

ATTACHMENT NO. 4

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8511 Warner Drive
 Future 2010 With Project Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 La Cienega Bl & Washington Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 1.184 - 0.070 =
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx 1.114 (F)
 Optimal Cycle: 180 Level Of Service: F

Street Name:	La Cienega Bl						Washington Bl									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Protected			Protected			Permitted			Permitted						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	1	0	2	1	0	2	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	258	1531	20	115	1266	37	51	557	96	59	1278	303
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	263	1562	20	117	1291	38	52	568	98	60	1304	309
Added Vol:	125	19	2	1	55	23	33	125	21	3	280	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	388	1581	22	118	1346	61	85	693	119	63	1584	318
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	388	1581	22	118	1346	61	85	693	119	63	1584	318
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	388	1581	22	118	1346	61	85	693	119	63	1584	318
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	388	1581	22	118	1346	61	85	693	119	63	1584	318

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.96	0.04	1.00	2.87	0.13	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	4733	67	1600	4593	207	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.24	0.33	0.33	0.07	0.29	0.29	0.05	0.22	0.07	0.04	0.49	0.20
Crit Moves:	****			****			****			****		

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 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Hayden Av & National Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.733

Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 55 Level Of Service: C

Street Name:	Hayden Av						National Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Control:	Permitted			Permitted			Permitted			Permitted						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	1	0	1	0	0	0	0	0	1	1	0	1	0	2	0	0

Volume Module:

Base Vol:	505	0	44	0	0	0	0	663	162	118	775	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	515	0	45	0	0	0	0	676	165	120	791	0
Added Vol:	16	0	11	0	0	0	0	189	56	56	109	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	531	0	56	0	0	0	0	865	221	176	900	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	531	0	56	0	0	0	0	865	221	176	900	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	531	0	56	0	0	0	0	865	221	176	900	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	531	0	56	0	0	0	0	865	221	176	900	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.81	0.00	0.19	0.00	0.00	0.00	0.00	1.59	0.41	1.00	2.00	0.00
Final Sat.:	2895	0	305	0	0	0	0	2548	652	1600	3200	0

Capacity Analysis Module:

Vol/Sat:	0.18	0.00	0.18	0.00	0.00	0.00	0.00	0.34	0.34	0.11	0.28	0.00
Crit Moves:	****							****		****		

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 Future 2010 With Project Conditions
 AM Peak Hour

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

Intersection #5 Eastham Dr & National Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.796

Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 98 Level Of Service: C

Street Name:	Eastham Dr						National Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	1

Volume Module:

Base Vol:	0	0	26	0	0	0	0	486	121	0	979	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	27	0	0	0	0	496	123	0	999	0
Added Vol:	0	0	4	0	0	0	0	199	0	0	165	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	31	0	0	0	0	695	123	0	1164	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	31	0	0	0	0	695	123	0	1164	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	31	0	0	0	0	695	123	0	1164	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	6.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	31	0	0	0	0	695	123	0	1164	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.70	0.30	0.00	1.00	0.00
Final Sat.:	0	0	1500	0	1500	0	0	2547	453	0	1500	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.27	0.27	0.00	0.78	0.00
Crit Volume:			31		0			0			1164	
Crit Moves:			****					****			****	

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 AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Hayden Av & Warner Drive

Average Delay (sec/veh): 10.9 Worst Case Level Of Service: F[68.7]

Street Name:	Hayden Av						Warner Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	1	0	0	0	0	0	0	1

Volume Module:

Base Vol:	0	578	110	69	201	0	0	0	0	150	0	24
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	590	112	70	205	0	0	0	0	153	0	24
Added Vol:	0	14	4	26	86	0	0	0	0	2	0	13
PasserByVol:	0	-1	0	0	-7	0	0	0	0	0	0	0
Initial Fut:	0	603	116	96	284	0	0	0	0	155	0	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	603	116	96	284	0	0	0	0	155	0	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	603	116	96	284	0	0	0	0	155	0	37

Critical Gap Module:

Critical Gp:xxxxx	xxxx	xxxx	xxxx	4.1	xxxx	xxxx	xxxx	xxxx	xxxx	6.4	6.5	6.2
FollowUpTim:xxxxx	xxxx	xxxx	xxxx	2.2	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxx	719	xxxx	xxxx	xxxx	xxxx	xxxx	1137	1137	661
Potent Cap.:	xxxx	xxxx	xxxx	892	xxxx	xxxx	xxxx	xxxx	xxxx	225	203	466
Move Cap.:	xxxx	xxxx	xxxx	892	xxxx	xxxx	xxxx	xxxx	xxxx	205	180	466
Volume/Cap:	xxxx	xxxx	xxxx	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	0.75	0.00	0.08

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxx	0.4	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:xxxxx	xxxx	xxxx	xxxx	9.5	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	230	xxxx
SharedQueue:xxxxx	xxxx	xxxx	xxxx	0.4	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	6.4	xxxx
Shrd ConDel:xxxxx	xxxx	xxxx	xxxx	9.5	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	68.7	xxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx				68.7	
ApproachLOS:	*			*			*				F	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Eastham Drive & Warner Drive

Average Delay (sec/veh): 4.8 Worst Case Level Of Service: A[9.8]

Street Name:	Eastham Drive						Warner Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	126	77	0	0	104	9	11	0	85	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	129	79	0	0	106	9	11	0	87	0	0	0
Added Vol:	6	1	0	0	0	0	3	0	4	0	0	0
PasserByVol:	0	-2	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	78	0	0	106	9	14	0	91	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	78	0	0	106	9	14	0	91	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	135	78	0	0	106	9	14	0	91	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	115	xxxx	xxxxx	xxxx	xxxx	xxxxx	457	457	111	503	462	78
Potent Cap.:	1486	xxxx	xxxxx	xxxx	xxxx	xxxxx	565	503	948	483	500	989
Move Cap.:	1486	xxxx	xxxxx	xxxx	xxxx	xxxxx	523	454	948	404	451	989
Volume/Cap:	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.10	0.00	0.00	0.00

Level Of Service Module:

2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	854	xxxxx	xxxx	0	xxxxx
SharedQueue:	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.8	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx				9.8		xxxxxxx		
ApproachLOS:	*			*				A		*		

Note: Queue reported is the number of cars per lane.

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 Future 2010 With Project Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Lucerne Av & Higuera St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.727

Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 15.9

Optimal Cycle: 0 Level Of Service: C

Street Name:	Lucerne Av						Higuera St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	1	0 0 0

Volume Module:

Base Vol:	159	0	113	1	2	5	1	166	102	216	230	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	162	0	115	1	2	5	1	169	104	220	235	0
Added Vol:	0	0	5	0	0	0	0	12	0	4	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	0	120	1	2	5	1	181	104	224	268	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	0	120	1	2	5	1	181	104	224	268	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	0	120	1	2	5	1	181	104	224	268	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	0	120	1	2	5	1	181	104	224	268	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.57	0.00	0.43	0.12	0.25	0.63	0.01	0.63	0.36	0.46	0.54	0.00
Final Sat.:	343	0	254	62	123	309	2	420	241	309	368	0

Capacity Analysis Module:

Vol/Sat:	0.47	xxxx	0.47	0.02	0.02	0.02	0.43	0.43	0.43	0.73	0.73	xxxx
Crit Moves:	****			****			****			****		
Delay/Veh:	13.0	0.0	13.0	9.1	9.1	9.1	11.8	11.8	11.8	20.1	20.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.0	0.0	13.0	9.1	9.1	9.1	11.8	11.8	11.8	20.1	20.1	0.0
LOS by Move:	B	*	B	A	A	A	B	B	B	C	C	*
ApproachDel:	13.0			9.1			11.8			20.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.0			9.1			11.8			20.1		
LOS by Appr:	B			A			B			C		
AllWayAvgQ:	0.7	0.7	0.7	0.0	0.0	0.0	0.7	0.7	0.7	2.2	2.2	2.2

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Level Of Service Computation Report
 2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 Hayden Av & Higuera St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.893

Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 23.4

Optimal Cycle: 0 Level Of Service: C

Street Name:	Hayden Av						Higuera St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	0	1	0	1	0	0

Volume Module:

Base Vol:	1	23	19	0	39	215	89	1	69	22	16	598
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	1	23	19	0	40	219	91	1	70	22	16	610
Added Vol:	0	7	3	0	50	38	11	0	6	16	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	30	22	0	90	257	102	1	76	38	16	611
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	30	22	0	90	257	102	1	76	38	16	611
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	30	22	0	90	257	102	1	76	38	16	611
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	30	22	0	90	257	102	1	76	38	16	611

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.57	0.41	0.00	0.26	0.74	1.00	0.15	0.85	0.12	0.88	1.00
Final Sat.:	10	290	213	0	159	456	489	85	489	69	527	684

Capacity Analysis Module:

Vol/Sat:	0.11	0.11	0.11	xxxx	0.56	0.56	0.21	0.01	0.16	0.56	0.03	0.89
Crit Moves:	****					****	****					****
Delay/Veh:	10.1	10.1	10.1	0.0	15.0	15.0	11.4	9.4	9.4	9.3	9.3	34.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.1	10.1	10.1	0.0	15.0	15.0	11.4	9.4	9.4	9.3	9.3	34.4
LOS by Move:	B	B	B	*	B	B	B	A	A	A	A	D
ApproachDel:	10.1				15.0			10.5			32.4	
Delay Adj:	1.00				1.00			1.00			1.00	
ApprAdjDel:	10.1				15.0			10.5			32.4	
LOS by Appr:	B				B			B			D	
AllWayAvgQ:	0.1	0.1	0.1	1.1	1.1	1.1	0.2	0.1	0.1	0.1	5.0	5.0

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 Future 2010 With Project Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Eastham Drive & Higuera Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.448

Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 31 Level Of Service: A

Street Name: Eastham Drive Higuera Street

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Control: Permitted Permitted Permitted Permitted

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0 0 0 1 1 0

Volume Module:

Base Vol:	0	0	0	54	0	122	9	67	0	0	581	223
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	55	0	124	9	68	0	0	593	227
Added Vol:	0	0	0	4	0	0	1	2	0	0	16	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	59	0	124	10	70	0	0	609	234
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	59	0	124	10	70	0	0	609	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	59	0	124	10	70	0	0	609	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	59	0	124	10	70	0	0	609	234

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.44	0.56
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	2310	890

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.08 0.01 0.02 0.00 0.00 0.26 0.26

Crit Moves: *****

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8511 Warner Drive
 Future 2010 With Project Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

 Intersection #11 Lucerne Ave & Duquesne Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 1.216
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 68.9
 Optimal Cycle: 0 Level Of Service: F

Street Name:	Lucerne Ave						Duquesne Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	0	0	0	1

Volume Module:	Lucerne Ave			Duquesne Ave		
Base Vol:	0	0	0	201	0	95
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	205	0	97
Added Vol:	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	0	0	0	209	0	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	209	0	97
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	0	0	209	0	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	209	0	97

Saturation Flow Module:	Lucerne Ave			Duquesne Ave		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.68	0.00	0.32
Final Sat.:	0	0	0	367	0	170

Capacity Analysis Module:	Lucerne Ave			Duquesne Ave		
Vol/Sat:	xxxx	xxxx	xxxx	0.57	xxxx	0.57
Crit Moves:	****			****		
Delay/Veh:	0.0	0.0	0.0	17.7	0.0	17.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.7	0.0	17.7
LOS by Move:	*	*	*	C	*	C
ApproachDel:	xxxxxx			17.7	41.4	
Delay Adj:	xxxxxx			1.00	1.00	
ApprAdjDel:	xxxxxx			17.7	41.4	
LOS by Appr:	*			C	E	
AllWayAvgQ:	0.0	0.0	0.0	1.2	1.2	1.2

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8511 Warner Drive
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Jefferson Bl & Duquesne Av

Cycle (sec): 100 Critical Vol./Cap. (X): 1.086

Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 180 Level Of Service: F

Street Name:	Jefferson Bl						Duquesne Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	1

Volume Module:

Base Vol:	417	944	31	12	1128	395	235	34	336	6	36	9
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	425	963	32	12	1151	403	240	35	343	6	37	9
Added Vol:	139	95	0	0	308	10	8	0	34	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	564	1058	32	12	1459	413	248	35	377	6	37	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	564	1058	32	12	1459	413	248	35	377	6	37	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	564	1058	32	12	1459	413	248	35	377	6	37	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	564	1058	32	12	1459	413	248	35	377	6	37	9
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3107	93	1600	3200	1600	1600	1600	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.35	0.34	0.34	0.01	0.46	0.26	0.15	0.02	0.24	0.00	0.02	0.01	
OvlAdjV/S:	0.00												
Crit Moves:	****	****				****				****			

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 Future 2010 With Project Conditions
 AM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #13 Robertson Bl & Venice Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.101 / 1.102 - 0.100 =
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 1.002 (F)
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Robertson Bl						Venice Bl						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			Protected			Protected			
Rights:	Include			Ovl			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	1	0	1	2	0	3	0	1

Volume Module:	Robertson Bl			Robertson Bl			Venice Bl			Venice Bl		
Base Vol:	179	369	19	289	240	321	477	2149	97	46	1818	334
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	183	376	19	295	245	327	487	2192	99	47	1854	341
Added Vol:	6	43	9	73	96	143	0	52	1	1	152	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	419	28	368	341	470	487	2244	100	48	2006	349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	419	28	368	341	470	487	2244	100	48	2006	349
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	419	28	368	341	470	487	2244	100	48	2006	349
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Volume:	189	419	28	368	341	470	535	2244	100	48	2006	349

Saturation Flow Module:	Robertson Bl			Robertson Bl			Venice Bl			Venice Bl		
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	1375	1375	2750	4125	1375	1375	4125	1375

Capacity Analysis Module:	Robertson Bl			Robertson Bl			Venice Bl			Venice Bl		
Vol/Sat:	0.14	0.15	0.02	0.27	0.25	0.34	0.19	0.54	0.07	0.03	0.49	0.25
Crit Volume:	210			368			268			669		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 National Bl & Venice Bl

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.957 0.993 - 0.100
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx 0.893 (D)
 Optimal Cycle: 180 Level Of Service: E

Street Name:	National Bl						Venice Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	0	1	0	3	0	1	2

Volume Module:

Base Vol:	143	769	30	106	419	89	162	1993	337	74	1953	113
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	146	784	31	108	427	91	165	2033	344	75	1992	115
Added Vol:	5	26	0	6	28	4	5	67	2	5	216	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	810	31	114	455	95	170	2100	346	80	2208	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	810	31	114	455	95	170	2100	346	80	2208	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	810	31	114	455	95	170	2100	346	80	2208	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Volume:	151	810	31	114	455	95	187	2100	346	89	2208	116

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.93	0.07	1.00	1.66	0.34	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1425	2746	104	1425	2359	491	2850	4275	1425	2850	4275	1425

Capacity Analysis Module:

Vol/Sat:	0.11	0.30	0.30	0.08	0.19	0.19	0.07	0.49	0.24	0.03	0.52	0.08
Crit Volume:	426	114		94	736							
Crit Moves:	****	****		****	****							

$$\frac{421 + 114}{1375}$$

$$\frac{94 + 736}{1375}$$

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 8885 Hayden Place
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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #15 La Cienega Bl & Fairfax/Blackwelder

Cycle (sec): 100 Critical Vol./Cap. (X): 1.171 1.190 - 0.100
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx 1.090 (F)
 Optimal Cycle: 180 Level Of Service: F

Street Name:	La Cienega Bl			Fairfax Av/Blackwelder St								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	0	0	0	1	0	0	2

Volume Module:

Base Vol:	25	1746	976	0	1340	28	9	0	11	1037	28	6
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	26	1781	996	0	1367	29	9	0	11	1058	29	6
Added Vol:	0	146	50	0	79	0	0	0	0	187	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	1927	1046	0	1446	29	9	0	11	1245	29	6
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	1927	0	0	1446	29	9	0	11	1245	29	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1927	0	0	1446	29	9	0	11	1245	29	6
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Volume:	26	1927	0	0	1446	29	9	0	11	1369	29	6

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	2.94	0.06	0.45	0.00	0.55	2.00	0.82	0.18
Final Sat.:	1425	2850	1425	0	4192	83	641	0	784	2850	1174	251

Capacity Analysis Module:

Vol/Sat:	0.02	0.68	0.00	0.00	0.34	0.34	0.01	0.00	0.01	0.48	0.02	0.02
Crit Volume:	968			0			20		685			
Crit Moves:	***			***			***		***			

$$\frac{991 + 0}{1425}$$

$$\frac{20 + 685}{1425}$$

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Jefferson Bl & National Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.693 0.666 - 0.100

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.566 (A)

Optimal Cycle: 61 Level Of Service: B

Street Name: Jefferson Bl National Bl

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Split Phase Split Phase

Rights: Ovl Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 0 0 2 0 0 0 0 0 0 0 1 1 1 1 1 1 1 0 0

Volume Module:

Base Vol: 0 0 555 0 0 0 0 343 142 707 965 0

Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02

Initial Bse: 0 0 566 0 0 0 0 350 145 721 984 0

Added Vol: 54 0 45 0 0 0 0 73 130 169 112 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 54 0 611 0 0 0 0 423 275 890 1096 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 54 0 611 0 0 0 0 423 275 890 1096 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 54 0 611 0 0 0 0 423 275 890 1096 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.10 1.10 1.00 1.00

Final Volume: 54 0 672 0 0 0 0 423 302 979 1096 0

Saturation Flow Module:

Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 0.00 2.00 0.00 0.00 0.00 0.00 1.75 1.25 1.42 1.58 0.00

Final Sat.: 1425 0 2850 0 0 0 0 2493 1782 2017 2258 0

Capacity Analysis Module:

Vol/Sat: 0.04 0.00 0.24 0.00 0.00 0.00 0.00 0.17 0.17 0.49 0.49 0.00

Crit Volume: 54 0 242 692

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

54 + 0
 1425

233 + 662
 1425

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XXXXXXXXXXXX 8511 Warner Drive
 Future 2010 With Project Conditions
 AM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 La Cienega Bl & Jefferson Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.164 1.165 - 0.100
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 1.065 (F)
 Optimal Cycle: 180 Level Of Service: F

Street Name:	La Cienega Bl						Jefferson Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	0	1	0	3	0	1	0

Volume Module:

Base Vol:	76	2240	89	31	1987	482	354	405	115	312	1035	104
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	78	2285	91	32	2027	492	361	413	117	318	1056	106
Added Vol:	25	148	2	1	67	198	52	49	17	12	59	-4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	2433	93	33	2094	690	413	462	134	330	1115	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	2433	93	33	2094	690	413	462	134	330	1115	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	2433	93	33	2094	690	413	462	134	330	1115	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Volume:	103	2433	93	33	2094	690	454	462	134	363	1115	102

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.89	0.11	1.00	3.00	1.00	2.00	1.55	0.45	2.00	2.00	1.00
Final Sat.:	1425	4118	157	1425	4275	1425	2850	2208	642	2850	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.07	0.59	0.59	0.02	0.49	0.48	0.16	0.21	0.21	0.13	0.39	0.07
Crit Volume:	842			33			227			558		
Crit Moves:	****			****			****			****		

$$\frac{842 + 33}{1425}$$

$$\frac{227 + 558}{1425}$$

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 8665 Hayden Place
 Future 2010 With Project Conditions
 AM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Jefferson Bl & Higuera/Rodeo

Cycle (sec): 100 Critical Vol./Cap. (X): 0.900
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): XXXXXX - 0.100 = 0.8
 Optimal Cycle: 180 Level Of Service: D (C)

Jefferson Bl				Higuera St/Rodeo Rd											
North Bound				South Bound				East Bound				West Bound			
Approach:				Approach:				Approach:				Approach:			
Movement:				Movement:				Movement:				Movement:			
L	T	R		L	T	R		L	T	R		L	T	R	
Control: Permitted				Control: Permitted				Control: Split Phase				Control: Split Phase			
Rights: Ignore				Rights: Include				Rights: Include				Rights: Include			
Min. Green: 0 0 0				Min. Green: 0 0 0				Min. Green: 0 0 0				Min. Green: 0 0 0			
Lanes: 1 0 2 0 1				Lanes: 1 0 2 0 1				Lanes: 1 0 2 0 1				Lanes: 2 0 1 0 1			

Volume Module:

Base Vol:	86	461	505	144	670	69	11	90	14	806	655	99
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	88	470	515	147	683	70	11	92	14	822	668	101
Added Vol:	14	72	17	19	230	0	0	2	4	85	9	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	542	532	166	913	70	11	94	18	907	677	104
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	542	0	166	913	70	11	94	18	907	677	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	542	0	166	913	70	11	94	18	907	677	104
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Volume:	102	542	0	166	913	70	11	94	18	998	677	104

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1425	2850	1425	1425	2850	1425	1425	2850	1425	2850	1425	1425

Capacity Analysis Module:

Vol/Sat:	0.07	0.19	0.00	0.12	0.32	0.05	0.01	0.03	0.01	0.35	0.48	0.07
Crit Volume:	102			457			47			677		
Crit Moves:	****			****			****			****		

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 Future 2010 With Project Conditions
 AM Peak Hour

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

 Intersection #19 La Cienega Bl & Rodeo Rd

 Cycle (sec): 100 Critical Vol./Cap. (X): 1.229 / 1.230
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.100 = 1.13
 Optimal Cycle: 180 Level Of Service: F

 Street Name: La Cienega Bl Rodeo Rd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Protected Protected Prot+Permit Protected
 Rights: Include Include Ovl Ovl
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 2 0 2 1 0 2 0 2 1 0 1 0 2 0 2 0 1

 Volume Module:
 Base Vol: 313 1955 43 116 2063 170 129 389 165 194 1097 284
 Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
 Initial Bse: 319 1994 44 118 2104 173 132 397 168 198 1119 290
 Added Vol: 10 144 0 2 39 56 12 15 12 0 31 19
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 329 2138 44 120 2143 229 144 412 180 198 1150 309
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 329 2138 44 120 2143 229 144 412 180 198 1150 309
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 329 2138 44 120 2143 229 144 412 180 198 1150 309
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
 Final Volume: 362 2138 44 132 2143 229 144 412 180 218 1150 309

 Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 2.00 2.94 0.06 2.00 2.71 0.29 1.00 2.00 1.00 2.00 2.00 1.00
 Final Sat.: 2750 4042 83 2750 3726 399 1375 2750 1375 2750 2750 1375

 Capacity Analysis Module:
 Vol/Sat: 0.13 0.53 0.53 0.05 0.58 0.58 0.10 0.15 0.13 0.08 0.42 0.22
 Crit Volume: 181 791 144 575
 Crit Moves: **** **** **** ****

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8511 Warner Drive
 Future 2010 With Project Conditions
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Robertson Bl & Washington Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.811 - 0.010 =
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx 0.741 (C)
 Optimal Cycle: 69 Level Of Service: D

Street Name:	Robertson Bl						Washington Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	28	197	40	132	241	61	128	926	43	70	525	160
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	29	201	41	135	246	62	131	945	44	71	536	163
Added Vol:	17	9	0	63	5	8	2	491	8	0	222	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	210	41	198	251	70	133	1436	52	71	758	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	210	41	198	251	70	133	1436	52	71	758	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	210	41	198	251	70	133	1436	52	71	758	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	210	41	198	251	70	133	1436	52	71	758	178

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.67	0.33	1.00	1.00	1.00	1.00	1.93	0.07	1.00	1.62	0.38
Final Sat.:	1600	2679	521	1600	1600	1600	1600	3088	112	1600	2591	609

Capacity Analysis Module:

Vol/Sat:	0.03	0.08	0.08	0.12	0.16	0.04	0.08	0.46	0.46	0.04	0.29	0.29
Crit Moves:	****			****			****			****		

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 Future 2010 With Project Conditions
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 National Bl & Washington Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.973 - 0.070 =
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx 0.903 (E)
 Optimal Cycle: 157 Level Of Service: E

Street Name:	National Bl					Washington Bl				
Approach:	North Bound		South Bound			East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected			Permitted		Permitted		
Rights:	Include		Include			Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	2	0	1	1	0	2	0	1	1	

Volume Module:

Base Vol:	170	525	70	184	839	35	47	840	253	74	559	138
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	173	536	71	188	856	36	48	857	258	75	570	141
Added Vol:	132	96	8	-6	22	3	3	515	192	7	163	-11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	305	632	79	182	878	39	51	1372	450	82	733	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	305	632	79	182	878	39	51	1372	450	82	733	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	632	79	182	878	39	51	1372	450	82	733	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	305	632	79	182	878	39	51	1372	450	82	733	130

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.78	0.22	2.00	1.92	0.08	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2880	2843	357	2880	3065	135	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.11	0.22	0.22	0.06	0.29	0.29	0.03	0.43	0.28	0.05	0.23	0.08
Crit Moves:	****			****			****			****		

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8511 Warner Drive
 Future 2010 With Project Conditions
 PM Peak Hour

Level Of Service Computation Report

ICU 1 (Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #3 La Cienega Bl & Washington Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 1.034 - 0.070 =
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx 0.964 (E)
 Optimal Cycle: 180 Level Of Service: F

Street Name:	La Cienega Bl					Washington Bl				
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Permitted		Permitted			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	1	0	1	0	2	0	

Volume Module:	La Cienega Bl		Washington Bl	
Base Vol:	127	1204	53	283
Growth Adj:	1.02	1.02	1.02	1.02
Initial Bse:	130	1228	54	289
Added Vol:	20	51	5	8
PasserByVol:	0	0	0	0
Initial Fut:	150	1279	59	297
User Adj:	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00
PHF Volume:	150	1279	59	297
Reduct Vol:	0	0	0	0
Reduced Vol:	150	1279	59	297
PCE Adj:	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00
Final Volume:	150	1279	59	297

Saturation Flow Module:	La Cienega Bl		Washington Bl	
Sat/Lane:	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00
Lanes:	1.00	2.87	0.13	1.00
Final Sat.:	1600	4588	212	1600

Capacity Analysis Module:	La Cienega Bl		Washington Bl	
Vol/Sat:	0.09	0.28	0.28	0.19
Crit Moves:	****	****	****	****

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 Future 2010 With Project Conditions
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #4 Hayden Av & National Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.799
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 66 Level Of Service: C

Street Name:	Hayden Av						National Bl									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Permitted			Permitted			Permitted			Permitted						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	1	0	1	0	0	0	0	0	1	1	0	1	0	2	0	0

Volume Module:

Base Vol:	505	0	96	0	0	0	0	990	178	25	252	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	515	0	98	0	0	0	0	1010	182	26	257	0
Added Vol:	71	0	51	0	0	0	0	155	62	21	157	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	586	0	149	0	0	0	0	1165	244	47	414	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	586	0	149	0	0	0	0	1165	244	47	414	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	586	0	149	0	0	0	0	1165	244	47	414	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	586	0	149	0	0	0	0	1165	244	47	414	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.59	0.00	0.41	0.00	0.00	0.00	0.00	1.65	0.35	1.00	2.00	0.00
Final Sat.:	2552	0	648	0	0	0	0	2647	553	1600	3200	0

Capacity Analysis Module:

Vol/Sat:	0.23	0.00	0.23	0.00	0.00	0.00	0.00	0.44	0.44	0.03	0.13	0.00
Crit Moves:	****							****		****		

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 Future 2010 With Project Conditions
 PM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Eastham Dr & National Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.490
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 39 Level Of Service: A

Street Name:	Eastham Dr				National Bl				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0

Volume Module:

Base Vol:	0	0	68	0	0	0	0	1013	59	0	266	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	69	0	0	0	0	1033	60	0	271	0
Added Vol:	0	0	16	0	0	0	0	205	0	0	179	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	85	0	0	0	0	1238	60	0	450	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	85	0	0	0	0	1238	60	0	450	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	85	0	0	0	0	1238	60	0	450	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	85	0	0	0	0	1238	60	0	450	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.91	0.09	0.00	1.00	0.00
Final Sat.:	0	0	1500	0	1500	0	0	2861	139	0	1500	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.43	0.43	0.00	0.30	0.00
Crit Volume:			85		0			649		0		
Crit Moves:			****					****		****		

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 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Hayden Av & Warner Drive

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: C[18.4]

Street Name:	Hayden Av					Warner Drive						
Approach:	North Bound			South Bound		East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled		Stop Sign			Stop Sign			
Rights:	Include			Include		Include			Include			
Lanes:	0	0	0	1	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	398	89	60	103	0	0	0	0	46	0	33
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	406	91	61	105	0	0	0	0	47	0	34
Added Vol:	0	74	11	65	19	0	0	0	0	7	0	47
PasserByVol:	0	-3	0	0	-17	0	0	0	0	0	0	0
Initial Fut:	0	477	102	126	107	0	0	0	0	54	0	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	477	102	126	107	0	0	0	0	54	0	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	477	102	126	107	0	0	0	0	54	0	81

Critical Gap Module:

Critical Gp:xxxxx xxxxx xxxxx	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2
FollowUpTim:xxxxxx xxxxx xxxxx	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3

Capacity Module:

Cnflict Vol: xxxxx xxxxx xxxxx	579	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	887	887	528
Potent Cap.: xxxxx xxxxx xxxxx	1005	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	317	285	554
Move Cap.: xxxxx xxxxx xxxxx	1005	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	284	247	554
Volume/Cap: xxxxx xxxxx xxxxx	0.13	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.19	0.00	0.15

Level Of Service Module:

2Way95thQ: xxxxx xxxxx xxxxx	0.4	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Control Del:xxxxxx xxxxx xxxxx	9.1	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
LOS by Move: * * *	A	*	*	*	*	*	*	*	*
Movement: LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	401	xxxxxx
SharedQueue:xxxxxx xxxxx xxxxx	0.4	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	1.4	xxxxxx
Shrd ConDel:xxxxxx xxxxx xxxxx	9.1	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	18.4	xxxxxx
Shared LOS: * * *	A	*	*	*	*	*	*	C	*
ApproachDel: xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	18.4		
ApproachLOS: *	*	*	*	*	*	*	C		

Note: Queue reported is the number of cars per lane.

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8511 Warner Drive
Future 2010 With Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Eastham Drive & Warner Drive

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: B[10.2]

Street Name:	Eastham Drive						Warner Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	0	0	1	0	0	1

Volume Module:

Base Vol:	41	37	0	0	163	6	8	0	129	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	42	38	0	0	166	6	8	0	132	0	0	0
Added Vol:	15	7	0	0	0	0	9	0	14	0	0	0
PasserByVol:	0	-4	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	41	0	0	166	6	17	0	146	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	41	0	0	166	6	17	0	146	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	57	41	0	0	166	6	17	0	146	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	172	xxxx	xxxxx	xxxx	xxxx	xxxxx	324	324	169	396	327	41
Potent Cap.:	1417	xxxx	xxxxx	xxxx	xxxx	xxxxx	674	597	880	567	595	1036
Move Cap.:	1417	xxxx	xxxxx	xxxx	xxxx	xxxxx	653	573	880	458	570	1036
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.17	0.00	0.00	0.00

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	849	xxxxx	xxxx	0	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.2	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx			10.2			xxxxxx				
ApproachLOS:	*	*			B			*				

Note: Queue reported is the number of cars per lane.

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8511 Warner Drive
 Future 2010 With Project Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Lucerne Av & Higuera St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.429
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 10.4
 Optimal Cycle: 0 Level Of Service: B

Street Name:	Lucerne Av						Higuera St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	112	1	97	0	2	1	2	161	123	82	126	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	114	1	99	0	2	1	2	164	125	84	129	0
Added Vol:	1	0	7	0	0	0	0	37	1	3	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	1	106	0	2	1	2	201	126	87	142	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	1	106	0	2	1	2	201	126	87	142	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	1	106	0	2	1	2	201	126	87	142	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	1	106	0	2	1	2	201	126	87	142	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.52	0.01	0.47	0.00	0.67	0.33	0.01	0.61	0.38	0.38	0.62	0.00
Final Sat.:	351	3	323	0	396	198	5	469	295	267	436	0

Capacity Analysis Module:

Vol/Sat:	0.33	0.33	0.33	xxxx	0.01	0.01	0.43	0.43	0.43	0.32	0.32	xxxx
Crit Moves:	****			****			****			****		
Delay/Veh:	10.2	10.2	10.2	0.0	8.3	8.3	10.7	10.7	10.7	10.1	10.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.2	10.2	10.2	0.0	8.3	8.3	10.7	10.7	10.7	10.1	10.1	0.0
LOS by Move:	B	B	B	*	A	A	B	B	B	B	B	*
ApproachDel:	10.2				8.3			10.7			10.1	
Delay Adj:	1.00				1.00			1.00			1.00	
ApprAdjDel:	10.2				8.3			10.7			10.1	
LOS by Appr:	B				A			B			B	
AllWayAvgQ:	0.4	0.4	0.4	0.0	0.0	0.0	0.7	0.7	0.7	0.4	0.4	0.4

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8511 Warner Drive
Future 2010 With Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 Hayden Av & Higuera St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.567

Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 12.3

Optimal Cycle: 0 Level Of Service: B

Street Name:	Hayden Av						Higuera St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	0	1	0	1	0	1

Volume Module:

Base Vol:	0	136	163	0	38	123	111	1	79	21	1	239
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	139	166	0	39	125	113	1	81	21	1	244
Added Vol:	0	42	21	0	10	16	42	0	1	3	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	181	187	0	49	141	155	1	82	24	1	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	181	187	0	49	141	155	1	82	24	1	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	181	187	0	49	141	155	1	82	24	1	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	181	187	0	49	141	155	1	82	24	1	245

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.49	0.51	0.00	0.26	0.74	1.00	0.31	0.69	0.18	0.82	1.00
Final Sat.:	0	318	330	0	155	449	492	178	389	95	430	595

Capacity Analysis Module:

Vol/Sat:	xxxx	0.57	0.57	xxxx	0.32	0.32	0.32	0.01	0.21	0.26	0.00	0.41
Crit Moves:			****		****		****					****
Delay/Veh:	0.0	14.4	14.4	0.0	10.6	10.6	12.4	9.5	9.5	9.4	9.4	11.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.4	14.4	0.0	10.6	10.6	12.4	9.5	9.5	9.4	9.4	11.8
LOS by Move:	*	B	B	*	B	B	B	A	A	A	A	B
ApproachDel:		14.4			10.6			11.4			11.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.4			10.6			11.4			11.6	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	1.1	1.1	1.1	0.4	0.4	0.4	0.4	0.1	0.1	0.0	0.6	0.6

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8511 Warner Drive
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Eastham Drive & Higuera Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.408

Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 29 Level Of Service: A

Street Name:	Eastham Drive						Higuera Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	1	0	2	0	0	0

Volume Module:

Base Vol:	0	0	0	277	0	17	10	241	0	0	274	61
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	283	0	17	10	246	0	0	279	62
Added Vol:	0	0	0	14	0	0	6	16	0	0	4	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	297	0	17	16	262	0	0	283	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	297	0	17	16	262	0	0	283	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	297	0	17	16	262	0	0	283	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	297	0	17	16	262	0	0	283	78

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.57	0.43
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	2508	692

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.01	0.01	0.08	0.00	0.00	0.11	0.11
Crit Moves:				****				****				****

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8511 Warner Drive
 Future 2010 With Project Conditions
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #11 Lucerne Ave & Duquesne Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 1.125

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 53.7

Optimal Cycle: 0 Level Of Service: F

Street Name:	Lucerne Ave						Duquesne Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	0	0	1	0

Volume Module:

Base Vol:	0	0	0	194	0	81	69	501	0	0	331	162
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	198	0	83	70	511	0	0	338	165
Added Vol:	0	0	0	16	0	0	0	126	0	0	41	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	214	0	83	70	637	0	0	379	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	214	0	83	70	637	0	0	379	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	214	0	83	70	637	0	0	379	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	214	0	83	70	637	0	0	379	172

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.72	0.00	0.28	0.10	0.90	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	395	0	152	63	566	0	0	567	637

Capacity Analysis Module:

Vol/Sat:	xxxx	xxxx	xxxx	0.54	xxxx	0.54	1.12	1.12	xxxx	xxxx	0.67	0.27
Crit Moves:				****			****				****	
Delay/Veh:	0.0	0.0	0.0	16.6	0.0	16.6	97.6	97.6	0.0	0.0	20.5	10.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.6	0.0	16.6	97.6	97.6	0.0	0.0	20.5	10.3
LOS by Move:	*	*	*	C	*	C	F	F	*	*	C	B
ApproachDel:	xxxxxx			16.6			97.6				17.3	
Delay Adj:	xxxxxx			1.00			1.00				1.00	
ApprAdjDel:	xxxxxx			16.6			97.6				17.3	
LOS by Appr:	*			C			F				C	
AllWayAvgQ:	0.0	0.0	0.0	1.1	1.1	1.1	15.5	15.5	15.5	0.0	1.8	0.4

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 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Jefferson Bl & Duquesne Av

Cycle (sec): 100 Critical Vol./Cap.(X): 0.901

Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: E

Street Name: Jefferson Bl Duquesne Av

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|

Control: Protected Protected Permitted Permitted

Rights: Include Include Ovl Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 1 1 0 1 0 2 0 1 1 0 1 0 1

-----|-----|-----|-----|

Volume Module:

Base Vol: 311 1279 17 24 729 208 416 53 307 18 29 23

Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02

Initial Bse: 317 1305 17 24 744 212 424 54 313 18 30 23

Added Vol: 41 247 0 0 173 8 11 0 131 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 358 1552 17 24 917 220 435 54 444 18 30 23

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 358 1552 17 24 917 220 435 54 444 18 30 23

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 358 1552 17 24 917 220 435 54 444 18 30 23

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 358 1552 17 24 917 220 435 54 444 18 30 23

OvlAdjVol: 86

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 1.98 0.02 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Sat.: 1600 3165 35 1600 3200 1600 1600 1600 1600 1600 1600 1600

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.22 0.49 0.49 0.02 0.29 0.14 0.27 0.03 0.28 0.01 0.02 0.01

OvlAdjV/S: 0.05

Crit Moves: ****

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 Future 2010 With Project Conditions
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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #13 Robertson Bl & Venice Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.998 *1.012 - 0.100*
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): ~~xxxxxx~~ *0.912 (E)*
 Optimal Cycle: 180 Level Of Service: *E F*

Street Name:	Robertson Bl						Venice Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	2	0	3	1	0	3

Volume Module:	Robertson Bl			Robertson Bl			Venice Bl			Venice Bl		
Base Vol:	143	261	48	228	232	368	482	2427	118	52	1611	85
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	146	266	49	233	237	375	492	2476	120	53	1643	87
Added Vol:	7	52	2	31	65	28	0	134	3	8	51	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	318	51	264	302	403	492	2610	123	61	1694	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	318	51	264	302	403	492	2610	123	61	1694	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	318	51	264	302	403	492	2610	123	61	1694	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Volume:	153	318	51	264	302	403	541	2610	123	61	1694	119

Saturation Flow Module:	Robertson Bl			Robertson Bl			Venice Bl			Venice Bl		
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.93	1.07	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1375	2750	1375	1282	1468	1375	2750	4125	1375	1375	4125	1375

Capacity Analysis Module:	Robertson Bl			Robertson Bl			Venice Bl			Venice Bl		
Vol/Sat:	0.11	0.12	0.04	0.21	0.21	0.29	0.20	0.63	0.09	0.04	0.41	0.09
Crit Volume:	159			283			870			61		
Crit Moves:	****			****			****			****		

$$\begin{array}{r} 159 + 302 \\ \hline 1375 \end{array}$$

$$\begin{array}{r} 870 + 61 \\ \hline 1375 \end{array}$$

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

 Intersection #14 National Bl & Venice Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.951 / 1.064 - 0.100
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx 0.964 (E)
 Optimal Cycle: 180 Level Of Service: E F

 Street Name: National Bl Venice Bl
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Permitted Prot+Permit Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1 1 0 1 0 1 1 0 2 0 3 0 1 2 0 3 0 1

Volume Module:
 Base Vol: 143 505 58 144 722 113 151 2332 249 48 1595 86
 Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
 Initial Bse: 146 515 59 147 736 115 154 2379 254 49 1627 88
 Added Vol: 4 82 1 1 13 4 14 170 3 3 69 6
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 150 597 60 148 749 119 168 2549 257 52 1696 94
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 150 597 60 148 749 119 168 2549 257 52 1696 94
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 150 597 60 148 749 119 168 2549 257 52 1696 94
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00
 FinalVolume: 150 597 60 148 749 119 185 2549 257 57 1696 94

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 (1375)
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.82 0.18 1.00 1.73 0.27 2.00 3.00 1.00 2.00 3.00 1.00
 Final Sat.: 1425 2589 261 1425 2459 391 2850 4275 1425 2850 4275 1425

Capacity Analysis Module:
 Vol/Sat: 0.11 0.23 0.23 0.10 0.30 0.30 0.06 0.60 0.18 0.02 0.40 0.07
 Crit Volume: 329 148 850 29
 Crit Moves: **** **** **** ****

150 + 434

850 + 29

1375

1375

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 Future 2010 With Project Conditions
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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 La Cienega Bl & Fairfax/Blackwelder

Cycle (sec): 100 Critical Vol./Cap.(X): 0.886 1.110 - 0.100
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: B F 1.010 (F)

Street Name:	La Cienega Bl						Fairfax Av/Blackwelder St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	1	0	0	1	0	0	1

Volume Module:

Base Vol:	10	1207	1401	0	1607	8	33	0	6	931	5	8
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	10	1231	1429	0	1639	8	34	0	6	950	5	8
Added Vol:	0	76	142	0	134	0	0	0	0	110	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	1307	1571	0	1773	8	34	0	6	1060	5	8
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	1307	0	0	1773	8	34	0	6	1060	5	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1307	0	0	1773	8	34	0	6	1060	5	8
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Volume:	10	1307	0	0	1773	8	34	0	6	1166	5	8

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	2.99	0.01	0.85	0.00	0.15	2.00	0.38	0.62
Final Sat.:	1425	2850	1425	0	4255	20	1206	0	219	2850	548	877

Capacity Analysis Module:

Vol/Sat:	0.01	0.46	0.00	0.00	0.42	0.42	0.03	0.00	0.03	0.41	0.01	0.01
Crit Volume:	654			0			40			583		
Crit Moves:	***			***			***			***		

959 + 0
 1425

40 + 583
 1425

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 Future 2010 With Project Conditions
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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #16 Jefferson Bl & National Bl
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.715 ✓ 0.100 =
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx 0.615 (B)
Optimal Cycle:        65          Level Of Service:          C
*****
Street Name:          Jefferson Bl          National Bl
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R            L - T - R            L - T - R            L - T - R
-----|-----|-----|-----|
Control:               Permitted            Permitted            Split Phase          Split Phase
Rights:                Ovl                  Include              Include              Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1    0    0    2        0    0    0    0          0    0    1    1    1          1    1    1    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:              0    0    890          0    0    0          0    776    254    381    244    0
Growth Adj:            1.02 1.02 1.02          1.02 1.02 1.02          1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse:           0    0    908          0    0    0          0    792    259    389    249    0
Added Vol:             81    0    111          0    0    0          0    126    97    106    100    0
PasserByVol:           0    0    0          0    0    0          0    0    0    0    0    0
Initial Fut:           81    0    1019         0    0    0          0    918    356    495    349    0
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            81    0    1019          0    0    0          0    918    356    495    349    0
Reduct Vol:            0    0    0          0    0    0          0    0    0    0    0    0
Reduced Vol:           81    0    1019          0    0    0          0    918    356    495    349    0
PCE Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.10          1.00 1.00 1.00          1.00 1.00 1.10 1.10 1.00 1.00
Final Volume:          81    0    1121          0    0    0          0    918    392    544    349    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425          1425 1425 1425          1425 1425 1425 1425 1425 1425
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 1.00 0.00 2.00          0.00 0.00 0.00          0.00 2.00 1.00 1.83 1.17 0.00
Final Sat.:            1425    0 2850          0    0    0          0 2850 1425 2605 1670    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.06 0.00 0.39          0.00 0.00 0.00          0.00 0.32 0.27 0.21 0.21 0.00
Crit Volume:           560    0          459    0
Crit Moves:            ****          ****          ****
*****
  
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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 La Cienega Bl & Jefferson Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.081 / 0.82 - 0.100

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx 0.982 (F)

Optimal Cycle: 180 Level Of Service: F

Street Name: La Cienega Bl Jefferson Bl

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|

Control: Permitted Permitted Protected Protected

Rights: Include Ovl Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 2 1 0 1 0 3 0 1 2 0 1 1 0 2 0 2 0 1

-----|-----|-----|-----|

Volume Module:

Base Vol: 41 2011 243 42 2233 199 587 791 247 166 390 72

Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02

Initial Bse: 42 2051 248 43 2278 203 599 807 252 169 398 73

Added Vol: 29 65 9 -4 136 112 156 64 17 5 65 -2

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 71 2116 257 39 2414 315 755 871 269 174 463 71

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 71 2116 257 39 2414 315 755 871 269 174 463 71

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 71 2116 257 39 2414 315 755 871 269 174 463 71

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00

Final Volume: 71 2116 257 39 2414 315 830 871 269 192 463 71

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 2.68 0.32 1.00 3.00 1.00 2.00 1.53 0.47 2.00 2.00 1.00

Final Sat.: 1425 3812 463 1425 4275 1425 2850 2178 672 2850 2850 1425

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.05 0.56 0.56 0.03 0.56 0.22 0.29 0.40 0.40 0.07 0.16 0.05

Crit Volume: 71 805 570 96

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

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 Future 2010 With Project Conditions
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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #18 Jefferson Bl & Higuera/Rodeo

Cycle (sec): 100 Critical Vol./Cap. (X): 0.797 ✓ - 0.100 =
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx 0.697 (B)
 Optimal Cycle: 92 Level Of Service: C

Street Name:	Jefferson Bl						Higuera St/Rodeo Rd								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Permitted			Split Phase			Split Phase					
Rights:	Ignore			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	0	1

Volume Module:	Jefferson Bl			Jefferson Bl			Higuera St			Higuera St		
Base Vol:	45	674	910	219	470	56	43	389	86	398	246	42
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	46	687	928	223	479	57	44	397	88	406	251	43
Added Vol:	14	177	68	19	122	0	0	11	19	40	7	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	864	996	242	601	57	44	408	107	446	258	47
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	864	0	242	601	57	44	408	107	446	258	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	864	0	242	601	57	44	408	107	446	258	47
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	60	864	0	242	601	57	44	408	107	491	258	47

Saturation Flow Module:	Jefferson Bl			Jefferson Bl			Higuera St			Higuera St		
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1425	2850	1425	1425	2850	1425	1425	2850	1425	2850	1425	1425

Capacity Analysis Module:	Jefferson Bl			Jefferson Bl			Higuera St			Higuera St		
Vol/Sat:	0.04	0.30	0.00	0.17	0.21	0.04	0.03	0.14	0.07	0.17	0.18	0.03
Crit Volume:	432			242			204			258		
Crit Moves:	****			****			****			****		

ATTACHMENT NO. 4

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~~8865 XXX XXX XXXX~~ 8511 Warner Drive
 Future 2010 With Project Conditions
 PM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 La Cienega Bl & Rodeo Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.137 ✓ - 0.100 =
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx 1.037 (F)
 Optimal Cycle: 180 Level Of Service: F

Street Name:	La Cienega Bl						Rodeo Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Protected		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	1	0	0	2	0	2	0	1	0

Volume Module:

Base Vol:	210	1903	130	322	2274	88	182	913	435	186	496	181
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	214	1941	133	328	2319	90	186	931	444	190	506	185
Added Vol:	8	47	0	7	122	28	46	35	17	0	15	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	222	1988	133	335	2441	118	232	966	461	190	521	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	222	1988	133	335	2441	118	232	966	461	190	521	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	1988	133	335	2441	118	232	966	461	190	521	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Volume:	244	1988	133	369	2441	118	232	966	461	209	521	195

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.81	0.19	2.00	2.86	0.14	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3867	258	2750	3935	190	1375	2750	1375	2750	2750	1375

Capacity Analysis Module:

Vol/Sat:	0.09	0.51	0.51	0.13	0.62	0.62	0.17	0.35	0.34	0.08	0.19	0.14
Crit Volume:	122			853			483			104		
Crit Moves:	****			****			****			****		



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ATTACHMENT NO. 4

APPENDIX F

Project Driveway Signal Warrant Analysis

Hayden Avenue/Warner Drive Mitigation Level-of-Service Calculation

ATTACHMENT NO. 4

Future With Project AM - WaTue Jan 13, 2009 08:25:48

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8511 Warner Drive - Parking Structure
 Future (2010) With Project Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Hayden Av & Warner Drive

Average Delay (sec/veh): 7.2 Worst Case Level Of Service: E[43.5]

 Street Name: Hayden Av Warner Drive
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: Include Include Include Include
 Lanes: 0 0 1 0 1 1 0 1 0 0 0 0 0 0 1 0 0 0 1

Volume Module:

Base Vol:	0	578	110	69	201	0	0	0	0	150	0	24
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	590	112	70	205	0	0	0	0	153	0	24
Added Vol:	0	14	4	26	86	0	0	0	0	2	0	13
PasserByVol:	0	-1	0	0	-7	0	0	0	0	0	0	0
Initial Fut:	0	603	116	96	284	0	0	0	0	155	0	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	603	116	96	284	0	0	0	0	155	0	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	603	116	96	284	0	0	0	0	155	0	37

Critical Gap Module:

Critical Gp:	xxxxx xxxxx xxxxx	4.1 xxxxx xxxxx xxxxx xxxxx xxxxx	6.4 xxxxx	6.2
FollowUpTim:	xxxxx xxxxx xxxxx	2.2 xxxxx xxxxx xxxxx xxxxx xxxxx	3.5 xxxxx	3.3

Capacity Module:

Cnflct Vol:	xxxx xxxxx xxxxx	719 xxxxx xxxxx xxxxx xxxxx xxxxx	1079 xxxxx	603
Potent Cap.:	xxxx xxxxx xxxxx	892 xxxxx xxxxx xxxxx xxxxx xxxxx	244 xxxxx	503
Move Cap.:	xxxx xxxxx xxxxx	892 xxxxx xxxxx xxxxx xxxxx xxxxx	224 xxxxx	503
Volume/Cap:	xxxx xxxxx xxxxx	0.11 xxxxx xxxxx xxxxx xxxxx xxxxx	0.69 xxxxx	0.07

Level Of Service Module:

2Way95thQ:	xxxx xxxxx xxxxx	0.4 xxxxx xxxxx xxxxx xxxxx xxxxx	4.5 xxxxx	0.2
Control Del:	xxxxx xxxxx xxxxx	9.5 xxxxx xxxxx xxxxx xxxxx xxxxx	51.0 xxxxx	12.7
LOS by Move:	* * *	A * * *	F * *	B
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxxx xxxxx	xxxx xxxxx xxxxx	xxxx xxxxx xxxxx	xxxx xxxxx xxxxx
SharedQueue:	xxxxx xxxxx xxxxx	xxxxx xxxxx xxxxx	xxxxx xxxxx xxxxx	xxxxx xxxxx xxxxx
Shrd ConDel:	xxxxxx xxxxx xxxxx	xxxxxx xxxxx xxxxx	xxxxxx xxxxx xxxxx	xxxxxx xxxxx xxxxx
Shared LOS:	* * *	* * *	* * *	* * *
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	43.5
ApproachLOS:	*	*	*	E

Note: Queue reported is the number of cars per lane.

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Future With Project PM - WaTue Jan 13, 2009 08:26:43

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8511 Warner Drive - Parking Structure
 Future (2010) With Project Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Hayden Av & Warner Drive

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: B[14.9]

 Street Name: Hayden Av Warner Drive
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: Include Include Include Include
 Lanes: 0 0 1 0 1 1 0 1 0 0 0 0 0 0 1 0 0 0 1

Volume Module:
 Base Vol: 0 398 89 60 103 0 0 0 0 46 0 33
 Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
 Initial Bse: 0 406 91 61 105 0 0 0 0 47 0 34
 Added Vol: 0 74 11 65 19 0 0 0 0 7 0 47
 PasserByVol: 0 -3 0 0 -17 0 0 0 0 0 0 0
 Initial Fut: 0 477 102 126 107 0 0 0 0 54 0 81
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 477 102 126 107 0 0 0 0 54 0 81
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 0 477 102 126 107 0 0 0 0 54 0 81

Critical Gap Module:
 Critical Gp:xxxxx xxxxx xxxxxx 4.1 xxxxx xxxxxx xxxxxx xxxxx xxxxxx 6.4 xxxxx 6.2
 FollowUpTim:xxxxxx xxxxx xxxxxx 2.2 xxxxx xxxxxx xxxxxx xxxxx xxxxxx 3.5 xxxxx 3.3

Capacity Module:
 Cnflct Vol: xxxxx xxxxx xxxxxx 579 xxxxx xxxxxx xxxxx xxxxx xxxxxx 836 xxxxx 477
 Potent Cap.: xxxxx xxxxx xxxxxx 1005 xxxxx xxxxxx xxxxx xxxxx xxxxxx 340 xxxxx 592
 Move Cap.: xxxxx xxxxx xxxxxx 1005 xxxxx xxxxxx xxxxx xxxxx xxxxxx 307 xxxxx 592
 Volume/Cap: xxxxx xxxxx xxxxxx 0.13 xxxxx xxxxx xxxxx xxxxx xxxxxx 0.18 xxxxx 0.14

Level Of Service Module:
 2Way95thQ: xxxxx xxxxx xxxxxx 0.4 xxxxx xxxxxx xxxxx xxxxx xxxxxx 0.6 xxxxx 0.5
 Control Del:xxxxxx xxxxx xxxxxx 9.1 xxxxx xxxxxx xxxxxx xxxxx xxxxxx 19.2 xxxxx 12.0
 LOS by Move: * * * A * * * * * C * * B
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
 SharedQueue:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
 Shrd ConDel:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
 Shared LOS: * * * * * * * * * * * * * * *
 ApproachDel: xxxxxx xxxxxx xxxxxx 14.9
 ApproachLOS: * * * B

Note: Queue reported is the number of cars per lane.

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Future With Project AM - WaTue Jan 13, 2009 08:28:03

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8511 Warner Drive - Parking Structure
 Future (2010) With Project Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1 (Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Hayden Av & Warner Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.634
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 43 Level Of Service: B

Street Name: Hayden Av Warner Drive
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 1 0 1 1 0 1 0 0 0 0 1 0 0 0 1

Volume Module:

Base Vol: 0 578 110 69 201 0 0 0 0 150 0 24
 Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
 Initial Bse: 0 590 112 70 205 0 0 0 0 153 0 24
 Added Vol: 0 14 4 26 86 0 0 0 0 2 0 13
 PasserByVol: 0 -1 0 0 -7 0 0 0 0 0 0 0
 Initial Fut: 0 603 116 96 284 0 0 0 0 155 0 37
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 603 116 96 284 0 0 0 0 155 0 37
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 603 116 96 284 0 0 0 0 155 0 37
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Volume: 0 603 116 96 284 0 0 0 0 155 0 37

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 1.00 1.00 1.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00
 Final Sat.: 0 1600 1600 1600 1600 0 0 0 0 1600 0 1600

Capacity Analysis Module:

Vol/Sat: 0.00 0.38 0.07 0.06 0.18 0.00 0.00 0.00 0.00 0.10 0.00 0.02
 Crit Moves: **** **** ****

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Future With Project PM - WaTue Jan 13, 2009 08:28:42

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8511 Warner Drive - Parking Structure
 Future (2010) With Project Conditions
 PM Peak Hour

Level Of Service Computation Report

ICU 1 (Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Hayden Av & Warner Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.527
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 35 Level Of Service: A

Street Name:	Hayden Av						Warner Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	1	0	0	0	0	1

Volume Module:

Base Vol:	0	398	89	60	103	0	0	0	0	46	0	33
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	406	91	61	105	0	0	0	0	47	0	34
Added Vol:	0	74	11	65	19	0	0	0	0	7	0	47
PasserByVol:	0	-3	0	0	-17	0	0	0	0	0	0	0
Initial Fut:	0	477	102	126	107	0	0	0	0	54	0	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	477	102	126	107	0	0	0	0	54	0	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	477	102	126	107	0	0	0	0	54	0	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	477	102	126	107	0	0	0	0	54	0	81

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1600	1600	1600	1600	0	0	0	0	1600	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.30	0.06	0.08	0.07	0.00	0.00	0.00	0.00	0.03	0.00	0.05
Crit Moves:	****			****								****



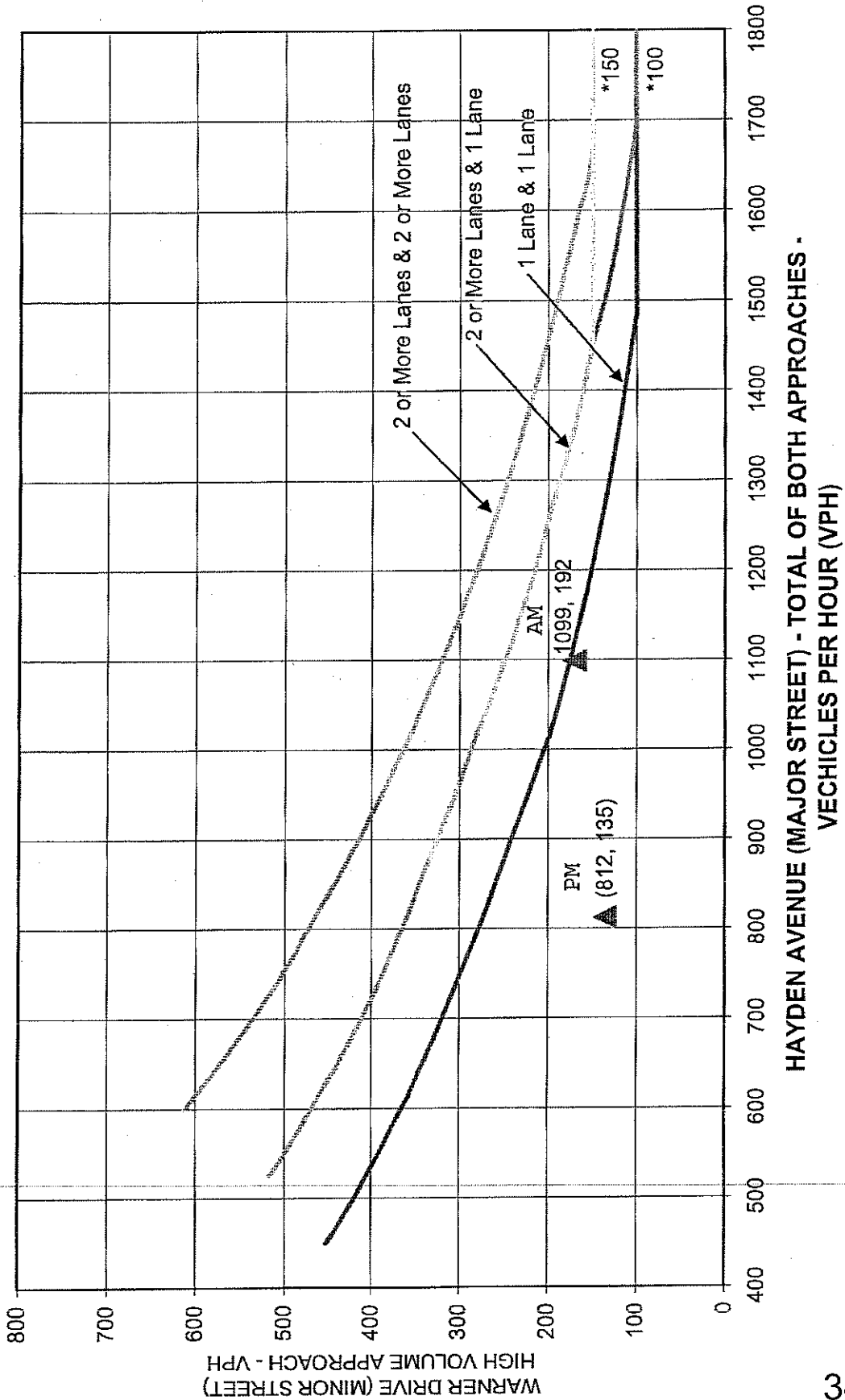
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APPENDIX G

Traffic Signal Warrant Analysis Worksheets

HAYDEN AVENUE & WARNER DRIVE
AM (PM) Peak Hour Traffic Signal Warrant Based on Manual on Uniform
Traffic Control Devices, 2001 and Caltrans, Traffic Manual, 2002



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane

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LEGEND

- ▲ Hayden Avenue (1 Lane Major Street): 1099 (812) VPH
- ▲ Warner Drive (1 Lane Minor Street): 192 (135) VPH

Peak Hour Volumes Satisfy Warrants? NO

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Appendix H - Page 1 Page 1

Site Code: CC#63

Higuera St
Bt Hayden & Lucerne

Start Time	25-May-04		North		South		Combined		25-May-04		North		South		Combined	
	Tue		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Wed		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	1	33	3	41	4	74	0	43	2	29	3	31	5	60	6	74
12:15	2	32	1	38	3	70	2	29	2	35	1	38	3	73	3	60
12:30	1	30	2	61	3	91	0	44	1	37	2	44	1	88	1	88
12:45	1	31	0	69	3	100	1	37	2	55	0	50	3	92	1	80
01:00	0	34	0	49	1	75	1	30	2	28	1	64	3	92	3	92
01:15	1	35	4	56	4	90	3	26	1	67	4	67	1	83	4	93
01:30	0	34	1	43	2	85	0	33	3	21	2	43	5	64	5	64
01:45	3	25	2	36	3	65	3	21	2	29	1	40	3	69	3	69
02:00	0	33	3	43	5	77	0	32	0	36	0	36	0	68	0	68
02:15	2	29	1	51	1	89	1	36	1	40	2	40	1	76	2	68
02:30	2	34	0	49	1	90	1	28	2	48	2	45	4	93	4	93
02:45	0	38	0	44	2	95	0	39	0	64	0	64	0	103	0	103
03:00	1	41	1	60	3	107	3	34	1	44	4	44	3	80	4	78
03:15	2	45	1	50	1	96	2	35	1	45	2	58	2	88	2	88
03:30	0	29	0	52	0	81	1	30	1	55	5	55	5	83	5	83
03:45	0	36	1	74	1	110	3	55	5	60	8	60	8	115	8	115
04:00	0	26	2	60	7	108	2	41	6	67	8	67	8	108	8	108
04:15	5	48	5	56	8	82	2	46	6	54	8	54	8	100	8	100
04:30	3	26	8	73	11	115	2	34	13	54	15	54	15	88	15	88
04:45	3	42	15	64	18	111	1	35	15	41	16	41	16	76	16	76
05:00	3	47	12	61	13	99	9	41	7	43	16	43	16	84	16	84
05:15	1	38	7	45	16	81	20	39	16	35	36	35	36	74	36	74
05:30	9	36	12	41	29	73	19	31	25	35	44	35	44	66	44	66
05:45	12	16	18	38	30	54	19	20	25	26	44	26	44	46	44	46
06:00	18	22	25	30	43	52	28	20	26	26	54	26	26	46	54	46
06:15	33	19	19	19	52	38	33	20	38	21	71	38	21	41	71	41
06:30	35	20	29	14	64	34	43	7	38	22	81	38	22	29	81	29
06:45	42	16	50	18	92	34	34	21	65	15	99	65	15	36	99	36
07:00	36	18	64	11	100	29	39	19	53	17	92	53	17	36	92	36
07:15	45	10	46	11	91	21	44	6	65	16	109	65	16	22	109	22
07:30	65	15	56	9	121	24	39	6	65	8	104	65	8	14	104	14
07:45	38	9	77	4	115	13	27	8	76	12	103	76	12	20	103	20
08:00	35	15	91	19	126	34	18	11	44	8	62	44	8	19	62	19
08:15	14	8	52	8	66	16	12	8	48	7	60	48	7	15	60	15
08:30	26	10	45	9	71	19	16	3	39	6	59	39	6	12	59	12
08:45	17	9	54	11	71	20	20	5	46	6	62	46	6	9	62	9
09:00	21	7	56	7	77	14	28	3	38	9	66	38	9	12	66	12
09:15	18	2	33	2	51	4	18	4	39	2	57	39	2	6	57	6
09:30	13	4	26	8	39	12	22	5	32	3	54	32	3	8	54	8
09:45	17	4	25	7	42	11	19	2	38	12	57	38	12	14	57	14
10:00	15	4	34	3	49	7	26	4	42	1	58	42	1	5	58	5
10:15	17	2	35	3	52	5	21	1	38	1	59	38	1	2	59	2
10:30	28	1	25	7	53	8	28	0	39	4	67	39	4	4	67	4
10:45	24	2	25	5	49	7										
11:00	624	1181	983	1650	1607	2831	618	1160	1017	1552	1635	2712				
11:15																
11:30																
11:45																
Total	1805		2633		4438		1778		2569		4347					
Day																
Total																
% Total	14.1%		26.6%		22.1%		37.2%		14.2%		26.7%		23.4%		35.7%	
Peak	07:45	03:15	08:30	05:15	08:15	05:00	07:45	05:00	08:15	04:30	08:15	05:00				
Vol	188	170	276	254	453	416	160	176	259	240	408	411				
P.H.F.	0.723	0.885	0.758	0.858	0.899	0.904	0.909	0.800	0.852	0.896	0.936	0.893				

ATTACHMENT NO. 4

City of Culver City

Appendix H - Page 2

Page 1

Site Code: CC#81

Lucerne Ave
Bt Ince & Higuera

Start Time	25-May-04		East		West		Combined		26-May-04		East		West		Combined	
	Tue		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Wed		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00			1	27	1	18	2	45			1	24	1	22	2	46
12:15			1	26	2	20	3	46			0	18	2	17	2	35
12:30			0	23	1	20	1	43			0	18	1	15	1	33
12:45			1	29	0	20	1	49			1	30	1	21	2	51
01:00			0	32	0	13	0	45			0	23	0	21	0	44
01:15			0	20	0	28	0	48			0	28	1	27	1	55
01:30			0	34	0	18	0	52			0	30	0	19	0	49
01:45			0	21	1	23	1	44			0	44	1	28	1	72
02:00			0	29	1	22	1	51			1	24	0	28	1	52
02:15			1	20	0	18	1	38			0	26	2	21	2	47
02:30			0	33	1	19	1	52			1	42	0	27	1	69
02:45			0	33	0	34	0	67			0	40	1	18	1	58
03:00			0	37	0	41	0	78			1	25	0	26	1	51
03:15			0	32	0	28	0	60			0	22	1	22	1	44
03:30			0	34	0	24	0	58			1	36	0	23	1	59
03:45			1	38	0	33	1	71			0	31	0	22	0	53
04:00			1	43	0	40	1	83			0	27	1	27	1	54
04:15			0	34	0	28	0	62			1	36	1	24	1	54
04:30			0	38	1	34	1	72			0	30	1	24	1	54
04:45			2	44	0	33	2	77			1	41	0	29	1	70
05:00			1	47	5	44	6	91			2	31	2	41	4	72
05:15			2	38	0	37	2	75			3	31	2	39	5	70
05:30			2	36	4	54	6	90			1	35	1	41	2	76
05:45			2	35	2	44	9	79			4	34	2	37	6	71
06:00			7	35	3	34	11	72			7	36	5	36	12	72
06:15			8	38	3	33	19	79			6	31	3	29	9	60
06:30			11	46	8	33	19	79			11	25	14	40	25	65
06:45			7	30	3	35	10	65			14	32	7	17	21	49
07:00			9	27	9	26	18	53			16	20	13	20	29	40
07:15			17	18	7	27	24	45			16	16	24	12	40	28
07:30			27	22	26	14	53	36			35	4	36	17	71	21
07:45			36	11	32	13	68	24			58	26	37	9	95	35
08:00			47	13	31	11	78	24			50	17	49	10	99	27
08:15			55	10	67	12	122	22			50	17	49	10	106	26
08:30			57	12	57	5	114	17			55	14	57	12	106	26
08:45			58	7	30	17	88	24			59	12	23	6	82	18
09:00			49	9	34	6	83	15			41	10	20	8	61	18
09:15			35	14	38	16	73	30			37	11	25	8	62	19
09:30			35	13	18	3	53	16			29	10	14	14	43	24
09:45			20	10	21	9	41	19			22	13	13	8	35	21
10:00			21	5	23	7	44	12			20	12	19	2	39	14
10:15			23	6	14	4	37	10			22	4	18	7	40	11
10:30			13	3	14	6	27	9			22	6	15	8	37	14
10:45			8	2	10	3	18	5			18	3	11	2	29	5
11:00			12	5	20	2	32	7			14	3	20	1	34	4
11:15			32	9	19	0	51	9			26	10	15	1	41	11
11:30			15	2	18	4	33	6			20	5	6	2	26	7
11:45			21	3	25	2	46	5			22	1	16	5	38	6
			31	2	18	0	49	2			24	0	20	2	44	2
Total			667	1100	564	982	1231	2082			662	1047	494	905	1156	1952
Day Total			1767		1546		3313				1709		1399		3108	
% Total			20.1%	33.2%	17.0%	29.6%					21.3%	33.7%	15.9%	29.1%		
Peak			08:00	04:30	08:00	05:00	08:00	05:00			07:45	04:15	07:30	05:00	07:45	05:00
Vol			219	167	188	179	407	335			222	138	173	158	382	289
P.H.F.			0.944	0.888	0.701	0.829	0.834	0.920			0.941	0.784	0.848	0.963	0.901	0.951

ATTACHMENT NO. 4

Summary of Previous Actions Taken by Conjunctive Points Warner Development to Inform Its Neighbors About the Warner Garage Proposal

Conjunctive Points Warner Development (CPWD) has been very pro-active in informing other Hayden Tract property owners, and its own tenants, many of whom have long standing and vested interests in the Tract, about the proposed Warner Structure.

In 2006, CPWD wrote to all Hayden Tract property owners using the mailing address for each property as reflected in the Los Angeles County Tax Assessor's records. Our correspondence in June, 2006 included a detailed letter explaining CPWD's development plans and a Questionnaire seeking information respecting each owner's currently available parking and anticipated future parking needs. To assure CPWD that every Hayden Tract Property Owner was contacted, the June, 2006 correspondence was sent by certified mail, return receipt requested, regular mail, and a copy was hand delivered to the occupants at the property's physical location in the Hayden Tract.

As part of our June, 2006 correspondence, we asked each of the owners to advise us if they did not anticipate any future additional parking needs so that we would not continue to pursue a response from those who chose not to participate. About 30% of the owners (by square footage) such as UCLA and Public Storage, chose not to participate further.

After three months, an analysis was made to determine those Hayden Tract Property Owners who failed to respond. A follow up letter was sent to those owners to confirm their desire not to participate in September, 2006.

Once CPWD had accumulated data from Hayden Tract property owners who wished to participate, it prepared a second communication in the form of a Memorandum and a Second Questionnaire which was mailed to all Hayden Tract property owners who had participated in completing the first Questionnaire in March, 2007.

Based upon the information requested follow up meetings have since taken place with most of the interested Hayden Tract property owners.

On October 28th of 2008, we additionally held a meeting with the majority of the immediately surrounding property owners, including representatives of MJZ, Inc., HSI Productions, 8500 Steller, 8440 Warner, Hayden/Higuera, LLC., Roca Design, Willows School, NSB Associates and PMI, at the Samitaur offices to discuss our current proposal, and their response to it, which was primarily favorable.

Additionally, we have had one on one conversations with multiple owners including Messrs. Roca, Pastron, Fields, Factor, Zander, Rose and Hackman (Willows School), Palmer, Wilson, Jacobsen, Weinstein, Merjos and others about the project and have also consulted with representatives of our tenants, including Ogilvy, Anonymous Content,

ATTACHMENT NO. 4

Nike, Eric Owen Moss, the Debbie Allen Dance Studio and others. Again, reactions have been quite favorable.

We hope this memo conveys the level of effort which CPWD has put into communications with our neighbors about the project.

Attachment No. 5

REGULAR MEETING
OF THE PLANNING COMMISSION
CITY OF CULVER CITY,
CALIFORNIA

May 13, 2009
7:00 p.m.

Call to Order & Roll Call

The meeting of the Planning Commission was called to order
at 7:15 p.m.

Present: David Rockwell, Chair
John Kuechle, Vice Chair
Linda Smith Frost, Commissioner
Linda Shahinian, Commissioner

Absent: Anthony Pleskow, Commissioner

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Invocation/Pledge of Allegiance

Thomas Gorham, Planning Director, led the Pledge of
Allegiance.

oOo

Comments for Items NOT on the Agenda

None.

oOo

PUBLIC HEARING

Item PH-1

Site Plan Review and Mitigated Negative Declaration to
Allow the Construction of a 43 Foot High, Commercial
Building and Parking Structure with 775 Parking Spaces,
41,520 Square Feet of Retail, and 10,000 Square Feet of
Restaurant at 8511 Warner Drive in the Industrial General
(IG) Zone

Vice Chair Kuechle disclosed that his law firm had
represented Mr. Smith in legal matters over fifteen years
ago but he did not feel it would impact his judgment.

Staff provided a summary of the material of record and

noted late correspondence received.

John Malloy, Conjunctive Points Warner Development, introduced members of the team and provided a presentation on the project.

Eric Moss, representing the owners, spoke regarding: parking and traffic issues; code requirements; design of the building; the scale and height of the project; he noted that the majority of the building is below grade; stated that they were proposing to build substantially less than is allowed by current zoning; he discussed automobile access to the site; the roof structure and color; pedestrian access; the courtyard; and integration into the area.

Amy Grayhack discussed: the benefits of the green roof design; drainage and water recycling; landscaping; conservation; a bike sharing system; conservation and reduction; the courtyard; reducing energy demand; photovoltaics used to provide power to the building; and building materials.

Discussion between staff, the Commission and the applicants included: clarification regarding the survey to determine parking demand; the number and type of retail and restaurant uses; gray water issues; public notification and input; the aspiration to meet the LEED standards; the soil study; submittal requirements of the building permit process; the absence of environmental effects; the loss of 22 parking spaces and whether free replacements would be provided; the number, costs, and uses of long and short term parking spaces; projected occupancy rates; pre-existing traffic issues; code requirements for parking; revenue from other amenities; the projected opening date; and clarification regarding the ten-year covenant.

Chair Rockwell invited public participation.

The following members of the audience addressed the Commission:

Marta Zaragoza, East Culver City Neighborhood Alliance, expressed concerns with public notification and non-compliance with ADA requirements at existing applicant-owned sites; she requested that the item be deferred until the applicant resolves outstanding issues; she asserted

that the EIR being used pertained to a totally different project and she requested that a new one be conducted; she expressed concern with the likely presence of arsenic in the soil; she expressed concern with types of businesses and hours of operation; pointed out that the covenant had not been adhered to; she expressed concern with using gray water; and asked about state controls.

Don Barr felt that the lot should be available for the public in perpetuity; felt the project should be compatible with the needs of the public and the City; suggested adding more parking; questioned why an old EIR was being used; he suggested requiring that restaurant and retail flooring be engineered so that if they fail cars can be parked there; he expressed concern with fairness in rate setting; asked about landscaping requirements; and suggested providing a passenger loading area for buses from the MTA stop.

Sheila McWilliams, representing 8520 Warner Drive, read a statement expressing concern about the elimination of parking spaces along Warner Drive; reported receiving no notice of the hearing or of the community outreach meeting; and expressed concern with insufficient time to review the materials.

Michael Wellman, 3578 Hayden Avenue, echoed previous concerns; wanted to ensure that the impact to the neighborhood would be reasonable; questioned where the 243 parking spaces would be located during construction; expressed concern with the use of old studies; and asked that the project be postponed until additional information could be obtained.

David Freitag, 3623 East Hayden Avenue, expressed concern with: parking issues and the amount of people that would be drawn to the area; school traffic in the area; eliminating parking previously available to neighborhood property owners; the scope of the project; and he requested further consideration of the project to address issues raised.

Yvonne Hunt, Administrative Secretary, read written comments from:

Sadie Certa
Michael Hackman

Chair Rockwell reported receipt of an email from Rep King.

Heather Baker, Deputy City Attorney, reported that the letter had been received late in the day and was not required to be read into the record. She noted that the essence of the letter challenged the validity of the Mitigated Negative Declaration (MND) and suggested that the City is required to prepare an EIR. She stated that the letter was a legal challenge and could not be responded to at that point.

MOVED BY VICE CHAIR KUECHLE, SECONDED BY COMMISSIONER SMITH FROST, AND UNANIMOUSLY CARRIED (ABSENT COMMISSIONER PLESKOW) TO CLOSE THE PUBLIC HEARING.

Staff responded to public comments with regard to: concern regarding the use of parking; pricing of the parking and providing additional parking; and the MND which is for this specific project, not for the previous project.

A discussion between staff and the Commission ensued regarding: the significant impact during AM peak hours noted on the traffic report; the expected timeframe of Metro LRT traffic signal installations and changes to National and Jefferson; concerns with public notification; parking concerns above and beyond the project of interest; parking issues related to past projects; how the City could replace eliminated spaces; the inevitability of the removal of all angled parking due to increased accident potential and the resulting loss of spaces; City policy regarding free parking vs. metered parking; clarification that the Commission can not regulate the price of parking; clarification that the success of the project is contingent on the success of the retail businesses; the feasibility of designing the retail use to double as parking; traffic generated by parking spaces; and code demand vs. existing supply.

Chair Rockwell read a letter submitted by absent Commissioner Pleskow expressing opposition to the project and requesting a continuance to allow time to formulate a better solution.

Vice Chair Kuechle received clarification from Heather Baker, Deputy City Attorney, that the Commission could continue the matter but not based upon Commissioner Pleskow's comments and if Commissioner Pleskow wanted to participate in future hearings regarding this matter he

would have to watch a DVD of the meeting.

Additional discussion between staff and the Commission included: acknowledgement that if the MND failed, the project failed; a recommendation to require an archaeological and paleontological survey for Planning Manager to review prior to building permit issuance with professional monitoring required if artifacts are found; discretion of the Commission; a conflict of wording regarding storm water runoff; minor changes to wording and typos; clarification regarding the time frame for the follow-up traffic study; conditions of approval; traffic generated by the project; a suggestion to provide an amendment and subsequent mitigation to have the project analyzed using a different trip generation; methods used to determine impacts to traffic; a suggestion to request a voluntary condition to evaluate the project after occupancy and apply a mitigation measure as part of the conditions of approval; past experience with projects; state, local and national criteria; whether mitigation measures mitigate traffic; impacts to Los Angeles and Culver City intersections; clarification that the property is not City-owned; empty buildings in the area that may fill up as a result of available parking; the necessity of using established traffic guidelines; and incremental impacts.

MOVED BY COMMISSIONER SHAHINIAN AND SECONDED BY COMMISSIONER SMITH FROST TO ACCEPT THE PROPOSED MND WITH AMENDMENTS AND CORRECTIONS TO TYPOS AND WORDING.

Additional discussion ensued reiterating previous comments with clarification that a grading and drainage plan will be required and any impacts regarding hydrology will be less than significant, and changes to wording indicating that traffic mitigation measure 4 would include a deadline.

THE MOTION PASSED BY THE FOLLOWING ROLL CALL VOTE:

AYES: Kuechle, Shahinian and Smith Frost
NOES: Rockwell
ABSENT: Pleskow

Further discussion between staff and the Commission included: the role of the Commission in this item; frustration with the lack of a consistent approach to dealing with parking and traffic issues; developer expectations that the City help fund their mitigation

measures by using City parking spaces; the need for a policy; cost issues; developer reimbursement to the City when they eliminate City property such as parking spaces; adding a condition requiring a certain number of temporary spaces in perpetuity; using the elimination of the 20 parking spaces from the street to justify further development; appreciation for the innovative approach to the parking lot; acknowledgement that the project meets a need for parking; concern with the loss of the 22 parking spaces and the limited ability to measure traffic; a suggestion for a goodwill compromise on the eliminated parking spaces; concern with the erosion of the ten-year covenant; the Art in Public Places requirement; whether the parking should have been the City's responsibility; whether the project is compatible with the area; growth in the area generating additional traffic; the realities of urban living; limiting hours of operation, operating conditions and discretionary permits; establishing regulations through the permit process; conditions regarding street tree placement; and the validity of the arsenic issue.

Staff discussed additional conditions including: a transportation demand trip reduction measure; an addition to Condition 26 regarding shoring; and a voluntary condition regarding contribution to the Higuera Neighborhood Transportation Management Program.

John Malloy, Conjunctive Points Warner Development, stated that the condition was an unfair imposition but they would comply.

Heather Baker, Deputy City Attorney, clarified that if there is a comment on record from the applicant registering a protest then it is clearly not voluntary and the Commission should not impose it.

John Malloy, Conjunctive Points Warner Development, reported being instructed by his attorney to accept the voluntary condition and he requested that it count for their other properties on Hayden and Higuera as well.

Discussion between the applicant, staff and the Commission included: spreading the costs proportionately between developers; the time frame for payment; clarification that the condition could not be doled out onto other properties; whether to set the amount or wait to see what the actual costs are; and advice to set a voluntary contribution.

Commissioners provided wording changes to the resolution and discussed: whether the architect should be included in the responsibility of conditions; who determines whether the alternative design strategy is acceptable; shoring piles; construction schedules to be provided to explain possible noise impacts; clarification that any changes in the MND mitigations would be reflected in the conditions; submission of the bond for constructing the traffic signal and adding a deadline using 80% of the occupancy of the project; whether traffic counts will be studied to determine whether the project has increased traffic; hours of operation being reviewed by staff as part of tenant improvements submitted; a suggestion that the loss of the 22 parking spaces can not be used to justify future development; conditioning 22 spaces as short-term parking; the number and location of short-term parking spaces; identifying users; a condition requiring that 150 of the 219 spaces be hourly parking; and the definition of short-term.

MOVED BY VICE CHAIR KUECHLE, SECONDED BY COMMISSIONER SHAHINIAN, AND UNANIMOUSLY CARRIED (ABSENT COMMISSIONER PLESKOW) TO APPROVE SITE PLAN REVIEW SPRP 2008-047 SUBJECT TO THE CONDITIONS OF APPROVAL STATED IN RESOLUTION 2009P002 ATTACHMENT 7 AS AMENDED.

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Consent Calendar

Item C-1

Secretary's Report

MOVED BY VICE CHAIR KUECHLE, SECONDED BY COMMISSIONER SMITH FROST, AND UNANIMOUSLY CARRIED (ABSENT COMMISSIONER PLESKOW) THAT THE PLANNING COMMISSION RECEIVE AND FILE THE REPORT OF THE SECRETARY REGARDING POSTING OF THE AGENDA FOR THIS MEETING.

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Items from Staff

Heather Baker, Deputy City Attorney, announced that the Canine Aquatics hearing would be held on June 10, 2009 and

that she and Vice Chair Kuechle would be unable to participate in that meeting due to conflicts.

Thomas Gorham, Planning Manager, provided a preview of upcoming issues to be considered by the Planning Commission.

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Items from Commissioners

None.

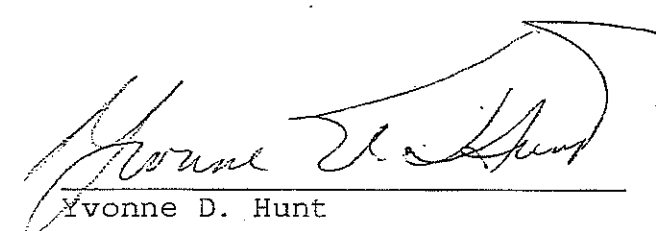
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Adjournment

There being no further business, at 12:01 a.m. Thursday, May 14, the Culver City Planning Commission adjourned to the next regular meeting on Wednesday, June 10, 2009, at 6:00 p.m. in the Mike Balkman Council Chambers.

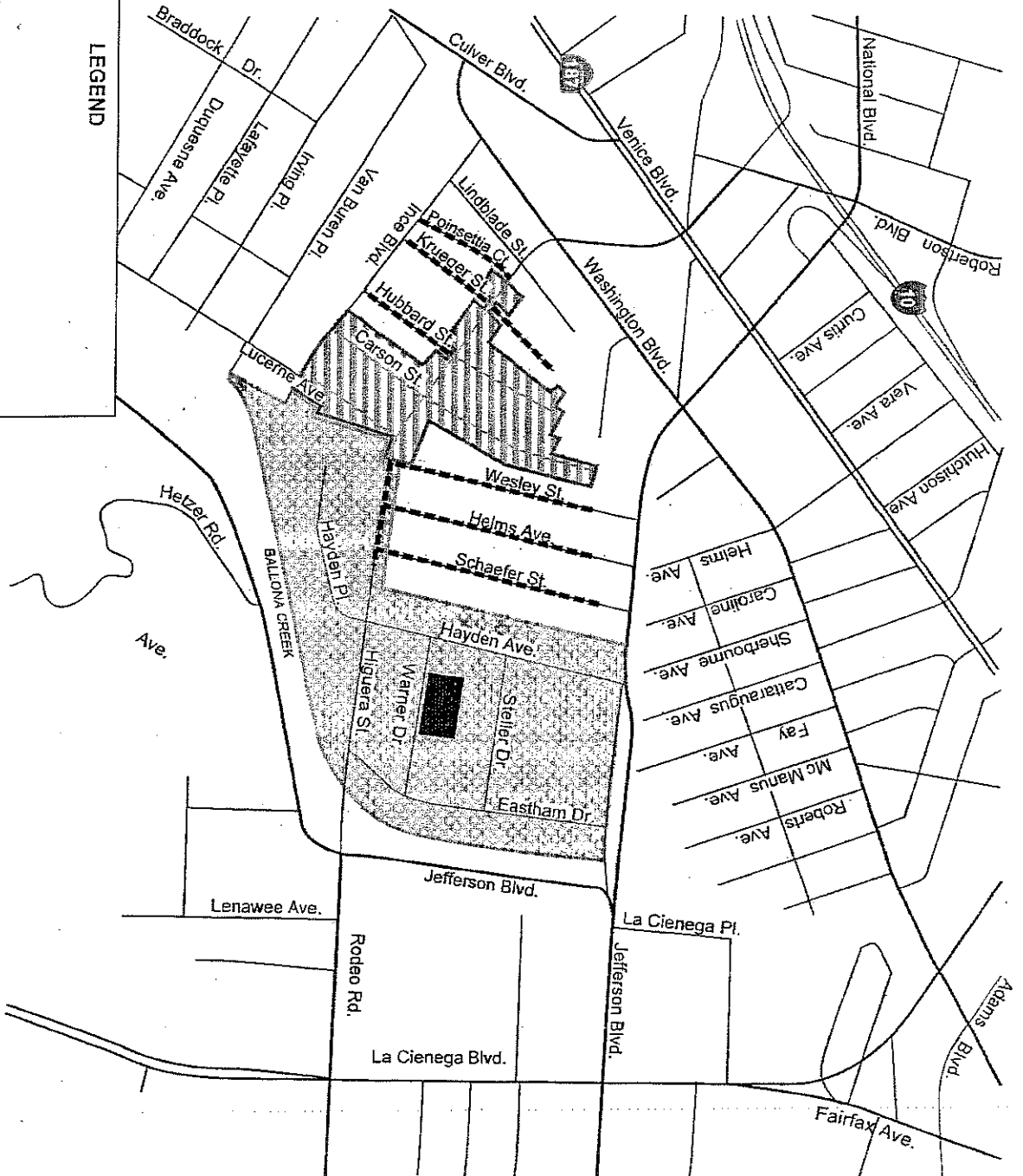
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David Rockwell, Chair
City of Culver City
Planning Commission


Yvonne D. Hunt
Administrative Secretary

Attachment 6.

- LEGEND**
-  Project Site
 -  Hayden Tract
 -  Preferential Parking District (adopted May, 2009)
 -  Restriction: 2 Hour M-S, 8AM - 6 PM
 -  Existing Preferential Parking
 -  Restriction: All standard restriction (2 Hour M-S, 8AM - 6 PM), except Higuera St. (1 Hour M-S 8AM - 6PM)



Detail Report for Annual Operational Unmitigated Emissions (Tons/Year)

File Name: C:\Documents and Settings\Todd Small\My Documents\Culver City Parking Structure\Culver City Parking Structure.urb924

Project Name: Culver City Parking Structure

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

OPERATIONAL EMISSION ESTIMATES (Annual Tons Per Year, Unmitigated)

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Quality restaurant	1.10	1.68	13.68	0.01	2.35	0.46	1,352.86
Specialty Retail	1.62	2.42	19.67	0.02	3.38	0.66	1,949.54
TOTALS (tons/year, unmitigated)	2.72	4.10	33.35	0.03	5.73	1.12	3,302.40

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

3,302 tons x 0.9072 = 2996 Metric Tons

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Quality restaurant		80.96	1000 sq ft	10.00	809.60	7,441.84
Specialty Retail		28.81	1000 sq ft	41.52	1,196.19	10,733.42
					2,005.79	18,175.26

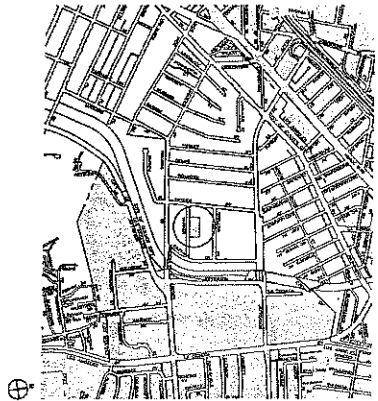
6/30/2009 7:59:01 AM

ATTACHMENT NO. 7

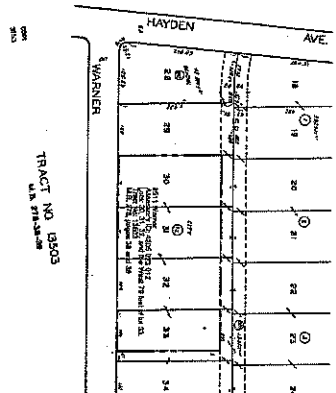
Vehicle Type	Vehicle Fleet Mix				
	Percent Type	Non-Catalyst	Catalyst	Diesel	
Light Auto	51.7	1.2	98.6	0.2	
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7	
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0	
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0	
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8	
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0	
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8	
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0	
Other Bus	0.1	0.0	0.0	100.0	
Urban Bus	0.1	0.0	0.0	100.0	
Motorcycle	2.8	67.9	32.1	0.0	
School Bus	0.1	0.0	0.0	100.0	
Motor Home	0.9	0.0	88.9	11.1	
<u>Travel Conditions</u>					
<u>Residential</u>			<u>Commercial</u>		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work
Urban Trip Length (miles)	12.7	7.0	9.5	13.3	7.4
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1		

	<u>Travel Conditions</u>				
	Home-Work	Residential		Commute	Customer
		Home-Shop	Home-Other		
% of Trips - Commercial (by land use)					
Quality restaurant				8.0	88.0
Specialty Retail				2.0	97.0
<u>Operational Changes to Defaults</u>					

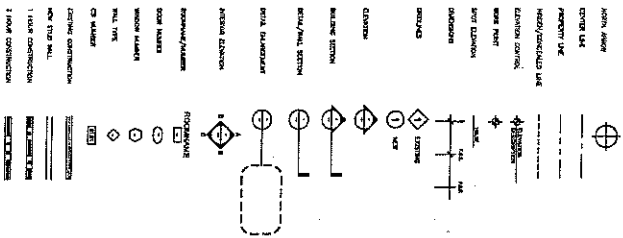
VICINITY MAP



PARCEL MAP



DRAWING SYMBOLS



ABBREVIATIONS

1. Right of Way (R/W) Line	2. Center Line	3. Property Line	4. Easement Line	5. Easement Area	6. Easement Area	7. Easement Area	8. Easement Area	9. Easement Area	10. Easement Area	11. Easement Area	12. Easement Area	13. Easement Area	14. Easement Area	15. Easement Area	16. Easement Area	17. Easement Area	18. Easement Area	19. Easement Area	20. Easement Area	21. Easement Area	22. Easement Area	23. Easement Area	24. Easement Area	25. Easement Area	26. Easement Area	27. Easement Area	28. Easement Area	29. Easement Area	30. Easement Area	31. Easement Area	32. Easement Area	33. Easement Area	34. Easement Area	35. Easement Area	36. Easement Area	37. Easement Area	38. Easement Area	39. Easement Area	40. Easement Area	41. Easement Area	42. Easement Area	43. Easement Area	44. Easement Area	45. Easement Area	46. Easement Area	47. Easement Area	48. Easement Area	49. Easement Area	50. Easement Area	51. Easement Area	52. Easement Area	53. Easement Area	54. Easement Area	55. Easement Area	56. Easement Area	57. Easement Area	58. Easement Area	59. Easement Area	60. Easement Area	61. Easement Area	62. Easement Area	63. Easement Area	64. Easement Area	65. Easement Area	66. Easement Area	67. Easement Area	68. Easement Area	69. Easement Area	70. Easement Area	71. Easement Area	72. Easement Area	73. Easement Area	74. Easement Area	75. Easement Area	76. Easement Area	77. Easement Area	78. Easement Area	79. Easement Area	80. Easement Area	81. Easement Area	82. Easement Area	83. Easement Area	84. Easement Area	85. Easement Area	86. Easement Area	87. Easement Area	88. Easement Area	89. Easement Area	90. Easement Area	91. Easement Area	92. Easement Area	93. Easement Area	94. Easement Area	95. Easement Area	96. Easement Area	97. Easement Area	98. Easement Area	99. Easement Area	100. Easement Area
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PROJECT INFORMATION

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PROJECT CALCULATIONS

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SHEET INDEX

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1	PROJECT INFORMATION
2	PROJECT CALCULATIONS
3	GENERAL NOTES
4	PARKING STRUCTURE

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Attachment 8

RECEIVED
 JUN 3 0 2008
 Culver City
 Planning Division

NOT FOR CONSTRUCTION

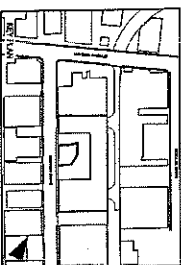
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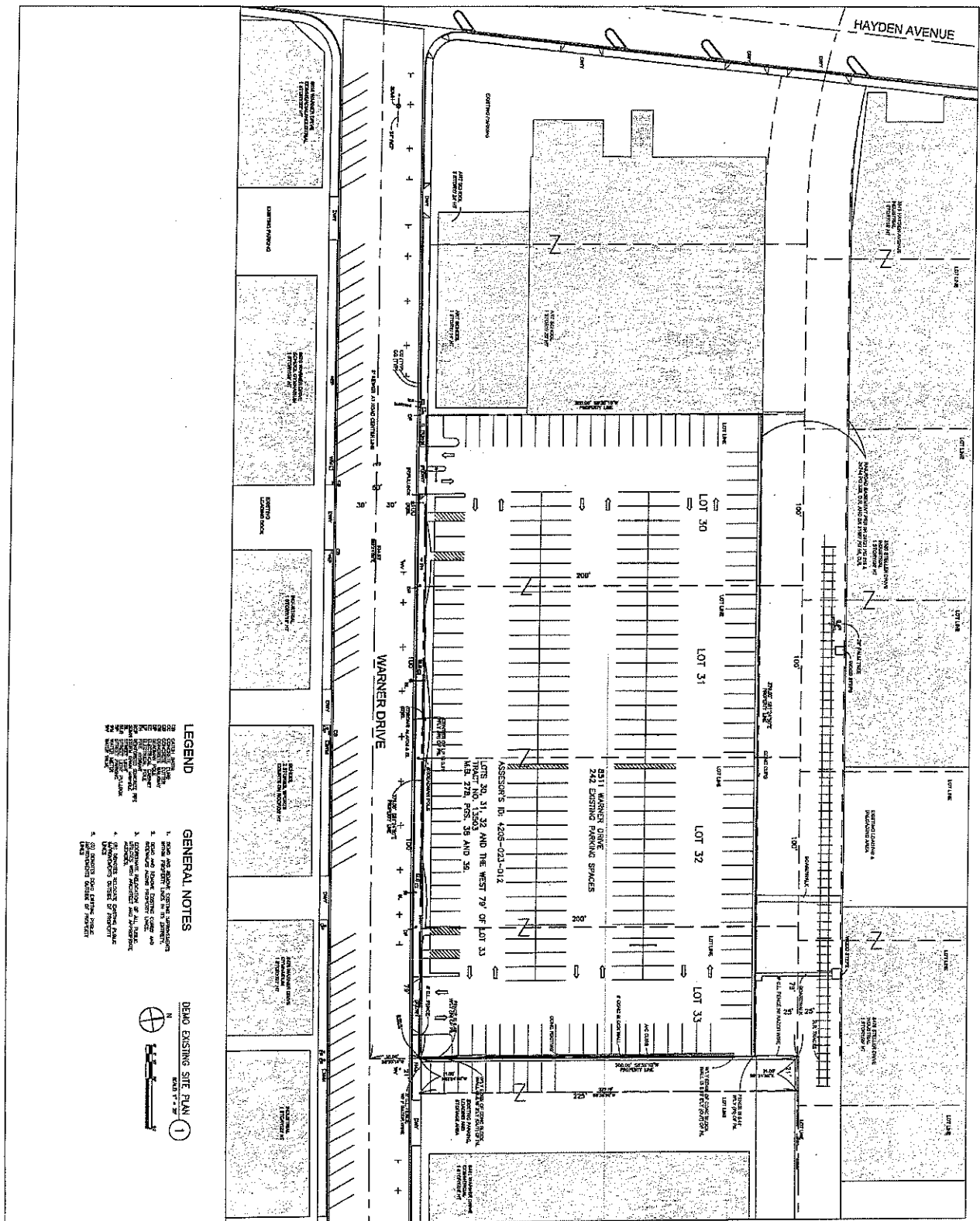
RECEIVED
JUN 3 0 2008
Culver City
Planning Division



8511 WARNER DRIVE
PARKING STRUCTURE

PHOTO SIMULATION
SOUTH EAST AERIAL VIEW



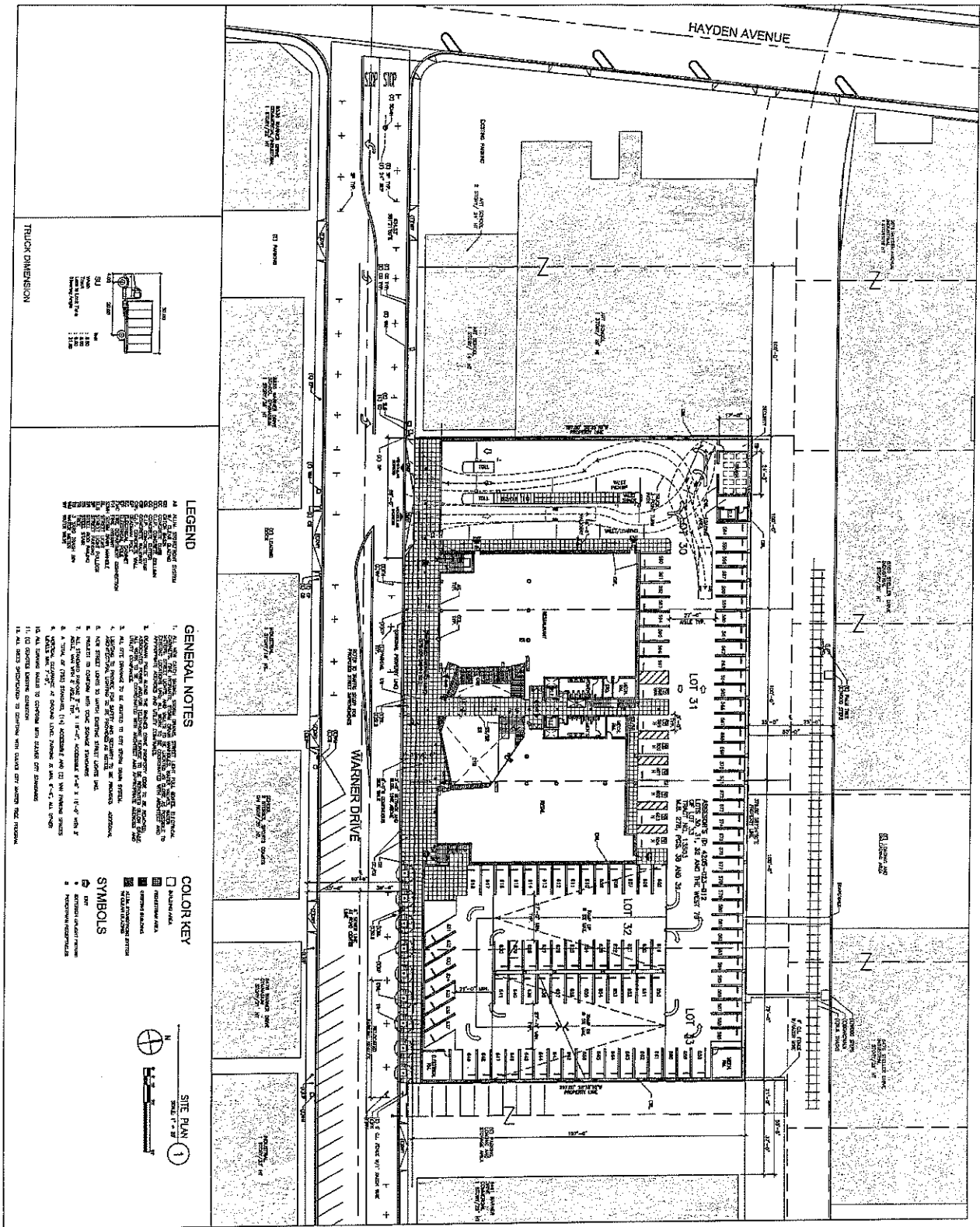


NOT FOR CONSTRUCTION

PARKING STRUCTURE

366

D1.01



PARKING STRUCTURE

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BY: [Signature]

FOR: [Signature]

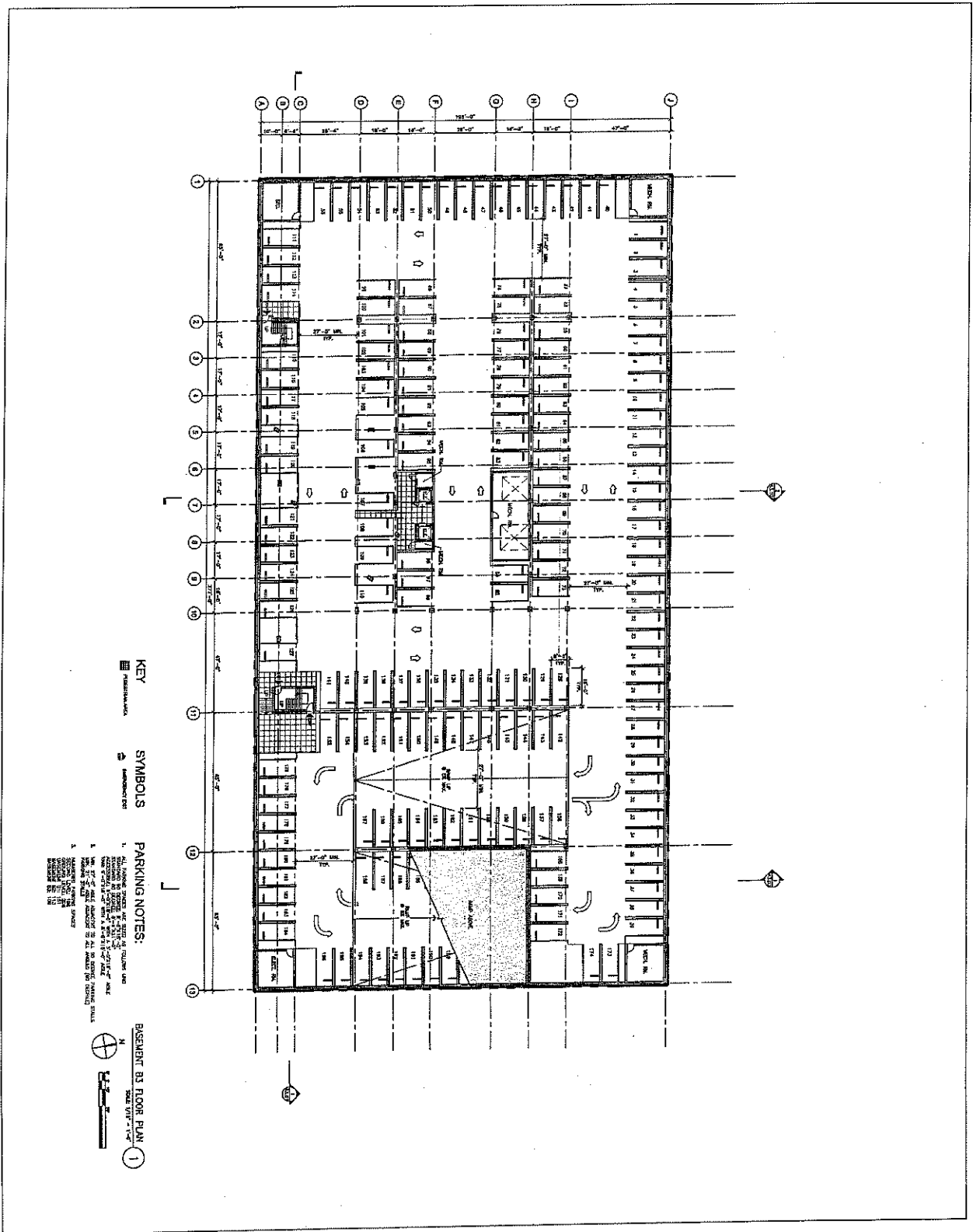
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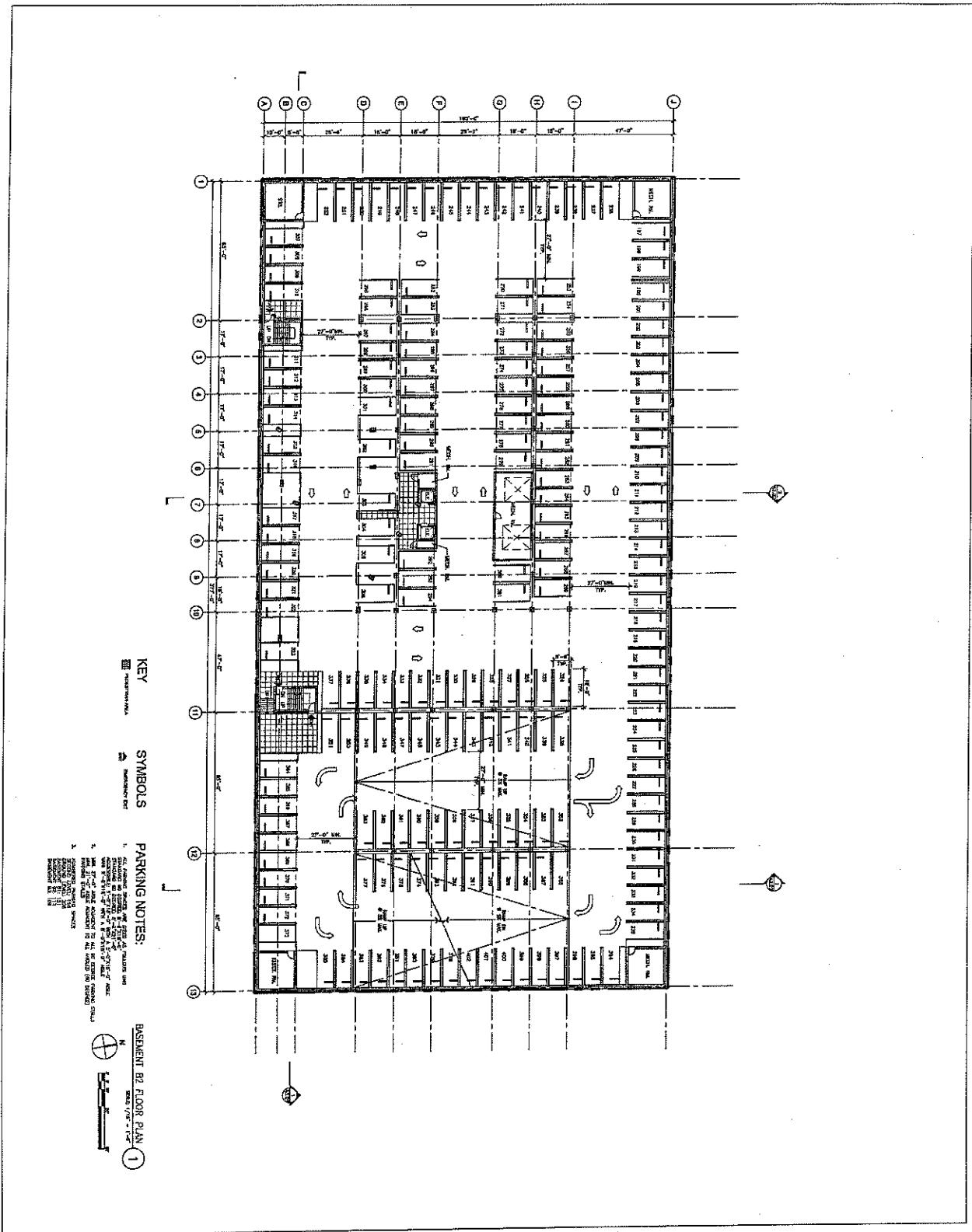
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NO. 01

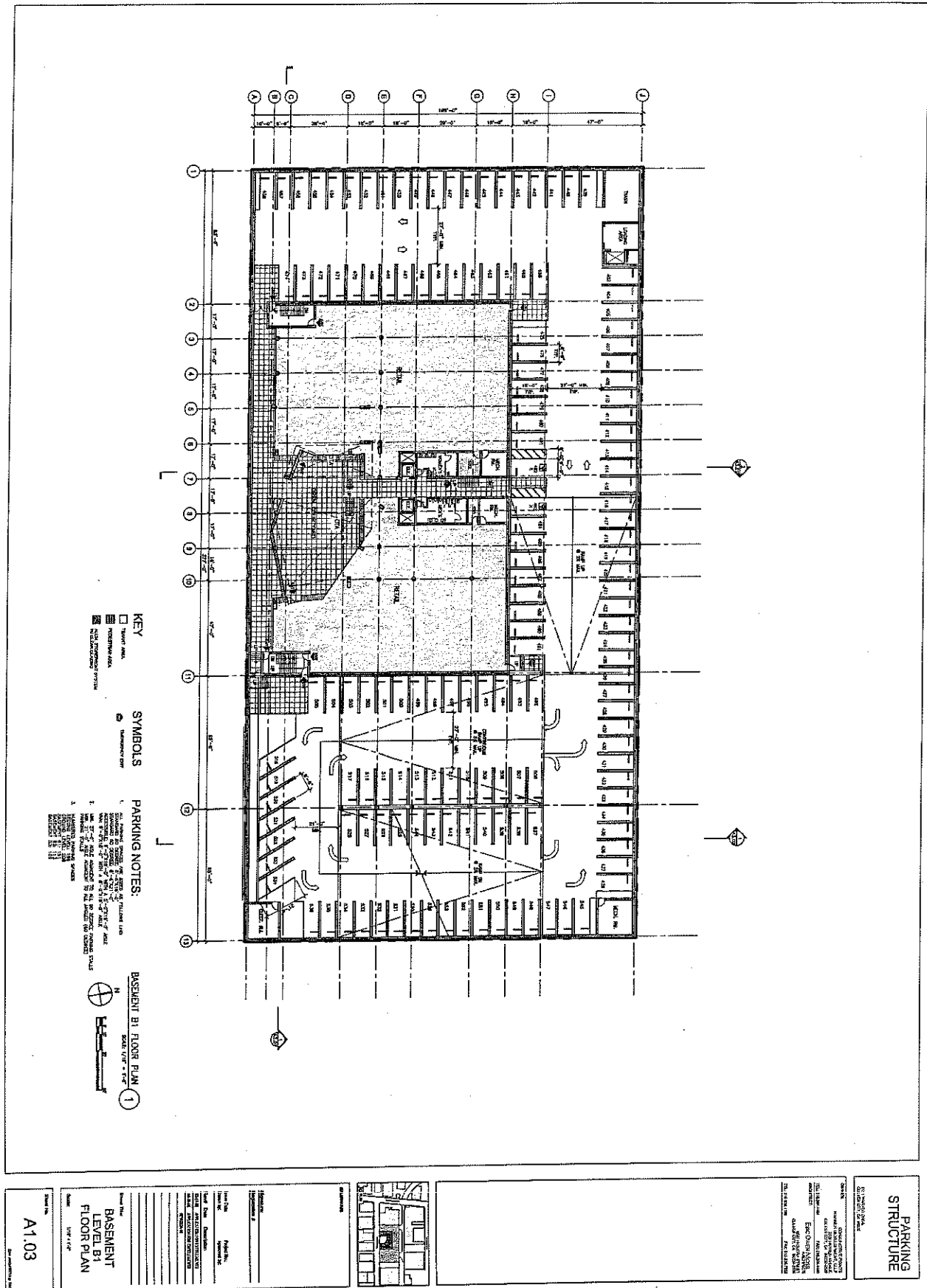
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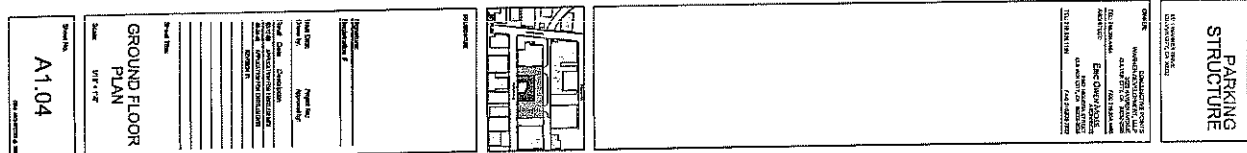


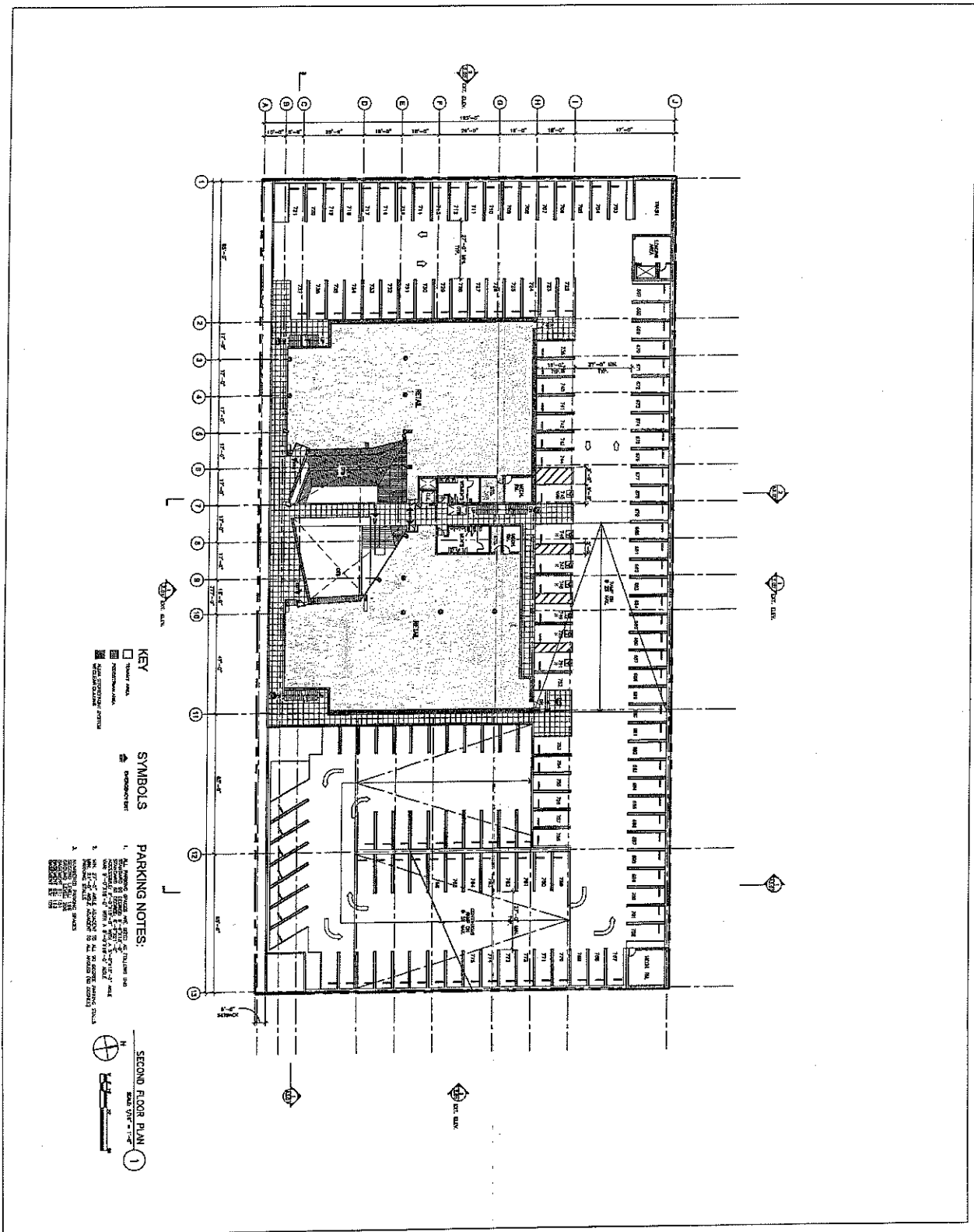
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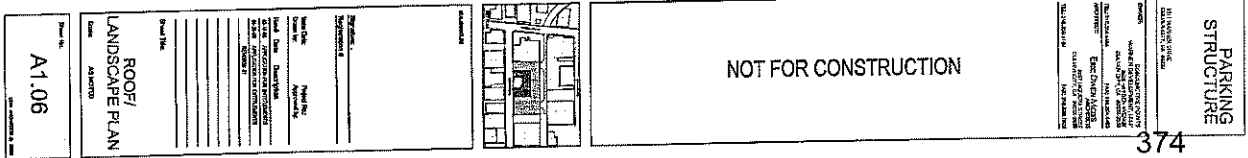
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BASEMENT B2 FLOOR PLAN DATE: 10/10/2018 PROJECT: PARKING STRUCTURE DESIGNER: [Name] CHECKER: [Name] DATE: 10/10/2018		DATE: 10/10/2018 PROJECT: PARKING STRUCTURE DESIGNER: [Name] CHECKER: [Name] DATE: 10/10/2018

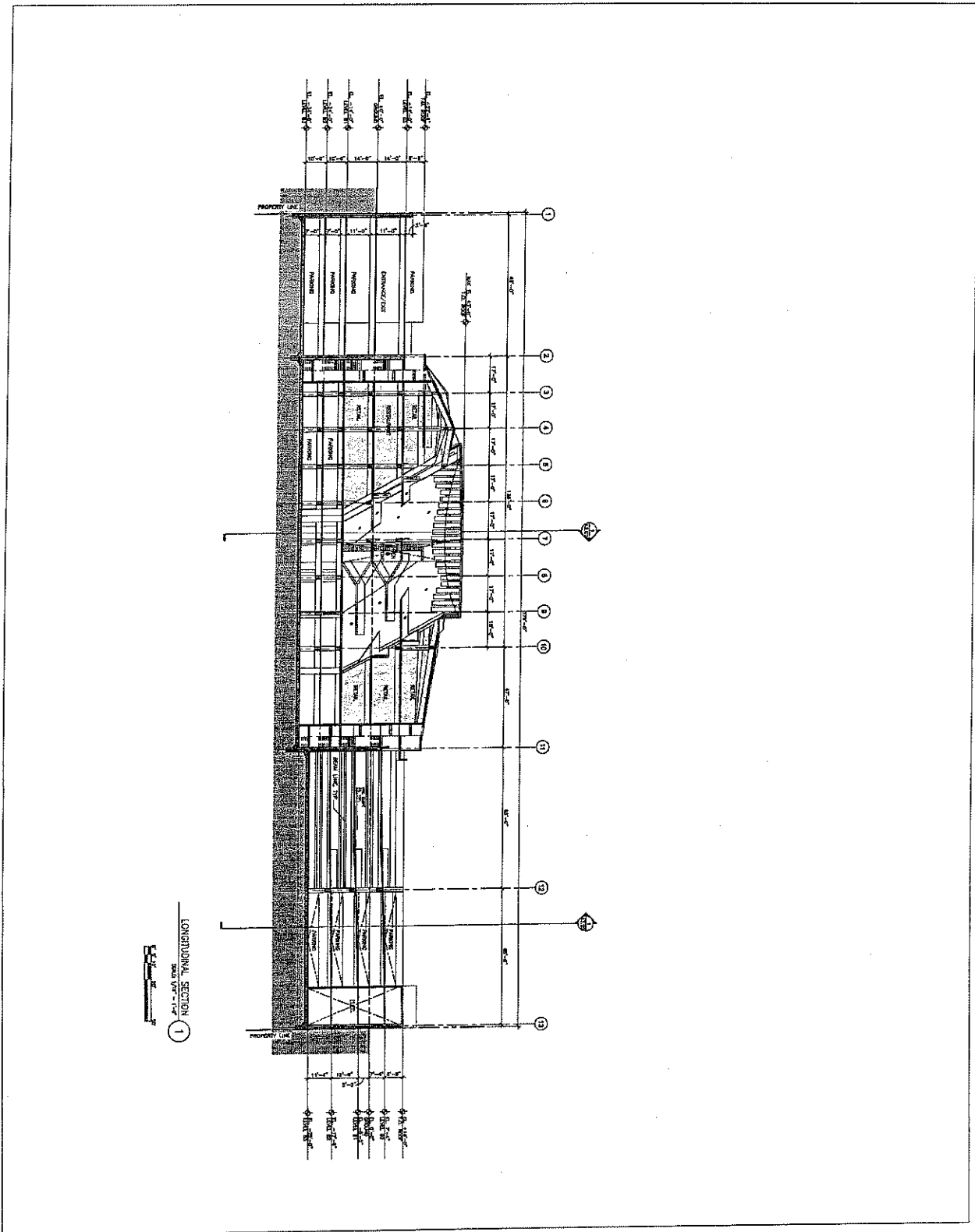






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SECOND FLOOR PLAN PLAN A1.05		SECOND FLOOR PLAN PLAN A1.05





PARKING STRUCTURE

SECTION 1

NOT FOR CONSTRUCTION

BUILDING SECTION

SECTION 1

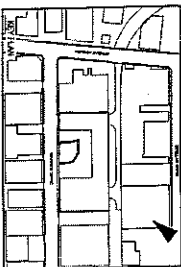
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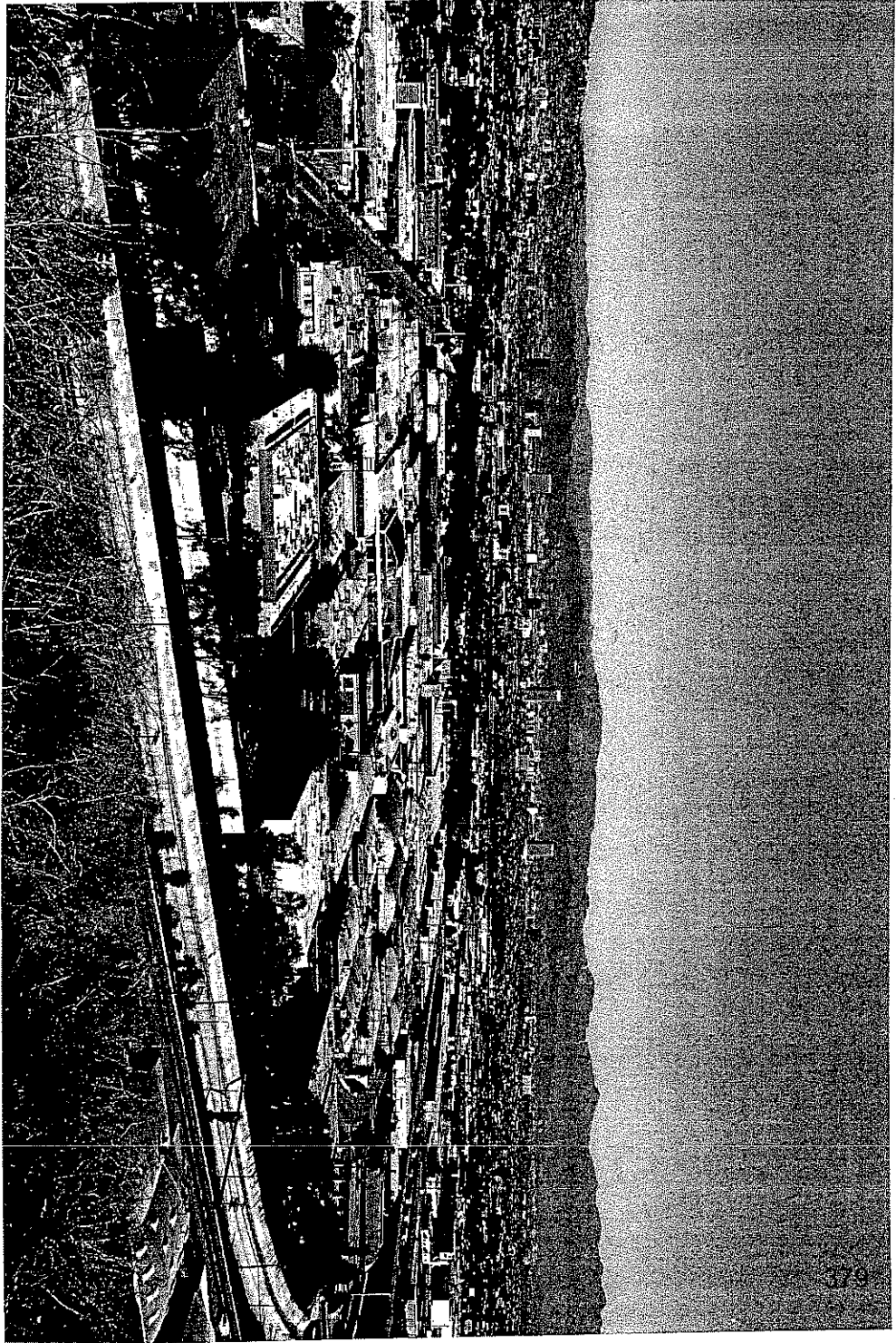
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8511 WARNER DRIVE
PARKING STRUCTURE

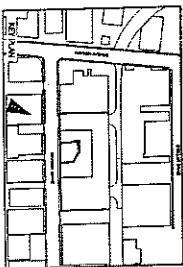
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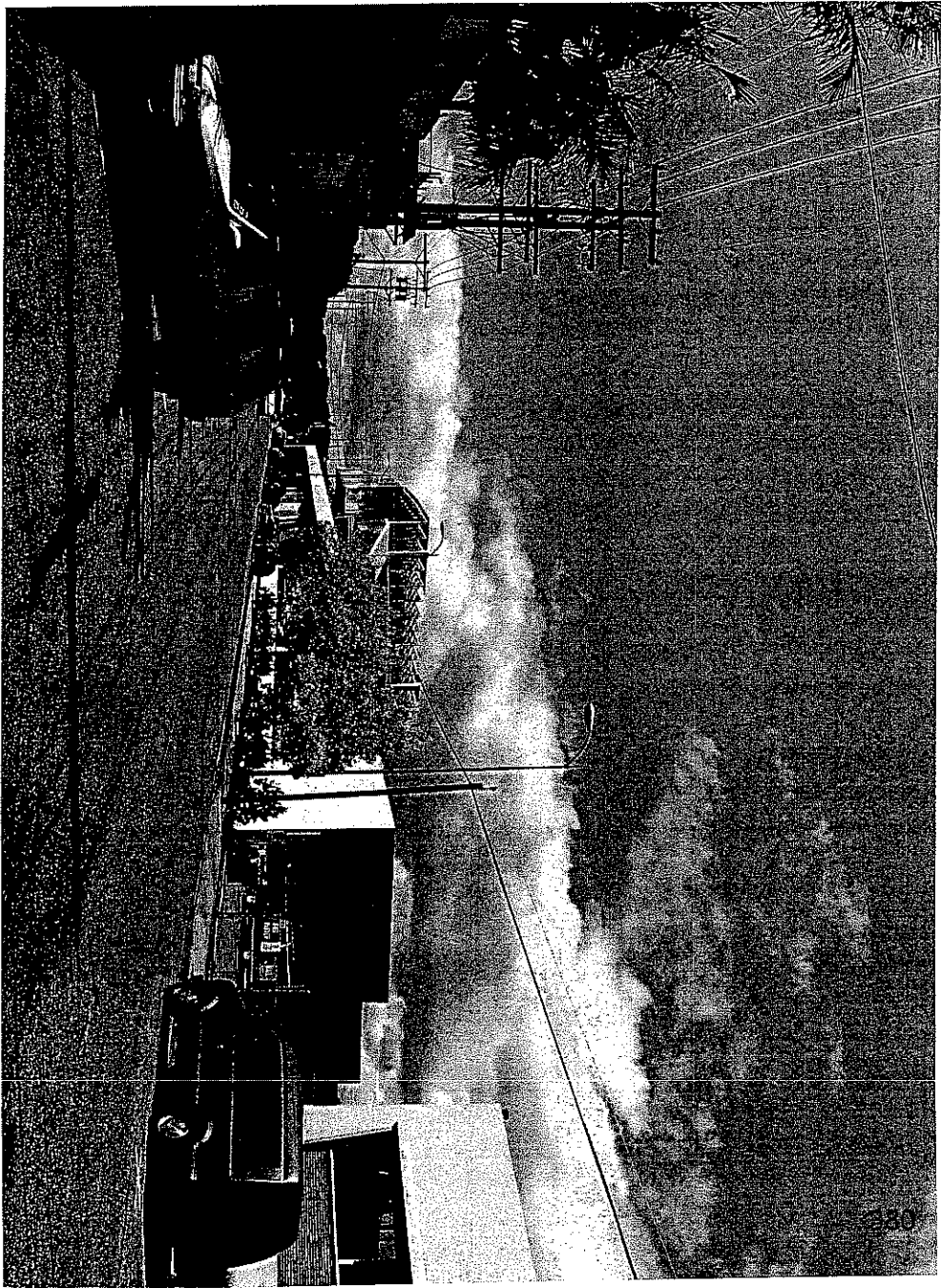




8511 WARNER DRIVE
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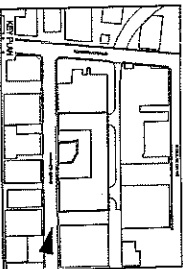
PHOTO SIMULATION
SOUTH AERIAL VIEW

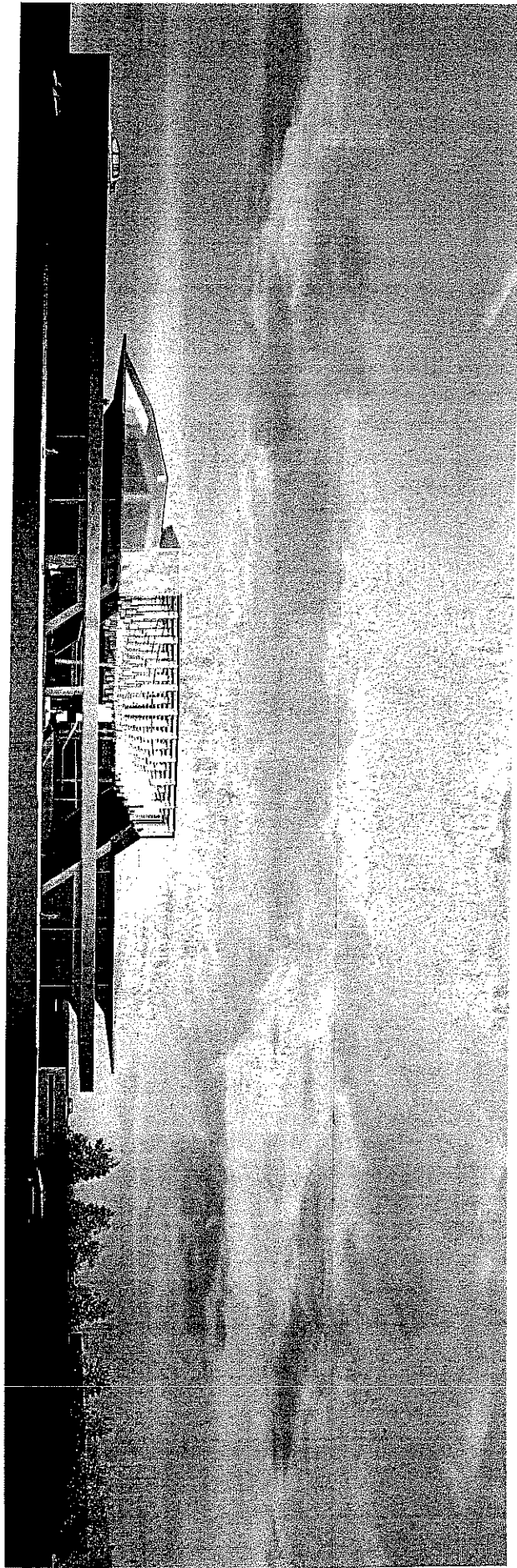




8511 WARNER DRIVE
PARKING STRUCTURE

PHOTO SIMULATION
WARNER DRIVE VIEW





8511 WARNER DRIVE
PARKING STRUCTURE
PHOTO SIMULATION
WARNER DRIVE SOUTH VIEW

