2			2			2			2			2									
					0			0			0			0			0			0									
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION										
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume							
NORTHBOUND	Left	158	2	87	19	177	97	0	178	2	98	19	197	2	108	-2	195	2	107										
	Left-Through		0							0				0				0											
	Through	609	2	305	0	609	305	65	751	2	376	0	751	2	376	0	751	2	376										
	Through-Right		0							0				0				0											
	Right	219	1	0	0	219	0	6	253	1	0	0	253	1	0	0	253	1	0										
	Left-Through-Right		0							0				0				0											
SOUTHBOUND	Left	188	1	188	0	188	188	1	213	1	213	0	213	1	213	0	213	1	213										
	Left-Through		0							0				0				0											
	Through	1056	2	528	0	1056	528	35	1224	2	612	0	1224	2	612	0	1224	2	612										
	Through-Right		0							0				0				0											
	Right	94	1	46	4	98	48	6	112	1	56	4	116	1	58	0	115	1	57										
	Left-Through-Right		0							0				0				0											
EASTBOUND	Left	97	1	97	3	100	100	4	113	1	113	3	116	1	116	0	116	1	116										
	Left-Through		0							0				0				0											
	Through	956	1	558	7	963	579	6	1083	1	632	7	1090	1	652	-1	1089	2	545										
	Through-Right		1							1				1				0											
	Right	160	0	160	34	194	194	0	180	0	180	34	214	0	214	-3	211	1	158										
	Left-Through-Right		0							0				0				0											
WESTBOUND	Left	290	1	290	0	290	290	3	330	1	330	0	330	1	330	0	330	1	330										
	Left-Through		0							0				0				0											
	Through	703	2	352	4	707	354	6	798	2	399	4	802	2	401	0	801	2	401										
	Through-Right		0							0				0				0											
	Right	147	1	53	0	147	53	0	166	1	60	0	166	1	60	0	166	1	60										
	Left-Through-Right		0							0				0				0											
CRITICAL VOLUMES					North-South: 615 East-West: 848 SUM: 1463			North-South: 625 East-West: 869 SUM: 1494			North-South: 710 East-West: 962 SUM: 1672			North-South: 720 East-West: 982 SUM: 1702			North-South: 719 East-West: 875 SUM: 1594												
VOLUME/CAPACITY (V/C) RATIO:					1.064			1.087			1.216			1.238			1.159												
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.964			0.987			1.116			1.138			1.059												
LEVEL OF SERVICE (LOS):					E			E			F			F			F												

REMARKS: SUPPLEMENTAL +2% Comm Req

Version: 1i Beta; 8/4/2011

Appendix F

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			WOODMAN AVENUE			Year of Count:			2015		Ambient Growth: (%):			2		Conducted by:		LC		Date:		3/17/2019	
10		East-West Street:			RIVERSIDE DRIVE			Projection Year:			2021		Peak Hour:			PM		Reviewed by:				Project:		ICON MU	
No. of Phases					4			4			4			4			4			4					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0								
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0								
Override Capacity					2			2			2			2			2								
					0			0			0			0			0								
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION						
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND	Left	391	2	215	42	433	238	0	440	2	242	42	482	2	265	-4	478	2	263						
	Left-Through		0							0				0				0							
	Through	1029	2	515	0	1029	515	70	1229	2	615	0	1229	2	615	0	1229	2	615						
	Through-Right		0							0				0				0							
	Right	275	1	31	0	275	31	26	336	1	50	0	336	1	50	0	336	1	50						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
SOUTHBOUND	Left	109	1	109	0	109	109	6	129	1	129	0	129	1	129	0	129	1	129						
	Left-Through		0							0				0				0							
	Through	701	2	351	0	701	351	60	849	2	425	0	849	2	425	0	849	2	425						
	Through-Right		0							0				0				0							
	Right	214	1	107	5	219	110	23	264	1	131	5	269	1	134	-1	268	1	133						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
EASTBOUND	Left	214	1	214	4	218	218	25	266	1	266	4	270	1	270	0	270	1	270						
	Left-Through		0							0				0				0							
	Through	738	1	486	7	745	503	33	864	1	563	7	871	1	580	-1	870	2	435						
	Through-Right		1							1				1				0							
	Right	233	0	233	27	260	260	0	262	0	262	27	289	0	289	-3	287	1	156						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
WESTBOUND	Left	244	1	244	0	244	244	11	286	1	286	0	286	1	286	0	286	1	286						
	Left-Through		0							0				0				0							
	Through	806	2	403	9	815	408	23	931	2	466	9	940	2	470	-1	939	2	470						
	Through-Right		0							0				0				0							
	Right	191	1	137	0	191	137	0	215	1	151	0	215	1	151	0	215	1	151						
	Left-Through-Right		0							0				0				0							
Left-Right		0							0				0				0								
CRITICAL VOLUMES					North-South: 624 East-West: 730 SUM: 1354			North-South: 624 East-West: 747 SUM: 1371			North-South: 744 East-West: 849 SUM: 1593			North-South: 744 East-West: 866 SUM: 1610			North-South: 744 East-West: 740 SUM: 1484								
VOLUME/CAPACITY (V/C) RATIO:					0.985			0.997			1.159			1.171			1.079								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.885			0.897			1.059			1.071			0.979								
LEVEL OF SERVICE (LOS):					D			D			F			F			E								

REMARKS: SUPPLEMENTAL +2% Comm Req

Version: 1i Beta; 8/4/2011

Appendix F

PROJECT IMPACT

Change in v/c due to project:	0.012	Δv/c after mitigation:	-0.080
Significant impacted?	YES	Fully mitigated?	YES

I/S #:	North-South Street:	WOODMAN AVENUE			Year of Count: 2015		Ambient Growth: (%): 2			Conducted by:		LC		Date:	3/17/2019				
	11	East-West Street:	NB 101 FWY RAMPS			Projection Year: 2021		Peak Hour: AM			Reviewed by:				Project:	ICON MU			
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					3		3			3		3				3			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	0	
ATSAC-1 or ATSAC+ATCS-2?		EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	0	
Override Capacity					2		2			2		2				2			
					0		0			0		0				0			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	373	1	373	0	373	373	0	420	1	420	0	420	1	420	0	420	1	420
	Left-Through		0							0				0				0	
	Through	762	3	254	10	772	257	50	908	3	303	10	918	3	306	-1	917	3	306
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1006	4	252	34	1040	260	30	1163	4	291	34	1197	4	299	-3	1194	4	299
	Through-Right		0							0				0				0	
	Right	530	1	530	0	530	530	9	606	1	606	0	606	1	606	0	606	1	606
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	364	1	189	0	364	192	18	428	1	229	0	428	1	232	0	428	1	232
	Left-Through		0							0				0				0	
	Through	1	0	189	0	1	192	0	1	0	229	0	1	0	232	0	1	0	232
	Through-Right		0							0				0				0	
	Right	203	1	0	9	212	0	29	258	1	0	9	267	1	0	-1	266	1	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 903 East-West: 189 SUM: 1092			North-South: 903 East-West: 192 SUM: 1095			North-South: 1026 East-West: 229 SUM: 1255				North-South: 1026 East-West: 232 SUM: 1258				North-South: 1026 East-West: 232 SUM: 1258			
VOLUME/CAPACITY (V/C) RATIO:					0.766							0.883							
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.666							0.783							
LEVEL OF SERVICE (LOS):					B							C							

REMARKS: SUPPLEMENTAL +2% Comm Req

Version: 1i Beta; 8/4/2011

Appendix F

PROJECT IMPACT

Change in v/c due to project: 0.002

$\Delta v/c$ after mitigation: 0.002

Significant impacted? **NO**

Fully mitigated? **N/A**

11 NB 101 FWY RAMPS & WOODMAN COM ALT 9TH ED.xls

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			WOODMAN AVENUE			Year of Count:			2015			Ambient Growth: (%)			2			Conducted by:			LC			Date:		3/12/2019		
12		East-West Street:			SB 101 FWY RAMPS			Projection Year:			2021			Peak Hour:			AM			Reviewed by:						Project:		ICON MU		
No. of Phases					3			3			3			3			3			3			3							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0			0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 2 SB-- 0			NB-- 2 SB-- 0			NB-- 2 SB-- 0			NB-- 2 SB-- 0			NB-- 2 SB-- 0			NB-- 2 SB-- 0										
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0										
Override Capacity					2			2			2			2			2			2										
					0			0			0			0			0			0										
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION											
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume								
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
	Left-Through		0						0				0				0				0									
	Through	902	3	301	10	912	304	24	1040	3	347	10	1050	3	350	-1	1049	3	350											
	Through-Right		1						1				1				1													
	Right	379	0	379	0	379	379	15	442	0	442	0	442	0	442	0	442	0	442											
	Left-Through-Right		0						0				0				0				0									
SOUTHBOUND	Left	358	1	358	18	376	376	7	410	1	410	18	428	1	428	-2	426	1	426											
	Left-Through		0						0				0				0				0									
	Through	1012	3	337	16	1028	343	36	1176	3	392	16	1192	3	397	-2	1190	3	397											
	Through-Right		0						0				0				0				0									
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
	Left-Through-Right		0						0				0				0				0									
EASTBOUND	Left	227	1	164	0	227	164	26	282	1	194	0	282	1	194	0	282	1	194											
	Left-Through		0						0				0				0				0									
	Through	4	0	164	0	4	164	0	5	0	194	0	5	0	194	0	5	0	194											
	Through-Right		0						0				0				0				0									
	Right	261	1	0	0	261	0	0	294	1	0	0	294	1	0	0	294	1	0											
	Left-Through-Right		1						1				1				1				1									
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
	Left-Through		0						0				0				0				0									
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
	Through-Right		0						0				0				0				0									
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
	Left-Through-Right		0						0				0				0				0									
CRITICAL VOLUMES					North-South: 737 East-West: 164 SUM: 901			North-South: 755 East-West: 164 SUM: 919			North-South: 852 East-West: 194 SUM: 1046				North-South: 870 East-West: 194 SUM: 1064				North-South: 868 East-West: 194 SUM: 1062											
VOLUME/CAPACITY (V/C) RATIO:					0.632			0.645			0.734				0.747				0.745											
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.532			0.545			0.634				0.647				0.645											
LEVEL OF SERVICE (LOS):					A			A			B				B				B											

REMARKS: Supplemental +2% Comm Req

Version: 1i Beta; 8/4/2011

Appendix F

PROJECT IMPACT

Change in v/c due to project:	0.013	Δv/c after mitigation:	0.011
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			WOODMAN AVENUE			Year of Count:			2015			Ambient Growth: (%)			2			Conducted by:			LC			Date:			3/12/2019		
12		East-West Street:			SB 101 FWY RAMPS			Projection Year:			2021			Peak Hour:			PM			Reviewed by:						Project:			ICON MU		
No. of Phases					3			3			3			3			3			3			3								
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0			0								
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 2 SB-- 0			NB-- 2 SB-- 0			NB-- 2 SB-- 0			NB-- 2 SB-- 0			NB-- 2 SB-- 0			NB-- 2 SB-- 0											
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0											
Override Capacity					2			2			2			2			2			2											
					0			0			0			0			0			0											
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION												
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume									
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
	Left-Through		0							0				0				0													
	Through	1145	3	382	21	1166	389	50	1339	3	446	21	1360	3	453	-2	1358	3	453												
	Through-Right		1							1				1				1													
	Right	396	0	396	0	396	396	20	466	0	466	0	466	0	466	0	466	0	466												
	Left-Through-Right		0							0				0				0													
SOUTHBOUND	Left	232	1	232	13	245	245	21	282	1	282	13	295	1	295	-1	294	1	294												
	Left-Through		0							0				0				0													
	Through	947	3	316	14	961	320	71	1137	3	379	14	1151	3	384	-1	1150	3	383												
	Through-Right		0							0				0				0													
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
	Left-Through-Right		0							0				0				0													
EASTBOUND	Left	528	1	295	0	528	295	28	623	1	341	0	623	1	341	0	623	1	341												
	Left-Through		0							0				0				0													
	Through	4	0	295	0	4	295	0	5	0	341	0	5	0	341	0	5	0	341												
	Through-Right		0							0				0				0													
	Right	352	1	0	0	352	0	0	396	1	0	0	396	1	0	0	396	1	0												
	Left-Through-Right		1							1				1				1													
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
	Left-Through		0							0				0				0													
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
	Through-Right		0							0				0				0													
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
	Left-Through-Right		0							0				0				0													
CRITICAL VOLUMES					North-South: 628			North-South: 641			North-South: 748			North-South: 761			North-South: 760														
					East-West: 295			East-West: 295			East-West: 341			East-West: 341			East-West: 341														
					SUM: 923			SUM: 936			SUM: 1089			SUM: 1102			SUM: 1101														
VOLUME/CAPACITY (V/C) RATIO:					0.648			0.657			0.764			0.773			0.773														
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.548			0.557			0.664			0.673			0.673														
LEVEL OF SERVICE (LOS):					A			A			B			B			B														

REMARKS: Supplemental +2% Comm Req

Version: 1i Beta; 8/4/2011

Appendix F

PROJECT IMPACT

Change in v/c due to project:	0.009	Δv/c after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			HAZELTINE AVE			Year of Count:			2015			Ambient Growth: (%)			2			Conducted by:		LC			Date:		3/17/2019		
13		East-West Street:			CHANDLER BL			Projection Year:			2021			Peak Hour:			AM			Reviewed by:					Project:		ICON MU		
No. of Phases								2						2						2						2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0			0			0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0						
ATSAC-1 or ATSAC+ATCS-2?					0			0			0			0			0			0			0			0			
Override Capacity					2			2			2			2			2			2			2			2			
					0			0			0			0			0			0			0			0			
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION										
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume							
NORTHBOUND	Left	57	1	57	3	60	60	0	64	1	64	3	67	1	67	0	67	1	67										
	Left-Through		0							0				0				0											
	Through	385	1	239	9	394	245	39	473	1	289	9	482	1	295	-1	481	1	294										
	Through-Right		1							1				1				1											
	Right	93	0	93	3	96	96	0	105	0	105	3	108	0	108	0	107	0	107										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
SOUTHBOUND	Left	99	1	99	0	99	99	0	111	1	111	0	111	1	111	0	111	1	111										
	Left-Through		0							0				0				0											
	Through	752	0	774	6	758	780	30	877	0	902	6	883	0	908	-1	882	0	907										
	Through-Right		1							1				1				1											
	Right	22	0	0	0	22	0	0	25	0	0	0	25	0	0	0	25	0	0										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
EASTBOUND	Left	13	1	13	0	13	13	0	15	1	15	0	15	1	15	0	15	1	15										
	Left-Through		0							0				0				0											
	Through	566	2	283	0	566	283	0	637	2	319	0	637	2	319	0	637	2	319										
	Through-Right		0							0				0				0											
	Right	233	1	205	2	235	205	0	262	1	230	2	264	1	231	0	264	1	231										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
WESTBOUND	Left	193	1	193	2	195	195	0	217	1	217	2	219	1	219	0	219	1	219										
	Left-Through		0							0				0				0											
	Through	448	2	224	0	448	224	0	505	2	253	0	505	2	253	0	505	2	253										
	Through-Right		0							0				0				0											
	Right	90	1	41	0	90	41	0	101	1	46	0	101	1	46	0	101	1	46										
	Left-Through-Right		0							0				0				0											
Left-Right		0							0				0				0												
CRITICAL VOLUMES					North-South: 831 East-West: 476 SUM: 1307			North-South: 840 East-West: 478 SUM: 1318			North-South: 966 East-West: 536 SUM: 1502			North-South: 975 East-West: 538 SUM: 1513			North-South: 974 East-West: 538 SUM: 1512												
VOLUME/CAPACITY (V/C) RATIO:					0.871			0.879			1.001			1.009			1.008												
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.771			0.779			0.901			0.909			0.908												
LEVEL OF SERVICE (LOS):					C			C			E			E			E												

REMARKS: Supplemental + 2% Comm Req

Version: 1i Beta; 8/4/2011

Appendix F

PROJECT IMPACT

Change in v/c due to project:	0.008	Δv/c after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

13 CHANDLER & HAZELTINE COM ALT 9TH ED.xls

14 FULTON & RIVERSIDE COMM ALT 9TH ED.xls

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	FULTON AV			Year of Count: 2015			Ambient Growth: (%): 2			Conducted by:		LC		Date: 3/13/2019				
14	East-West Street:	RIVERSIDE DR			Projection Year: 2021			Peak Hour: PM			Reviewed by:				Project: ICON MU				
No. of Phases		2			2			2					2						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0					0		0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0		NB-- 0	SB-- 0		NB-- 0	SB-- 0		NB-- 0	SB-- 0				
		EB-- 0	WB-- 0		EB-- 0	WB-- 0		EB-- 0	WB-- 0		EB-- 0	WB-- 0		EB-- 0	WB-- 0				
ATSAC-1 or ATSAC+ATCS-2?		2			2			2					2		2				
Override Capacity		0			0			0					0		0				
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	131	1	131	0	131	131	6	154	1	154	0	154	1	154	0	154	1	154
	Left-Through		0							0				0				0	
	Through	652	1	652	0	652	652	0	734	1	734	0	734	1	734	0	734	1	734
	Through-Right		0							0				0				0	
	Right	186	1	125	0	186	125	0	209	1	138	0	209	1	138	0	209	1	138
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	114	1	114	0	114	114	0	128	1	128	0	128	1	128	0	128	1	128
	Left-Through		0							0				0				0	
	Through	413	1	250	0	413	250	0	465	1	285	0	465	1	285	0	465	1	285
	Through-Right		1							1				1				1	
	Right	87	0	87	0	87	87	6	104	0	104	0	104	0	104	0	104	0	104
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	120	1	120	0	120	120	0	135	1	135	0	135	1	135	0	135	1	135
	Left-Through		0							0				0				0	
	Through	948	2	474	7	955	478	27	1095	2	548	7	1102	2	551	-1	1101	2	551
	Through-Right		0							0				0				0	
	Right	152	1	87	0	152	87	0	171	1	94	0	171	1	94	0	171	1	94
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	123	1	123	0	123	123	3	142	1	142	0	142	1	142	0	142	1	142
	Left-Through		0							0				0				0	
	Through	1091	2	546	9	1100	550	25	1254	2	627	9	1263	2	632	-1	1262	2	631
	Through-Right		0							0				0				0	
	Right	182	1	125	0	182	125	3	208	1	144	0	208	1	144	0	208	1	144
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 766		766	North-South: 766		766	North-South: 862		862	North-South: 862		862	North-South: 862		862			
		East-West: 666		666	East-West: 670		670	East-West: 762		762	East-West: 767		767	East-West: 766		766			
		SUM: 1432		1432	SUM: 1436		1436	SUM: 1624		1624	SUM: 1629		1629	SUM: 1628		1628			
VOLUME/CAPACITY (V/C) RATIO:				0.955			0.957			1.083			1.086			1.085			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.855			0.857			0.983			0.986			0.985			
LEVEL OF SERVICE (LOS):				D			D			E			E			E			

REMARKS: Supplemental +2% Com Req

Version: 1i Beta; 8/4/2011

Appendix F

PROJECT IMPACT

Change in v/c due to project:	0.003	Δv/c after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A