ATTACHMENT NO. 4

Existing AM Wed Jul 23, 2008 08:40:52 Page 9-1

8511 Warner Drive
Existing 2008 Conditions
AM Peak Hour

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

Intersection #7 Eastham Drive & Warner Drive

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: A[9.6]

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	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	126	77	0	0	104	9	11	0	85	0	0	0
Growth 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
Initial Bse:	126	77	0	0	104	9	11	0	85	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:	126	77	0	0	104	9	11	0	85	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	126	77	0	0	104	9	11	0	85	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:												
Cnflict Vol:	113	xxxx	xxxxx	xxxx	xxxx	xxxxx	438	438	109	480	442	77
Potent Cap.:	1489	xxxx	xxxxx	xxxx	xxxx	xxxxx	580	516	951	499	513	990
Move Cap.:	1489	xxxx	xxxxx	xxxx	xxxx	xxxxx	540	469	951	423	466	990
Volume/Cap:	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.09	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:	7.6	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	874	xxxxx	xxxx	0	xxxxx
SharedQueue:	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				9.6		xxxxxx		
ApproachLOS:	*			*				A		*		

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

```
Existing AM                  Wed Jul 23, 2008 08:40:52                  Page 10-1
------------------------------------------------------------------------------

                              8511 Warner Drive
                          Existing 2008 Conditions
                               AM Peak Hour

------------------------------------------------------------------------------

                      Level Of Service Computation Report
                2000 HCM 4-Way Stop Method (Base Volume Alternative)
******************************************************************************
Intersection #8 Lucerne Av & Higuera St
******************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):          0.651
Loss Time (sec):      10 (Y+R=4.0 sec) Average Delay (sec/veh):        13.9
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     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:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   159    0  113     1    2    5     1  166  102   216  230    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:    159    0  113     1    2    5     1  166  102   216  230    0
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   159    0  113     1    2    5     1  166  102   216  230    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:   159    0  113     1    2    5     1  166  102   216  230    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:        0.58 0.00 0.42  0.12 0.25 0.63  0.01 0.61 0.38  0.48 0.52 0.00
Final Sat.:    359    0  255    64  129  322     3  420  258   332  354    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.44 xxxx 0.44  0.02 0.02 0.02  0.40 0.40 0.40  0.65 0.65 xxxx
Crit Moves:   ****              ****            ****            ****
Delay/Veh:    12.3  0.0 12.3   8.9  8.9  8.9  11.1 11.1 11.1  16.6 16.6  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:   12.3  0.0 12.3   8.9  8.9  8.9  11.1 11.1 11.1  16.6 16.6  0.0
LOS by Move:     B    *    B     A    A    A     B    B    B     C    C    *
ApproachDel:        12.3             8.9             11.1             16.6
Delay Adj:          1.00             1.00            1.00             1.00
ApprAdjDel:         12.3             8.9             11.1             16.6
LOS by Appr:           B                A               B                C
AllWayAvgQ:    0.7  0.7  0.7   0.0  0.0  0.0   0.6  0.6  0.6   1.6  1.6  1.6
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK
```

ATTACHMENT NO. 4

Existing AM Wed Jul 23, 2008 08:40:52 Page 11-1

8511 Warner Drive
Existing 2008 Conditions
AM Peak Hour

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

Intersection #9 Hayden Av & Higuera St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.808
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.6
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	0 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	1	23	19	0	39	215	89	1	69	22	16	598
Growth 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
Initial Bse:	1	23	19	0	39	215	89	1	69	22	16	598
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	23	19	0	39	215	89	1	69	22	16	598
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	23	19	0	39	215	89	1	69	22	16	598
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	23	19	0	39	215	89	1	69	22	16	598
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	0.54	0.44	0.00	0.15	0.85	1.00	0.13	0.87	0.07	0.93	1.00
Final Sat.:	13	291	241	0	97	534	528	83	547	44	596	740
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	xxxx	0.40	0.40	0.17	0.01	0.13	0.50	0.03	0.81
Crit Moves:	****				****		****					****
Delay/Veh:	9.4	9.4	9.4	0.0	11.4	11.4	10.4	8.7	8.7	8.6	8.6	23.6
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:	9.4	9.4	9.4	0.0	11.4	11.4	10.4	8.7	8.7	8.6	8.6	23.6
LOS by Move:	A	A	A	*	B	B	B	A	A	A	A	C
ApproachDel:		9.4			11.4			9.6			22.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.4			11.4			9.6			22.7	
LOS by Appr:		A			B			A			C	
AllWayAvgQ:	0.1	0.1	0.1	0.5	0.5	0.5	0.2	0.1	0.1	0.1	3.3	3.3

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

8511 Warner Drive
Existing 2008 Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #10 Eastham Drive & Higuera Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.433
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	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	1
Volume Module:												
Base Vol:	0	0	0	54	0	122	9	67	0	0	581	223
Growth 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
Initial Bse:	0	0	0	54	0	122	9	67	0	0	581	223
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	54	0	122	9	67	0	0	581	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	54	0	122	9	67	0	0	581	223
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	54	0	122	9	67	0	0	581	223
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	1.45	0.55
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	2312	888
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.08	0.01	0.02	0.00	0.00	0.25	0.25
Crit Moves:						****	****				****	

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Existing AM Wed Jul 23, 2008 08:40:52 Page 13-1

8511 Warner Drive
Existing 2008 Conditions
AM Peak Hour

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

Intersection #11 Lucerne Ave & Duquesne Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.944
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.9
Optimal Cycle:	0	Level Of Service:	D

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	0 0	1! 0	0	0 1	0	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	0	0	0	201	0	95	93	397	0	0	553	231
Growth 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
Initial Bse:	0	0	0	201	0	95	93	397	0	0	553	231
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	201	0	95	93	397	0	0	553	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	201	0	95	93	397	0	0	553	231
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	201	0	95	93	397	0	0	553	231
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	0.68	0.00	0.32	0.19	0.81	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	368	0	174	114	486	0	0	586	661
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.55	xxxx	0.55	0.82	0.82	xxxx	xxxx	0.94	0.35
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	16.5	0.0	16.5	29.2	29.2	0.0	0.0	48.5	11.0
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:	0.0	0.0	0.0	16.5	0.0	16.5	29.2	29.2	0.0	0.0	48.5	11.0
LOS by Move:	*	*	*	C	*	C	D	D	*	*	E	B
ApproachDel:	xxxxxx			16.5			29.2			37.5		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			16.5			29.2			37.5		
LOS by Appr:	*			C			D			E		
AllWayAvgQ:	0.0	0.0	0.0	1.1	1.1	1.1	3.4	3.4	3.4	0.0	6.5	0.5

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Existing AM Wed Jul 23, 2008 08:40:52 Page 14-1

8511 Warner Drive
Existing 2008 Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #12 Jefferson Bl & Duquesne Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.882
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	Level of Service:	D

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	1 0	1	0 1
Volume Module:												
Base Vol:	417	944	31	12	1128	395	235	34	336	6	36	9
Growth 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
Initial Bse:	417	944	31	12	1128	395	235	34	336	6	36	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:	417	944	31	12	1128	395	235	34	336	6	36	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	417	944	31	12	1128	395	235	34	336	6	36	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
FinalVolume:	417	944	31	12	1128	395	235	34	336	6	36	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	3098	102	1600	3200	1600	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.26	0.30	0.30	0.01	0.35	0.25	0.15	0.02	0.21	0.00	0.02	0.01
OvlAdjV/S:									0.00			
Crit Moves:	****				****		****				****	

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Existing AM Wed May 28, 2008 13:41:07 Page 16-1

~~8665 Hayden Place~~ 8511 Warner Drive
Existing 2008 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): 0.976 - 0.07 = 0.906
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx (E)
Optimal Cycle: 180 Level Of Service: E

Street Name:	Roberston 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	0 1	1	0 1	2 0 3	0	1	1 0 3	0	1
Volume Module:												
Base Vol:	179	369	19	289	240	321	477	2149	97	46	1818	334
Growth 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
Initial Bse:	179	369	19	289	240	321	477	2149	97	46	1818	334
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	179	369	19	289	240	321	477	2149	97	46	1818	334
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:	179	369	19	289	240	321	477	2149	97	46	1818	334
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	369	19	289	240	321	477	2149	97	46	1818	334
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
FinalVolume:	179	369	19	289	240	321	525	2149	97	46	1818	334
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:	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:												
Vol/Sat:	0.13	0.13	0.01	0.21	0.17	0.23	0.19	0.52	0.07	0.03	0.44	0.24
Crit Volume:		185		289			262				606	
Crit Moves:		****		****			****				****	

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Existing AM Wed May 28, 2008 13:41:07 Page 17-1

~~3665 Hayden Place~~ XXXXXXXXXXXXXX 8511 Warner Drive
Existing 2008 Conditions
AM Peak Hour

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):	0.986
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

0.987 - 0.070 = 0.917 (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	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	143	769	30	106	419	89	162	1993	337	74	1953	113
Growth 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
Initial Bse:	143	769	30	106	419	89	162	1993	337	74	1953	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	769	30	106	419	89	162	1993	337	74	1953	113
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:	143	769	30	106	419	89	162	1993	337	74	1953	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	769	30	106	419	89	162	1993	337	74	1953	113
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:	143	769	30	106	419	89	162	1993	337	74	1953	113
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:	1.00	1.92	0.08	1.00	1.65	0.35	1.00	2.57	0.43	1.00	2.84	0.16
Final Sat.:	1375	2647	103	1375	2268	482	1375	3528	597	1375	3899	226
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.29	0.08	0.18	0.18	0.12	0.56	0.56	0.05	0.50	0.50
Crit Volume:		400			106			162				689
Crit Moves:		****			****			****				****

400 + 106 / 1375

74 + 777 / 1375

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Existing AM Wed May 28, 2008 13:41:07 Page 18-1

8511 Warner Drive
Existing 2008 Conditions
AM Peak Hour

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): 1.027 1.05 - 0.070
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx 0.981
Optimal Cycle: 180 Level Of Service: F (E)

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	2 1	0	0 0	1! 0	0	2 0	0 1	0
Volume Module:												
Base Vol:	25	1746	976	0	1340	28	9	0	11	1037	28	6
Growth 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
Initial Bse:	25	1746	976	0	1340	28	9	0	11	1037	28	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	1746	976	0	1340	28	9	0	11	1037	28	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:	25	1746	0	0	1340	28	9	0	11	1037	28	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1746	0	0	1340	28	9	0	11	1037	28	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
FinalVolume:	25	1746	0	0	1340	28	9	0	11	1141	28	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	4188	88	641	0	784	2850	1174	251
Capacity Analysis Module:												
Vol/Sat:	0.02	0.61	0.00	0.00	0.32	0.32	0.01	0.00	0.01	0.40	0.02	0.02
Crit Volume:		873		0					20	570		
Crit Moves:		****		****					****	****		

907 + 0 / 1425

20 + 570 / 1425

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Existing AM Wed May 28, 2008 13:41:07 Page 19-1

8655 Hayden Place 8511 Warner Drive
Existing 2008 Conditions
AM Peak Hour

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): 0.578 0.561 - 0.70 =
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx 0.491 (A)
Optimal Cycle: 44 Level Of Service: A

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:	0 0	0	2	0 0	0	0	0 0	1	1	1 1	1	0
Volume Module:												
Base Vol:	0	0	555	0	0	0	0	343	142	707	965	0
Growth 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
Initial Bse:	0	0	555	0	0	0	0	343	142	707	965	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	555	0	0	0	0	343	142	707	965	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	555	0	0	0	0	343	142	707	965	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	555	0	0	0	0	343	142	707	965	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	1.00	1.10	1.00	1.00
FinalVolume:	0	0	611	0	0	0	0	343	142	778	965	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:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.41	0.59	1.34	1.66	0.00
Final Sat.:	0	0	2850	0	0	0	0	2016	834	1908	2367	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.17	0.17	0.41	0.41	0.00
Crit Volume:	0				0			243			581	
Crit Moves:	****							****			****	

243 + 557
1425

ATTACHMENT NO. 4

Existing AM Wed May 28, 2008 13:41:07 Page 20-1

~~XXXXXXXXXXXXXXX~~ ~~8665 Hayden Place~~ 8511 Warner Drive
Existing 2008 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): 1.066 1.067 - 0.70 =
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx 0.997 (E)
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:	76	2240	89	31	1987	482	354	405	115	312	1035	104
Growth 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
Initial Bse:	76	2240	89	31	1987	482	354	405	115	312	1035	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	2240	89	31	1987	482	354	405	115	312	1035	104
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:	76	2240	89	31	1987	482	354	405	115	312	1035	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	2240	89	31	1987	482	354	405	115	312	1035	104
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:	76	2240	89	31	1987	482	389	405	115	343	1035	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	2.89	0.11	1.00	3.00	1.00	2.00	1.56	0.44	2.00	2.00	1.00
Final Sat.:	1425	4112	163	1425	4275	1425	2850	2220	630	2850	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.05	0.54	0.54	0.02	0.46	0.34	0.14	0.18	0.18	0.12	0.36	0.07
Crit Volume:			776	31			195				518	
Crit Moves:			****	****			****				****	

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Existing AM Wed May 28, 2008 13:41:07 Page 21-1

~~8685 Hayden Place~~ 8511 Warner Drive
Existing 2008 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): 0.787 √ - 0.70 =
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx 0.717 (C)
Optimal Cycle: 87 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	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	86	461	505	144	670	69	11	90	14	806	655	99
Growth 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
Initial Bse:	86	461	505	144	670	69	11	90	14	806	655	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	461	505	144	670	69	11	90	14	806	655	99
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:	86	461	0	144	670	69	11	90	14	806	655	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	461	0	144	670	69	11	90	14	806	655	99
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:	86	461	0	144	670	69	11	90	14	887	655	99
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:	0.06	0.16	0.00	0.10	0.24	0.05	0.01	0.03	0.01	0.31	0.46	0.07
Crit Volume:	86				335			45			655	
Crit Moves:	****				****			****			****	

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Existing AM Wed May 28, 2008 13:41:07 Page 22-1

8511 Warner Drive

Existing 2008 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): 1.159 ✓- 0.070 =
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx 1.089 (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	2 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	313	1955	43	116	2063	170	129	389	165	194	1097	284
Growth 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
Initial Bse:	313	1955	43	116	2063	170	129	389	165	194	1097	284
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	313	1955	43	116	2063	170	129	389	165	194	1097	284
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:	313	1955	43	116	2063	170	129	389	165	194	1097	284
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	313	1955	43	116	2063	170	129	389	165	194	1097	284
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	1.00	1.00	1.00
FinalVolume:	344	1955	43	128	2063	170	129	389	165	194	1097	284
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	2.77	0.23	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2750	4036	89	2750	3811	314	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.13	0.48	0.48	0.05	0.54	0.54	0.09	0.14	0.12	0.14	0.40	0.21
Crit Volume:	172				744		129				549	
Crit Moves:	****				****		****				****	

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Existing PM Wed Jul 23, 2008 08:43:09 Page 3-1

8511 Warner Drive
Existing 2008 Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Robertson Bl & Washington Bl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.615 -0.070 = 0.545
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

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 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	28	197	40	132	241	61	128	926	43	70	525	160
Growth 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
Initial Bse:	28	197	40	132	241	61	128	926	43	70	525	160
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:	28	197	40	132	241	61	128	926	43	70	525	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	197	40	132	241	61	128	926	43	70	525	160
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:	28	197	40	132	241	61	128	926	43	70	525	160
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	1.66	0.34	1.00	1.00	1.00	1.00	1.91	0.09	1.00	1.53	0.47
Final Sat.:	1600	2660	540	1600	1600	1600	1600	3058	142	1600	2453	747
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.07	0.08	0.15	0.04	0.08	0.30	0.30	0.04	0.21	0.21
Crit Moves:	****				****			****		****		

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Existing PM Wed Jul 23, 2008 08:43:09 Page 4-1

8511 Warner Drive
Existing 2008 Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 National Bl & Washington Bl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.741 - 0.070 = 0.671
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	C

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	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:	2 0 1	1 0		2 0 1	1 0		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	170	525	70	184	839	35	47	840	253	74	559	138
Growth 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
Initial Bse:	170	525	70	184	839	35	47	840	253	74	559	138
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:	170	525	70	184	839	35	47	840	253	74	559	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	525	70	184	839	35	47	840	253	74	559	138
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:	170	525	70	184	839	35	47	840	253	74	559	138
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	1.76	0.24	2.00	1.92	0.08	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2880	2824	376	2880	3072	128	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.19	0.06	0.27	0.27	0.03	0.26	0.16	0.05	0.17	0.09
Crit Moves:	****				****			****		****		

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Existing PM Wed Jul 23, 2008 08:43:09 Page 5-1

8511 Warner Drive
Existing 2008 Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 La Cienega Bl & Washington Bl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.881
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	91	Level Of Service:	D

-0.070 = 0.811

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	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	127	1204	53	283	1385	28	40	974	154	60	505	107
Growth 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
Initial Bse:	127	1204	53	283	1385	28	40	974	154	60	505	107
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:	127	1204	53	283	1385	28	40	974	154	60	505	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1204	53	283	1385	28	40	974	154	60	505	107
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:	127	1204	53	283	1385	28	40	974	154	60	505	107
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	2.87	0.13	1.00	2.94	0.06	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	4598	202	1600	4705	95	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.26	0.18	0.29	0.29	0.03	0.30	0.10	0.04	0.16	0.07
Crit Moves:		****		****				****		****		

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Existing PM Wed Jul 23, 2008 08:43:09 Page 6-1

8511 Warner Drive
Existing 2008 Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Hayden Av & National Bl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.668
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

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 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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	505	0	96	0	0	0	0	990	178	25	252	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:	505	0	96	0	0	0	0	990	178	25	252	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	505	0	96	0	0	0	0	990	178	25	252	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:	505	0	96	0	0	0	0	990	178	25	252	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:	1.68	0.00	0.32	0.00	0.00	0.00	0.00	1.70	0.30	1.00	2.00	0.00
Final Sat.:	2689	0	511	0	0	0	0	2712	488	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.19	0.00	0.00	0.00	0.00	0.36	0.37	0.02	0.08	0.00
Crit Moves:	****								****	****		

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Existing PM Wed Jul 23, 2008 08:43:09 Page 7-1

8511 Warner Drive
Existing 2008 Conditions
PM Peak Hour

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

Intersection #5 Eastham Dr & National Bl

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[12.5]

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:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	1	0	0
Volume Module:																				
Base Vol:	0	0	68	0	0	0	0	1013	59	0	266	0								
Growth 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								
Initial Bse:	0	0	68	0	0	0	0	1013	59	0	266	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	68	0	0	0	0	1013	59	0	266	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	68	0	0	0	0	1013	59	0	266	0								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.2	7.1	6.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	3.3	3.5	4.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	536	773	1338	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	549	319	154	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	549	279	154	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	0.12	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.4	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	12.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	*	*	B	*	*	*	*	*	*	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			0	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*					A	*	*	*	*	*				
ApproachDel:		12.5			xxxxxx							xxxxxx					xxxxxx			
ApproachLOS:		B			*							*					*			

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Existing PM Wed Jul 23, 2008 08:43:09 Page 8-1

8511 Warner Drive
Existing 2008 Conditions
PM Peak Hour

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

Intersection #6 Hayden Av & Warner Drive

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[14.0]

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 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	398	89	60	103	0	0	0	0	46	0	33
Growth 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
Initial Bse:	0	398	89	60	103	0	0	0	0	46	0	33
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	398	89	60	103	0	0	0	0	46	0	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	398	89	60	103	0	0	0	0	46	0	33
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	487	xxxx	xxxxx	xxxx	xxxx	xxxxx	666	666	443
Potent Cap.:	xxxx	xxxx	xxxxx	1086	xxxx	xxxxx	xxxx	xxxx	xxxxx	428	383	619
Move Cap.:	xxxx	xxxx	xxxxx	1086	xxxx	xxxxx	xxxx	xxxx	xxxxx	409	361	619
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	0.00	0.05
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.5	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	xxxx	xxxxx	xxxx	477	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.0	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			14.0		
ApproachLOS:	*			*			*			B		

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

```
Existing PM                  Wed Jul 23, 2008 08:43:09                  Page 9-1
------------------------------------------------------------------------------

                              8511 Warner Drive
                            Existing 2008 Conditions
                                PM Peak Hour

------------------------------------------------------------------------------

                        Level Of Service Computation Report
                  2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #7 Eastham Drive & Warner Drive
********************************************************************************
Average Delay (sec/veh):      4.3       Worst Case Level Of Service: A[  9.9]
********************************************************************************
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  1! 0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       41   37    0     0  163    6     8    0  129     0    0    0
Growth 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
Initial Bse:    41   37    0     0  163    6     8    0  129     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:     41   37    0     0  163    6     8    0  129     0    0    0
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
FinalVolume:    41   37    0     0  163    6     8    0  129     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:
Cnflict Vol:  169 xxxx xxxxx  xxxx xxxx xxxxx  285  285  166   350  288   37
Potent Cap.: 1421 xxxx xxxxx  xxxx xxxx xxxxx  710  628  884   609  625 1041
Move Cap.:   1421 xxxx xxxxx  xxxx xxxx xxxxx  694  609  884   508  607 1041
Volume/Cap:  0.03 xxxx  xxxx  xxxx xxxx  xxxx 0.01 0.00 0.15  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  870 xxxxx  xxxx    0 xxxxx
SharedQueue:  0.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.6 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  7.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  9.9 xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *    *     *    *    *     *    A    *     *    *    *
ApproachDel:       xxxxxx           xxxxxx             9.9          xxxxxx
ApproachLOS:         *                *                A              *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Existing PM Wed Jul 23, 2008 08:43:09 Page 10-1

8511 Warner Drive
Existing 2008 Conditions
PM Peak Hour

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

****

Intersection #8 Lucerne Av & Higuera St

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.364
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 9.7
Optimal Cycle: 0 Level Of Service: A

****

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	0 1	0	0 0	1!	0 0	0 1	0 0	0
Volume Module:												
Base Vol:	112	1	97	0	2	1	2	161	123	82	126	0
Growth 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
Initial Bse:	112	1	97	0	2	1	2	161	123	82	126	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:	112	1	97	0	2	1	2	161	123	82	126	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	1	97	0	2	1	2	161	123	82	126	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:	112	1	97	0	2	1	2	161	123	82	126	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:	0.53	0.01	0.46	0.00	0.67	0.33	0.01	0.56	0.43	0.39	0.61	0.00
Final Sat.:	372	3	322	0	418	209	5	443	338	283	435	0
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	xxxx	0.00	0.00	0.36	0.36	0.36	0.29	0.29	xxxx
Crit Moves:		****				****		****			****	
Delay/Veh:	9.7	9.7	9.7	0.0	8.1	8.1	9.8	9.8	9.8	9.7	9.7	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:	9.7	9.7	9.7	0.0	8.1	8.1	9.8	9.8	9.8	9.7	9.7	0.0
LOS by Move:	A	A	A	*	A	A	A	A	A	A	A	*
ApproachDel:		9.7			8.1			9.8			9.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.7			8.1			9.8			9.7	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.4	0.4	0.4	0.0	0.0	0.0	0.5	0.5	0.5	0.4	0.4	0.4

****

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

****

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Existing PM Wed Jul 23, 2008 08:43:09 Page 11-1

8511 Warner Drive
Existing 2008 Conditions
. PM Peak Hour

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

Intersection #9 Hayden Av & Higuera St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.436
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 10.5
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	0 1	0	0 0	0 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	0	136	163	0	38	123	111	1	79	21	1	239
Growth 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
Initial Bse:	0	136	163	0	38	123	111	1	79	21	1	239
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	136	163	0	38	123	111	1	79	21	1	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	136	163	0	38	123	111	1	79	21	1	239
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	136	163	0	38	123	111	1	79	21	1	239
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	0.45	0.55	0.00	0.24	0.76	1.00	0.17	0.83	0.16	0.84	1.00
Final Sat.:	0	312	374	0	155	501	524	107	514	92	478	652
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.44	0.44	xxxx	0.25	0.25	0.21	0.01	0.15	0.23	0.00	0.37
Crit Moves:			****		****		****					****
Delay/Veh:	0.0	11.4	11.4	0.0	9.5	9.5	10.7	8.8	8.8	8.9	8.9	10.6
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	11.4	11.4	0.0	9.5	9.5	10.7	8.8	8.8	8.9	8.9	10.6
LOS by Move:	*	B	B	*	A	A	B	A	A	A	A	B
ApproachDel:		11.4			9.5			9.9			10.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.4			9.5			9.9			10.4	
LOS by Appr:		B			A			A			B	
AllWayAvgQ:	0.7	0.7	0.7	0.3	0.3	0.3	0.2	0.1	0.1	0.0	0.5	0.5

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Existing PM Wed Jul 23, 2008 08:43:09 Page 12-1

8511 Warner Drive
Existing 2008 Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #10 Eastham Drive & Higuera Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.384
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	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	0 0	1	0 0	0 1	1	0 2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	277	0	17	10	241	0	0	274	61
Growth 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
Initial Bse:	0	0	0	277	0	17	10	241	0	0	274	61
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	277	0	17	10	241	0	0	274	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	277	0	17	10	241	0	0	274	61
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	277	0	17	10	241	0	0	274	61
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	1.64	0.36
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	2617	583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.01	0.01	0.08	0.00	0.00	0.10	0.10
Crit Moves:				****			****				****	

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Existing PM Wed Jul 23, 2008 08:43:09 Page 13-1

8511 Warner Drive
Existing 2008 Conditions
PM Peak Hour

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

Intersection #11 Lucerne Ave & Duquesne Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.880
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.0
Optimal Cycle:	0	Level Of Service:	C

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	0 0	1! 0	0	0 1	0	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	0	0	0	194	0	81	69	501	0	0	331	162
Growth 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
Initial Bse:	0	0	0	194	0	81	69	501	0	0	331	162
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	194	0	81	69	501	0	0	331	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	194	0	81	69	501	0	0	331	162
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	194	0	81	69	501	0	0	331	162
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	0.71	0.00	0.29	0.12	0.88	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	391	0	163	78	569	0	0	582	656
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.50	xxxx	0.50	0.88	0.88	xxxx	xxxx	0.57	0.25
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	14.7	0.0	14.7	34.8	34.8	0.0	0.0	16.1	9.7
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	14.7	0.0	14.7	34.8	34.8	0.0	0.0	16.1	9.7
LOS by Move:	*	*	*	B	*	B	D	D	*	*	C	A
ApproachDel:	xxxxxx			14.7			34.8			14.0		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			14.7			34.8			14.0		
LOS by Appr:	*			B			D			B		
AllWayAvgQ:	0.0	0.0	0.0	0.8	0.8	0.8	4.7	4.7	4.7	0.0	1.2	0.3

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Existing PM Wed Jul 23, 2008 08:43:09 Page 14-1

8511 Warner Drive
Existing 2008 Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #12 Jefferson Bl & Duquesne Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.798
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	C

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	1	0 1	0 1
Volume Module:												
Base Vol:	311	1279	17	24	729	208	416	53	307	18	29	23
Growth 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
Initial Bse:	311	1279	17	24	729	208	416	53	307	18	29	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:	311	1279	17	24	729	208	416	53	307	18	29	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	1279	17	24	729	208	416	53	307	18	29	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:	311	1279	17	24	729	208	416	53	307	18	29	23
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	1.97	0.03	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3158	42	1600	3200	1600	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.19	0.41	0.40	0.02	0.23	0.13	0.26	0.03	0.19	0.01	0.02	0.01
OvlAdjV/S:									0.00			
Crit Moves:		****			****			****			****	

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Existing PM Wed May 28, 2008 13:41:20 Page 16-1

~~XXXXXXXXXXXXXXX~~ ~~4665 Hayden Place~~ 8511 Warner Drive
Existing 2008 Conditions
PM 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): 0.897 0.899 - 0.070
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx 0.829 (D)
Optimal Cycle: 180 Level Of Service: D

Street Name:	Roberston 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	0 1	1	0 1	2 0 3	0	1	1 0 3	0	1
Volume Module:												
Base Vol:	143	261	48	228	232	368	482	2427	118	52	1611	85
Growth 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
Initial Bse:	143	261	48	228	232	368	482	2427	118	52	1611	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	261	48	228	232	368	482	2427	118	52	1611	85
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:	143	261	48	228	232	368	482	2427	118	52	1611	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	261	48	228	232	368	482	2427	118	52	1611	85
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
FinalVolume:	143	261	48	228	232	368	530	2427	118	52	1611	85
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:	1.00	2.00	1.00	0.99	1.01	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1375	2750	1375	1363	1387	1375	2750	4125	1375	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.03	0.17	0.17	0.27	0.19	0.59	0.09	0.04	0.39	0.06
Crit Volume:	143				230			809		52		
Crit Moves:	****				****			****		****		

143 + 232 / 1375

809 + 52 / 1375

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Existing PM Wed May 28, 2008 13:41:20 Page 17-1

8511 Warner Drive
Existing 2008 Conditions
PM Peak Hour

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):	1.068
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

0.070 = 0.998 (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	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	143	505	58	144	722	113	151	2332	249	48	1595	86
Growth 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
Initial Bse:	143	505	58	144	722	113	151	2332	249	48	1595	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	505	58	144	722	113	151	2332	249	48	1595	86
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:	143	505	58	144	722	113	151	2332	249	48	1595	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	505	58	144	722	113	151	2332	249	48	1595	86
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:	143	505	58	144	722	113	151	2332	249	48	1595	86
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:	1.00	1.79	0.21	1.00	1.73	0.27	1.00	2.71	0.29	1.00	2.85	0.15
Final Sat.:	1375	2467	283	1375	2378	372	1375	3727	398	1375	3914	211
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.20	0.10	0.30	0.30	0.11	0.63	0.63	0.03	0.41	0.41
Crit Volume:	143				418			860		48		
Crit Moves:	****				****			****		****		

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Existing PM Wed May 28, 2008 13:41:20 Page 18-1

8511 Warner Drive
Existing 2008 Conditions
PM Peak Hour

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): 0.810 0.996
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx - 0.070 =
Optimal Cycle: 105 Level Of Service: D E 0.926 (E)

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	2 1	0	0 0	1! 0	0	2 0	0 1	0
Volume Module:												
Base Vol:	10	1207	1401	0	1607	8	33	0	6	931	5	8
Growth 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
Initial Bse:	10	1207	1401	0	1607	8	33	0	6	931	5	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	1207	1401	0	1607	8	33	0	6	931	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	1207	0	0	1607	8	33	0	6	931	5	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1207	0	0	1607	8	33	0	6	931	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
FinalVolume:	10	1207	0	0	1607	8	33	0	6	1024	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	4254	21	1206	0	219	2850	548	877
Capacity Analysis Module:												
Vol/Sat:	0.01	0.42	0.00	0.00	0.38	0.38	0.03	0.00	0.03	0.36	0.01	0.01
Crit Volume:		604		0					39	512		
Crit Moves:		****		****					****	****		

869 + 0 / 1425

39 + 512 / 1425

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Existing PM Wed May 28, 2008 13:41:20 Page 19-1

~~Sage Hayden Place~~ 8511 Warner Drive
Existing 2008 Conditions
PM Peak Hour

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): 0.705 ✓ - 0.070 =
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): xxxxxx 0.635 (B)
Optimal Cycle: 63 | 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:	0	0	0	0	2	0	0	0	0	0	0	1	1	0	1	1	1	0	0
Volume Module:												
Base Vol:	0	0	890	0	0	0	0	776	254	381	244	0
Growth 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
Initial Bse:	0	0	890	0	0	0	0	776	254	381	244	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	890	0	0	0	0	776	254	381	244	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	890	0	0	0	0	776	254	381	244	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	890	0	0	0	0	776	254	381	244	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	1.00	1.10	1.00	1.00
FinalVolume:	0	0	979	0	0	0	0	776	254	419	244	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:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.51	0.49	1.90	1.10	0.00
Final Sat.:	0	0	2850	0	0	0	0	2147	703	2702	1573	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.36	0.36	0.16	0.16	0.00
Crit Volume:			489	0					515		0 ✓	
Crit Moves:			****						****		****	

$\frac{281 + 0}{1425}$ $\frac{515 + 208}{1425}$

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Existing PM Wed May 28, 2008 13:41:20 Page 20-1

8511 Warner Drive
Existing 2008 Conditions
PM 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): 0.985 ✓0.070 = 0.915
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx (E)
Optimal Cycle: 180 Level Of Service: E

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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	2011	243	42	2233	199	587	791	247	166	390	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	2011	243	42	2233	199	587	791	247	166	390	72
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:	41	2011	243	42	2233	199	587	791	247	166	390	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	2011	243	42	2233	199	587	791	247	166	390	72
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:	41	2011	243	42	2233	199	646	791	247	183	390	72
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	1.52	0.48	2.00	2.00	1.00
Final Sat.:	1425	3814	461	1425	4275	1425	2850	2172	678	2850	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.03	0.53	0.53	0.03	0.52	0.14	0.23	0.36	0.36	0.06	0.14	0.05
Crit Volume:		751			42				519	91		
Crit Moves:		****			****				****	****		

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Existing PM Wed May 28, 2008 13:41:20 Page 21-1

8511 Warner Drive
Existing 2008 Conditions
PM 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): 0.699 0.700 - 0.070
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx C 0.630 B
Optimal Cycle: 62 Level Of Service: B

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	1 0	2	0 1	2 0	1	0 1
Volume Module:												
Base Vol:	45	674	910	219	470	56	43	389	86	398	246	42
Growth 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
Initial Bse:	45	674	910	219	470	56	43	389	86	398	246	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	674	910	219	470	56	43	389	86	398	246	42
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:	45	674	0	219	470	56	43	389	86	398	246	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	674	0	219	470	56	43	389	86	398	246	42
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:	45	674	0	219	470	56	43	389	86	438	246	42
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:	0.03	0.24	0.00	0.15	0.16	0.04	0.03	0.14	0.06	0.15	0.17	0.03
Crit Volume:		337		219				195			246	
Crit Moves:		****		****				****			****	

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

```
Existing PM                  Wed May 28, 2008 13:41:20                  Page 22-1
-------------------------------------------------------------------------------
                        ~~8665 Hayden Place~~ 8511 Warner Drive
                              Existing 2008 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):        1.124
Loss Time (sec):        0 (Y+R=4.0 sec)   Average Delay (sec/veh):      xxxxxx
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  1     1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      210 1903  130    322 2274   88    182  913  435    186  496  181
Growth 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
Initial Bse:   210 1903  130    322 2274   88    182  913  435    186  496  181
Added Vol:       0    0    0      0    0    0      0    0    0      0    0    0
PasserByVol:     0    0    0      0    0    0      0    0    0      0    0    0
Initial Fut:   210 1903  130    322 2274   88    182  913  435    186  496  181
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:    210 1903  130    322 2274   88    182  913  435    186  496  181
Reduct Vol:      0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:   210 1903  130    322 2274   88    182  913  435    186  496  181
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   1.00 1.00 1.00
FinalVolume:   231 1903  130    354 2274   88    182  913  435    186  496  181
------------|---------------||---------------||---------------||---------------|
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 2.89 0.11   1.00 2.00 1.00   1.00 2.00 1.00
Final Sat.:   2750 3861  264   2750 3971  154   1375 2750 1375   1375 2750 1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.08 0.49 0.49   0.13 0.57 0.57   0.13 0.33 0.32   0.14 0.18 0.13
Crit Volume:   116               787              457              186
Crit Moves:   ****              ****             ****             ****
*******************************************************************************
```

0.070 = 1.054 (F)

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

KOA CORPORATION
PLANNING & ENGINEERING

APPENDIX D
Intersection Level-of-Service Worksheets
Ambient Growth and Related Projects Conditions (Year 2010)

ATTACHMENT NO. 4

Future No Project AM - WarnTue Nov 25, 2008 08:24:23 Page 7-1

8511 Warner Drive - Parking Structure
Future (2010) No Project Conditions
AM 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):	0.835
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	D

0.835 - 0.70 = 0.765

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 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	26	259	122	117	217	44	42	480	44	106	767	312
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:	27	264	124	119	221	45	43	490	45	108	782	318
Added Vol:	3	2	0	85	9	1	9	189	15	0	336	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	266	124	204	230	46	52	679	60	108	1118	331
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:	30	266	124	204	230	46	52	679	60	108	1118	331
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	266	124	204	230	46	52	679	60	108	1118	331
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:	30	266	124	204	230	46	52	679	60	108	1118	331
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	1.36	0.64	1.00	1.00	1.00	1.00	1.84	0.16	1.00	1.54	0.46
Final Sat.:	1600	2181	1019	1600	1600	1600	1600	2941	259	1600	2469	731
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.13	0.14	0.03	0.03	0.23	0.23	0.07	0.45	0.45
Crit Moves:		****		****			****				****	

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Future No Project AM - WarnTue Nov 25, 2008 08:24:23 Page 8-1

8511 Warner Drive - Parking Structure
Future (2010) No Project Conditions
AM 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):	0.894
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	97	Level Of Service:	D

- 0.070 = 0.82

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	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:	2 0	1	1 0	2 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	296	751	83	116	708	41	14	563	129	120	818	167
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:	302	766	85	118	722	42	14	574	132	122	834	170
Added Vol:	91	22	6	-10	39	2	3	158	177	17	430	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	393	788	91	108	761	44	17	732	309	139	1264	174
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:	393	788	91	108	761	44	17	732	309	139	1264	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	393	788	91	108	761	44	17	732	309	139	1264	174
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:	393	788	91	108	761	44	17	732	309	139	1264	174
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	1.79	0.21	2.00	1.89	0.11	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2880	2870	330	2880	3026	174	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.27	0.27	0.04	0.25	0.25	0.01	0.23	0.19	0.09	0.40	0.11
Crit Moves:	****				****		****				****	

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Future No Project AM - WarnTue Nov 25, 2008 08:24:23 Page 9-1

8511 Warner Drive - Parking Structure
Future (2010) No 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):	1.183 - 0.070 = 1.113
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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	1 0	2	1 0	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	18	2	1	55	23	33	125	21	3	279	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	388	1580	22	118	1346	61	85	693	119	63	1583	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	1580	22	118	1346	61	85	693	119	63	1583	318
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	388	1580	22	118	1346	61	85	693	119	63	1583	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	1580	22	118	1346	61	85	693	119	63	1583	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:	****				****		****				****	

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

8511 Warner Drive - Parking Structure
Future (2010) No Project Conditions
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):	0.720
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	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 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:	4	0	10	0	0	0	0	189	34	52	109	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	519	0	55	0	0	0	0	865	199	172	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:	519	0	55	0	0	0	0	865	199	172	900	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	519	0	55	0	0	0	0	865	199	172	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:	519	0	55	0	0	0	0	865	199	172	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	1.63	0.37	1.00	2.00	0.00
Final Sat.:	2894	0	306	0	0	0	0	2601	599	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.18	0.00	0.00	0.00	0.00	0.33	0.33	0.11	0.28	0.00
Crit Moves:	****							****		****		

ATTACHMENT NO. 4

Future No Project AM - WarnTue Nov 25, 2008 08:24:23 Page 11-1

8511 Warner Drive - Parking Structure
Future (2010) No 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):	0.791
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	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 1	0	0 0	0 1	0	1 0	0 0	1	0 0
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	1	0	0	0	0	199	0	0	161	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	28	0	0	0	0	695	123	0	1160	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	28	0	0	0	0	695	123	0	1160	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	28	0	0	0	0	695	123	0	1160	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	28	0	0	0	0	695	123	0	1160	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	0.77	0.00
Crit Volume:			28	0			0				1160	
Crit Moves:			****				****				****	

ATTACHMENT NO. 4

Future No Project AM - WarnMon Jan 26, 2009 17:08:27 Page 7-1

8511 Warner Drive - Parking Structure
Future (2010) No 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): 7.9 Worst Case Level Of Service: F[52.1]

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 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
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	0	0	86	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	604	112	70	291	0	0	0	0	153	0	24
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	604	112	70	291	0	0	0	0	153	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	604	112	70	291	0	0	0	0	153	0	24
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	716	xxxx	xxxxx	xxxx	xxxx	xxxxx	1091	1091	660
Potent Cap.:	xxxx	xxxx	xxxxx	894	xxxx	xxxxx	xxxx	xxxx	xxxxx	240	216	467
Move Cap.:	xxxx	xxxx	xxxxx	894	xxxx	xxxxx	xxxx	xxxx	xxxxx	225	199	467
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.68	0.00	0.05
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.4	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	xxxx	xxxxx	xxxx	242	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	5.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	52.1	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			52.1		
ApproachLOS:	*			*			*			F		

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Future No Project AM - WarnMon Jan 26, 2009 17:08:27 Page 8-1

8511 Warner Drive - Parking Structure
Future (2010) No Project Conditions
AM Peak Hour

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

Intersection #7 Eastham Drive & Warner Drive

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: A[9.7]

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	1!	0 0	0	0 1!	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:	0	1	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	80	0	0	106	9	11	0	87	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:	129	80	0	0	106	9	11	0	87	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	129	80	0	0	106	9	11	0	87	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:												
Cnflict Vol:	115 xxxx	xxxxx	xxxx	xxxx	xxxxx		447	447	111	491	452	80
Potent Cap.:	1486 xxxx	xxxxx	xxxx	xxxx	xxxxx		573	509	948	491	506	986
Move Cap.:	1486 xxxx	xxxxx	xxxx	xxxx	xxxxx		532	462	948	415	459	986
Volume/Cap:	0.09 xxxx	xxxx	xxxx	xxxx	xxxx		0.02	0.00	0.09	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
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	870	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	9.7	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.7			xxxxxx		
ApproachLOS:	*			*			A			*		

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Future No Project AM - WarnMon Jan 26, 2009 17:08:27 Page 9-1

8511 Warner Drive - Parking Structure
Future (2010) No 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):	0.724
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.8
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	4	0	0	0	0	9	0	4	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	0	119	1	2	5	1	178	104	224	267	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	119	1	2	5	1	178	104	224	267	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	0	119	1	2	5	1	178	104	224	267	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	119	1	2	5	1	178	104	224	267	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:	0.58 0.00	0.42		0.12 0.25	0.63		0.01 0.63	0.36		0.46 0.54		0.00
Final Sat.:	344	0	253	62	124	309	2	418	244	310	368	0
Capacity Analysis Module:												
Vol/Sat:	0.47 xxxx	0.47		0.02 0.02	0.02		0.43 0.43	0.43		0.72 0.72		xxxx
Crit Moves:	****				****				****	****		
Delay/Veh:	13.0 0.0	13.0		9.1 9.1	9.1		11.7 11.7	11.7		19.9 19.9		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		11.7 11.7	11.7		19.9 19.9		0.0
LOS by Move:	B	*	B	A	A	A	B	B	B	C	C	*
ApproachDel:	13.0			9.1			11.7			19.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.0			9.1			11.7			19.9		
LOS by Appr:	B			A			B			C		
AllWayAvgQ:	0.7 0.7	0.7		0.0 0.0	0.0		0.6 0.6	0.6		2.2 2.2		2.2

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Future No Project AM - WarnMon Jan 26, 2009 17:08:27 Page 10-1

8511 Warner Drive - Parking Structure
Future (2010) No Project Conditions
AM 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):	0.889
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.1
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	0 1	0	0 1	0 1	0	0 1	0 1	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	36	8	0	6	16	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	30	22	0	90	255	99	1	76	38	16	610
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	255	99	1	76	38	16	610
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	30	22	0	90	255	99	1	76	38	16	610
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	255	99	1	76	38	16	610
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	0.13	0.87	0.12	0.88	1.00
Final Sat.:	10	291	214	0	160	455	489	76	499	69	528	686
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	xxxx	0.56	0.56	0.20	0.01	0.15	0.56	0.03	0.89
Crit Moves:		****				****	****					****
Delay/Veh:	10.1	10.1	10.1	0.0	14.8	14.8	11.3	9.4	9.4	9.3	9.3	33.8
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:	10.1	10.1	10.1	0.0	14.8	14.8	11.3	9.4	9.4	9.3	9.3	33.8
LOS by Move:	B	B	B	*	B	B	B	A	A	A	A	D
ApproachDel:		10.1			14.8			10.5			31.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.1			14.8			10.5			31.8	
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	4.9	4.9

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Future No Project AM - WarnTue Nov 25, 2008 08:24:24 Page 16-1

8511 Warner Drive - Parking Structure
Future (2010) No 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):	0.446
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
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	0	0	0	1	2	0	0	16	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	55	0	124	10	70	0	0	609	228
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	55	0	124	10	70	0	0	609	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	55	0	124	10	70	0	0	609	228
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	55	0	124	10	70	0	0	609	228
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	1.45	0.55
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	2327	873
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.08	0.01	0.02	0.00	0.00	0.26	0.26
Crit Moves:						****	****				****	

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

MITIG8 - Future No Project Mon Feb 23, 2009 12:53:23 Page 1-1

8511 Warner Drive - Parking Structure
Future (2010) No 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):	1.215
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	68.8
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	0 0	1! 0	0	0 1	0 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	201	0	95	93	397	0	0	553	231
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	205	0	97	95	405	0	0	564	236
Added Vol:	0	0	0	3	0	0	1	38	0	0	132	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	208	0	97	96	443	0	0	696	252
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	208	0	97	96	443	0	0	696	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	208	0	97	96	443	0	0	696	252
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	208	0	97	96	443	0	0	696	252
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	0.68	0.00	0.32	0.18	0.82	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	366	0	171	106	489	0	0	573	645
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.57	xxxx	0.57	0.91	0.91	xxxx	xxxx	1.21	0.39
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	17.6	0.0	17.6	41.3	41.3	0.0	0.0	133	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	0.0	0.0	17.6	0.0	17.6	41.3	41.3	0.0	0.0	133	11.8
LOS by Move:	*	*	*	C	*	C	E	E	*	*	F	B
ApproachDel:	xxxxxx			17.6			41.3			100.9		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			17.6			41.3			100.9		
LOS by Appr:	*			C			E			F		
AllWayAvgQ:	0.0	0.0	0.0	1.2	1.2	1.2	5.3	5.3	5.3	0.0	19.8	0.6

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Future No Project AM - WarnTue Nov 25, 2008 08:24:24 Page 18-1

8511 Warner Drive - Parking Structure
Future (2010) No Project Conditions
AM 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):	1.085
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 0	2	0 1	1 0	1	0 1	1 0	1	0 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:	138	90	0	0	305	10	8	0	33	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	563	1053	32	12	1456	413	248	35	376	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:	563	1053	32	12	1456	413	248	35	376	6	37	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	563	1053	32	12	1456	413	248	35	376	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
FinalVolume:	563	1053	32	12	1456	413	248	35	376	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	0.45	0.26	0.15	0.02	0.23	0.00	0.02	0.01
OvlAdjV/S:									0.00			
Crit Moves:	****				****		****				****	

ATTACHMENT NO. 4

Future No Project AM - WarnTue Nov 25, 2008 08:24:24 Page 19-1

8511 Warner Drive - Parking Structure
Future (2010) No 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):	1.100
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

- 0.100 < 1.000

Street Name:	Roberston 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	0 1	1	0 1	2 0	3	0 1	1 0	3	0 1
Volume Module:												
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:	5	42	9	73	93	143	0	50	1	1	151	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	418	28	368	338	470	487	2242	100	48	2005	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:	188	418	28	368	338	470	487	2242	100	48	2005	349
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	418	28	368	338	470	487	2242	100	48	2005	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
FinalVolume:	188	418	28	368	338	470	535	2242	100	48	2005	349
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:	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:												
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:		209		368			268				668	
Crit Moves:		****		****			****				****	

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Future No Project AM - WarnTue Nov 25, 2008 08:24:24 Page 20-1

8511 Warner Drive - Parking Structure
Future (2010) No Project Conditions
AM Peak Hour

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):	~~0.967~~ 0.892
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

0.992 - 0.100

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	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:	4	25	0	6	28	4	5	67	0	4	216	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	809	31	114	455	95	170	2100	344	79	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:	150	809	31	114	455	95	170	2100	344	79	2208	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	809	31	114	455	95	170	2100	344	79	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
FinalVolume:	150	809	31	114	455	95	187	2100	344	87	2208	116
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	1.93	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	0.29	0.29	0.08	0.19	0.19	0.07	0.49	0.24	0.03	0.52	0.08
Crit Volume:			420	114			94				736	
Crit Moves:			****	****			****				****	

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Future No Project AM - WarnTue Nov 25, 2008 08:24:24 Page 21-1

8511 Warner Drive - Parking Structure
Future (2010) No Project Conditions
AM Peak Hour

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):	~~1.170~~ 1.180 - 0.100 = 1.099
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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	2 1	0	0 0	1! 0	0	2 0	0 1	0
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	145	48	0	79	0	0	0	0	185	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	1926	1044	0	1446	29	9	0	11	1243	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	1926	0	0	1446	29	9	0	11	1243	29	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1926	0	0	1446	29	9	0	11	1243	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
FinalVolume:	26	1926	0	0	1446	29	9	0	11	1367	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:		963		0					20	684		
Crit Moves:		****		****					****	****		

990

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Future No Project AM - WarnTue Nov 25, 2008 08:24:24 Page 22-1

8511 Warner Drive - Parking Structure
Future (2010) No Project Conditions
AM Peak Hour

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):	~~0.691~~ 0.665 - 0.100 = 0.565
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	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	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	70	130	169	108	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	0	611	0	0	0	0	420	275	890	1092	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	420	275	890	1092	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	0	611	0	0	0	0	420	275	890	1092	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
FinalVolume:	54	0	672	0	0	0	0	420	302	979	1092	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	1.74	1.26	1.42	1.58	0.00
Final Sat.:	1425	0	2850	0	0	0	0	2485	1790	2021	2254	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.24	0.00	0.00	0.00	0.00	0.17	0.17	0.48	0.48	0.00
Crit Volume:	54				0			~~241~~			~~690~~	
Crit Moves:	****							****			****	

232 661

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Future No Project AM - WarnTue Nov 25, 2008 08:24:24 Page 23-1

8511 Warner Drive - Parking Structure
Future (2010) No 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): 1.163 − 0.100 =
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F 1.063

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:	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	195	50	48	17	12	57	-4			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	103	2433	93	33	2094	687	411	461	134	330	1113	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	687	411	461	134	330	1113	102			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	103	2433	93	33	2094	687	411	461	134	330	1113	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			
FinalVolume:	103	2433	93	33	2094	687	452	461	134	363	1113	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	2207	643	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			226				~~556~~ 557				
Crit Moves:		****		****			****				****				

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Future No Project AM - WarnTue Nov 25, 2008 08:24:24 Page 24-1

8511 Warner Drive - Parking Structure
Future (2010) No 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):	0.895
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	177	Level Of Service:	D

- 0.100 = 0.795

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		1 0 2	0 1		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:	9	72	17	19	230	0	0	1	2	85	7	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	542	532	166	913	70	11	93	16	907	675	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:	97	542	0	166	913	70	11	93	16	907	675	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	542	0	166	913	70	11	93	16	907	675	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
FinalVolume:	97	542	0	166	913	70	11	93	16	998	675	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	0.47	0.07
Crit Volume:	97				457			46			675	
Crit Moves:	****				****			****			****	

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

Future No Project AM - WarnTue Nov 25, 2008 08:24:24 Page 25-1

8511 Warner Drive - Parking Structure
Future (2010) No 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
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

-0.100 = 1.129

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	3	0	2	1 0	1	0	2	0 1	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:	9	144		0	2	39		56	12	14		11	0	30		19
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	328	2138		44	120	2143		229	144	411		179	198	1149		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:	328	2138		44	120	2143		229	144	411		179	198	1149		309
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	328	2138		44	120	2143		229	144	411		179	198	1149		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
FinalVolume:	361	2138		44	132	2143		229	144	411		179	218	1149		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					574		
Crit Moves:	****					****			****					****		

ATTACHMENT NO. 4

Future No Project PM - WarnTue Nov 25, 2008 08:25:22 Page 7-1

8511 Warner Drive - Parking Structure
Future (2010) No 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): 0.793
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxx
Optimal Cycle: 65 Level Of Service: C

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 0	1	0 1	1 0	1	1 0	1 0	1	1 0
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:	14	7	0	56	2	8	2	453	4	0	190	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	208	41	191	248	70	133	1398	48	71	726	174
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:	43	208	41	191	248	70	133	1398	48	71	726	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	208	41	191	248	70	133	1398	48	71	726	174
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:	43	208	41	191	248	70	133	1398	48	71	726	174
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	1.61	0.39
Final Sat.:	1600	2675	525	1600	1600	1600	1600	3094	106	1600	2580	620
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.08	0.12	0.15	0.04	0.08	0.45	0.45	0.04	0.28	0.28
Crit Moves:		****		****				****		****		

- 0.070 = 0.723

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Future No Project PM - WarnTue Nov 25, 2008 08:25:22 Page 8-1

8511 Warner Drive - Parking Structure
Future (2010) No 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):	0.956
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	139	Level Of Service:	E

- 0.070 = 0.88

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	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:	2 0	1	1 0	2 0	1	1 0	1 0	2	0 1	1 0	2	0 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:	97	87	7	-6	14	3	3	515	147	4	163	-11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	270	623	78	182	870	39	51	1372	405	79	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:	270	623	78	182	870	39	51	1372	405	79	733	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	623	78	182	870	39	51	1372	405	79	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:	270	623	78	182	870	39	51	1372	405	79	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	1.91	0.09	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2880	2842	358	2880	3064	136	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.22	0.06	0.28	0.28	0.03	0.43	0.25	0.05	0.23	0.08
Crit Moves:	****				****			****		****		

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Future No Project PM - WarnTue Nov 25, 2008 08:25:22 Page 9-1

8511 Warner Drive - Parking Structure
Future (2010) No 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): 1.033 - 0.070 = 0.963
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	127	1204	53	283	1385	28	40	974	154	60	505	107
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:	130	1228	54	289	1413	29	41	993	157	61	515	109
Added Vol:	20	48	5	8	28	34	30	376	99	5	108	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	1276	59	297	1441	63	71	1369	256	66	623	111
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	1276	59	297	1441	63	71	1369	256	66	623	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1276	59	297	1441	63	71	1369	256	66	623	111
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:	150	1276	59	297	1441	63	71	1369	256	66	623	111
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	2.87	0.13	1.00	2.88	0.12	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	4588	212	1600	4600	200	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.28	0.19	0.31	0.31	0.04	0.43	0.16	0.04	0.19	0.07
Crit Moves:		****		****				****		****		

ATTACHMENT NO. 4

8511 Warner Drive - Parking Structure
Future (2010) No 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):	0.761
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	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 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:	26	0	49	0	0	0	0	155	7	12	157	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	541	0	147	0	0	0	0	1165	189	38	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:	541	0	147	0	0	0	0	1165	189	38	414	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	541	0	147	0	0	0	0	1165	189	38	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:	541	0	147	0	0	0	0	1165	189	38	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:	1.57	0.00	0.43	0.00	0.00	0.00	0.00	1.72	0.28	1.00	2.00	0.00
Final Sat.:	2517	0	683	0	0	0	0	2754	446	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.22	0.00	0.00	0.00	0.00	0.42	0.42	0.02	0.13	0.00
Crit Moves:	****							****		****		

ATTACHMENT NO. 4

Future No Project PM - WarnTue Nov 25, 2008 08:25:22 Page 11-1

8511 Warner Drive - Parking Structure
Future (2010) No 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):	0.483
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxx
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	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	1 0	0 0	0	1 0	1 0	0	0 1	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	7	0	0	0	0	203	0	0	170	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	76	0	0	0	0	1236	60	0	441	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	76	0	0	0	0	1236	60	0	441	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	76	0	0	0	0	1236	60	0	441	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	76	0	0	0	0	1236	60	0	441	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	0.05	0.00	0.00	0.00	0.00	0.43	0.43	0.00	0.29	0.00
Crit Volume:			76	0				648		0		
Crit Moves:			****					****		****		

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Future No Project PM - WarnMon Jan 26, 2009 17:09:09 Page 7-1

8511 Warner Drive - Parking Structure
Future (2010) No 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): 2.2 Worst Case Level Of Service: C[15.7]

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	0 1	0	0	1 0	0 0	0	0 0	0 0	0	0 0	1! 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	0	0	19	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	480	91	61	124	0	0	0	0	47	0	34
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	480	91	61	124	0	0	0	0	47	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	480	91	61	124	0	0	0	0	47	0	34
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	571	xxxx	xxxxx	xxxx	xxxx	xxxxx	772	772	525
Potent Cap.:	xxxx	xxxx	xxxxx	1012	xxxx	xxxxx	xxxx	xxxx	xxxxx	371	333	556
Move Cap.:	xxxx	xxxx	xxxxx	1012	xxxx	xxxxx	xxxx	xxxx	xxxxx	353	312	556
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.13	0.00	0.06
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.8	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	xxxx	xxxxx	xxxx	417	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.7	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			15.7		
ApproachLOS:	*			*			*			C		

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

8511 Warner Drive - Parking Structure
Future (2010) No 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): 4.3 Worst Case Level Of Service: A[10.0]

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	1 0	0 0	1!	0 0	0 0	1!	0 0
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:	0	7	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	45	0	0	166	6	8	0	132	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:	42	45	0	0	166	6	8	0	132	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	42	45	0	0	166	6	8	0	132	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:												
Cnflict Vol:	172	xxxx	xxxxx	xxxx	xxxx	xxxxx	298	298	169	363	301	45
Potent Cap.:	1417	xxxx	xxxxx	xxxx	xxxx	xxxxx	698	618	880	596	615	1031
Move Cap.:	1417	xxxx	xxxxx	xxxx	xxxx	xxxxx	682	599	880	495	597	1031
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.15	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	865	xxxxx	xxxx	0	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.0	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.0			xxxxxx		
ApproachLOS:	*			*			A			*		

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Future No Project PM - WarnMon Jan 26, 2009 17:09:09 Page 9-1

8511 Warner Drive - Parking Structure
Future (2010) No 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):	0.418
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.2
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	0 0	0 1	0	0 0	1! 0	0	0 1	0 0	0
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	4	0	0	0	0	30	1	1	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	1	103	0	2	1	2	194	126	85	137	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	103	0	2	1	2	194	126	85	137	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	1	103	0	2	1	2	194	126	85	137	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	103	0	2	1	2	194	126	85	137	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	0.60	0.39	0.38	0.62	0.00
Final Sat.:	358	3	320	0	401	201	5	465	303	270	435	0
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	xxxx	0.01	0.01	0.42	0.42	0.42	0.31	0.31	xxxx
Crit Moves:		****				****		****			****	
Delay/Veh:	10.0	10.0	10.0	0.0	8.3	8.3	10.5	10.5	10.5	10.0	10.0	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:	10.0	10.0	10.0	0.0	8.3	8.3	10.5	10.5	10.5	10.0	10.0	0.0
LOS by Move:	B	B	B	*	A	A	B	B	B	A	A	*
ApproachDel:		10.0			8.3			10.5			10.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.0			8.3			10.5			10.0	
LOS by Appr:		B			A			B			A	
AllWayAvgQ:	0.4	0.4	0.4	0.0	0.0	0.0	0.6	0.6	0.6	0.4	0.4	0.4

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Future No Project PM - WarnMon Jan 26, 2009 17:09:09 Page 10-1

8511 Warner Drive - Parking Structure
Future (2010) No 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):	0.562
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.1
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	0 1	0	0 0	0 1	0	0 1	0 1	0	0 1	0 1	0
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	9	33	0	1	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	181	187	0	49	134	146	1	82	24	1	244
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	134	146	1	82	24	1	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	181	187	0	49	134	146	1	82	24	1	244
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	134	146	1	82	24	1	244
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	0.27	0.73	1.00	0.29	0.71	0.18	0.82	1.00
Final Sat.:	0	321	333	0	162	446	495	164	409	96	434	601
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.56	0.56	xxxx	0.30	0.30	0.30	0.01	0.20	0.25	0.00	0.41
Crit Moves:			****		****		****					****
Delay/Veh:	0.0	14.1	14.1	0.0	10.4	10.4	12.1	9.4	9.4	9.4	9.4	11.6
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	14.1	14.1	0.0	10.4	10.4	12.1	9.4	9.4	9.4	9.4	11.6
LOS by Move:	*	B	B	*	B	B	B	A	A	A	A	B
ApproachDel:		14.1			10.4			11.1			11.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.1			10.4			11.1			11.4	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	1.1	1.1	1.1	0.3	0.3	0.3	0.4	0.1	0.1	0.0	0.6	0.6

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

8511 Warner Drive - Parking Structure
Future (2010) No Project Conditions
PM 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):	0.395
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	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	0 0	1	0 0	0 1	1	0 2	0 0	0	0 1	1 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	0	0	0	6	16	0	0	3	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	283	0	17	16	262	0	0	282	63
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	283	0	17	16	262	0	0	282	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	283	0	17	16	262	0	0	282	63
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	283	0	17	16	262	0	0	282	63
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	1.63	0.37
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	2615	585
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.01	0.01	0.08	0.00	0.00	0.11	0.11
Crit Moves:				****			****				****	

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

MITIG8 - Future No Project Mon Feb 23, 2009 12:54:22 Page 1-1

8511 Warner Drive - Parking Structure
Future (2010) No Project Conditions
PM 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):	1.123
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	53.4
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	0 0	1!	0 0	0 1	0	0 0	0 0	1	0 1
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	14	0	0	0	126	0	0	41	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	212	0	83	70	637	0	0	379	170
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	212	0	83	70	637	0	0	379	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	212	0	83	70	637	0	0	379	170
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	212	0	83	70	637	0	0	379	170
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	394	0	154	63	567	0	0	568	638
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	16.5	0.0	16.5	96.8	96.8	0.0	0.0	20.4	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	16.5	0.0	16.5	96.8	96.8	0.0	0.0	20.4	10.3
LOS by Move:	*	*	*	C	*	C	F	F	*	*	C	B
ApproachDel:	xxxxxx			16.5			96.8			17.3		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			16.5			96.8			17.3		
LOS by Appr:	*			C			F			C		
AllWayAvgQ:	0.0	0.0	0.0	1.1	1.1	1.1	15.4	15.4	15.4	0.0	1.8	0.4

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

8511 Warner Drive - Parking Structure
Future (2010) No Project Conditions
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):	0.893
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	D

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	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:	38	236	0	0	164	8	11	0	128	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	355	1541	17	24	908	220	435	54	441	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:	355	1541	17	24	908	220	435	54	441	18	30	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	355	1541	17	24	908	220	435	54	441	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:	355	1541	17	24	908	220	435	54	441	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	3164	36	1600	3200	1600	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.22	0.49	0.49	0.02	0.28	0.14	0.27	0.03	0.28	0.01	0.02	0.01
OvlAdjV/S:									0.05			
Crit Moves:		****			****			****			****	

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Future No Project PM - WarnTue Nov 25, 2008 08:25:22 Page 19-1

8511 Warner Drive - Parking Structure
Future (2010) No Project Conditions
PM 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):	~~0.992~~
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

1.003 - 0.100 = 0.903 (E)

Street Name:	Roberston 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	0 1	1	0 1	2 0	3	0 1	1 0	3	0 1
Volume Module:												
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:	5	48	2	31	56	28	0	128	2	8	46	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	314	51	264	293	403	492	2604	122	61	1689	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:	151	314	51	264	293	403	492	2604	122	61	1689	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	314	51	264	293	403	492	2604	122	61	1689	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
FinalVolume:	151	314	51	264	293	403	541	2604	122	61	1689	119
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:	1.00	2.00	1.00	0.95	1.05	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1375	2750	1375	1303	1447	1375	2750	4125	1375	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.04	0.20	0.20	0.29	0.20	0.63	0.09	0.04	0.41	0.09
Crit Volume:		157			278			868			61	
Crit Moves:		****			****			****			****	

293

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Future No Project PM - WarnTue Nov 25, 2008 08:25:22 Page 20-1

8511 Warner Drive - Parking Structure
Future (2010) No Project Conditions
PM Peak Hour

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): ~~0.948~~ 1.060 - 0.100 = 0.960
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): XXXXXX
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	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:	-1	78	1	1	13	4	14	170	-3	1	69	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	593	60	148	749	119	168	2549	251	50	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:	145	593	60	148	749	119	168	2549	251	50	1696	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	593	60	148	749	119	168	2549	251	50	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:	145	593	60	148	749	119	185	2549	251	55	1696	94
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	1.82	0.18	1.00	1.73	0.27	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1425	2588	262	1425	2459	391	2850	4275	1425	2850	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.23	0.23	0.10	0.30	0.30	0.06	0.60	0.18	0.02	0.40	0.07
Crit Volume:			327	148				850		27		
Crit Moves:			****	****				****		****		

145 434 28

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Future No Project PM - WarnTue Nov 25, 2008 08:25:22 Page 21-1

8511 Warner Drive - Parking Structure
Future (2010) No Project Conditions
PM Peak Hour

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): ~~0.893~~ 1.107 - 0.100 = 1.007
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

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	2 1	0	0 0	1! 0	0	2 0	0 1	0
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	73	137	0	132	0	0	0	0	106	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	1304	1566	0	1771	8	34	0	6	1056	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	1304	0	0	1771	8	34	0	6	1056	5	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1304	0	0	1771	8	34	0	6	1056	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
FinalVolume:	10	1304	0	0	1771	8	34	0	6	1161	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:		652		0					40	581		
Crit Moves:		****		****					****	****		

957

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Future No Project PM - WarnTue Nov 25, 2008 08:25:22 Page 22-1

8511 Warner Drive - Parking Structure
Future (2010) No Project Conditions
PM Peak Hour

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):	0.711 - 0.100 =
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	C 0.611

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	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	114	97	106	91	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	0	1019	0	0	0	0	906	356	495	340	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	906	356	495	340	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	0	1019	0	0	0	0	906	356	495	340	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
FinalVolume:	81	0	1121	0	0	0	0	906	392	544	340	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	1.85	1.15	0.00
Final Sat.:	1425	0	2850	0	0	0	0	2850	1425	2631	1644	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				453			0	
Crit Moves:			****					****			****	

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Future No Project PM - WarnTue Nov 25, 2008 08:25:22 Page 23-1

8511 Warner Drive - Parking Structure
Future (2010) No Project Conditions
PM 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):	1.080
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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	107	148	60	17	5	61	-2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	2116	257	39	2414	310	747	867	269	174	459	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	310	747	867	269	174	459	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	2116	257	39	2414	310	747	867	269	174	459	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
FinalVolume:	71	2116	257	39	2414	310	821	867	269	192	459	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	2175	675	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			568		96		
Crit Moves:	****				****			****		****		

$1.080 - 0.100 = 0.980$

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Future No Project PM - WarnTue Nov 25, 2008 08:25:22 Page 24-1

8511 Warner Drive - Parking Structure
Future (2010) No Project Conditions
PM 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):	0.792
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	Level Of Service:	C

0.100 =
0.692

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	1 0	2 0	1	2 0	1 0	1
Volume Module:												
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:	3	177	68	19	122	0	0	6	9	40	1	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	864	996	242	601	57	44	403	97	446	252	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:	49	864	0	242	601	57	44	403	97	446	252	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	864	0	242	601	57	44	403	97	446	252	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:	49	864	0	242	601	57	44	403	97	491	252	47
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:	0.03	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				201			252	
Crit Moves:		****		****				****			****	

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

Future No Project PM - WarnTue Nov 25, 2008 08:25:22 Page 25-1

8511 Warner Drive - Parking Structure
Future (2010) No 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):	1.135 — 0.100 =
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxx
Optimal Cycle:	180	Level Of Service:	F 1.035

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	1	2 0	2 0	1
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:	5	47	0	7	122	28	46	33	15	0	12	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	219	1988	133	335	2441	118	232	964	459	190	518	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:	219	1988	133	335	2441	118	232	964	459	190	518	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	1988	133	335	2441	118	232	964	459	190	518	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
FinalVolume:	241	1988	133	369	2441	118	232	964	459	209	518	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	0.33	0.08	0.19	0.14
Crit Volume:	121				853			462		104		
Crit Moves:	****				****			****		****		

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

KOA CORPORATION
PLANNING & ENGINEERING

APPENDIX E
Intersection Level-of-Service Worksheets
Ambient Growth and Related Projects and Project Conditions (Year 2010)

ATTACHMENT NO. 4

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 #1 Robertson Bl & Washington Bl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.840 - 0.070 =
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx -.770 (C)
Optimal Cycle:	77	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 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	26	259	122	117	217	44	42	480	44	106	767	312
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:	27	264	124	119	221	45	43	490	45	108	782	318
Added Vol:	4	2	0	88	10	1	9	204	17	0	345	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	266	124	207	231	46	52	694	62	108	1127	332
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:	31	266	124	207	231	46	52	694	62	108	1127	332
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	266	124	207	231	46	52	694	62	108	1127	332
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:	31	266	124	207	231	46	52	694	62	108	1127	332
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	1.36	0.64	1.00	1.00	1.00	1.00	1.84	0.16	1.00	1.54	0.46
Final Sat.:	1600	2181	1019	1600	1600	1600	1600	2938	262	1600	2472	728
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.13	0.14	0.03	0.03	0.24	0.24	0.07	0.46	0.46
Crit Moves:		****		****			****				****	

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK

ATTACHMENT NO. 4

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 #2 National Bl & Washington Bl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.898 - 0.070 =
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx 0.828 (D)
Optimal Cycle:	99	Level Of Service:	D

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	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:	2 0	1	1 0	2 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	296	751	83	116	708	41	14	563	129	120	818	167
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:	302	766	85	118	722	42	14	574	132	122	834	170
Added Vol:	101	25	6	-10	42	2	3	158	195	18	430	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	403	791	91	108	764	44	17	732	327	140	1264	174
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:	403	791	91	108	764	44	17	732	327	140	1264	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	403	791	91	108	764	44	17	732	327	140	1264	174
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:	403	791	91	108	764	44	17	732	327	140	1264	174
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	1.79	0.21	2.00	1.89	0.11	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2880	2871	329	2880	3026	174	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.28	0.28	0.04	0.25	0.25	0.01	0.23	0.20	0.09	0.40	0.11
Crit Moves:	****				****		****				****	

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KATZ OKITSU, MONTEREY PK