6. Project Traffic Impacts/Mitigation Measures

A. Determination of Traffic Impacts

Traffic impacts are identified as significant if the proposed development traffic will result in a change in traffic conditions at a study intersection that will cause volume/capacity ratios to increase beyond a threshold limit specified by the overseeing agency.

The City of Culver City has established guidelines to determine if a project will have significant impact at a specific location in terms of project related increases in volume-to-capacity (V/C) ratio. The threshold criteria are as follows:

Level of Service	Final V/C*	Project Related V/C increase
D	0.801 – 0.900	Equal to or greater than 0.040
E and F	0.901 or more	Equal to or greater than 0.020

**Final V/C is the V/C ratio at an intersection, considering traffic from the project, ambient and related project growth, and without proposed traffic impact mitigations.*

For this study, significant impacts for stop-controlled intersections were determined by analyzing these intersections as signalized locations and obtaining a v/c ratio for both with and without project conditions. The difference in the v/c ratio is the increase due to the project. Using this project v/c increase and level of service (based on Highway Capacity Manual methodology), significant impacts for the stop-controlled intersections were evaluated.

For study locations located within the City of Los Angeles, the City of Los Angeles Department of Transportation (LADOT) has also established specific thresholds for project related increases in the V/C ratio of study intersections. The following increases in peak hour V/C ratios are considered "significant" impacts:

Level of Service	Final V/C*	Project Related V/C increase
C	0.701 – 0.800	Equal to or greater than 0.040
D	0.801 – 0.900	Equal to or greater than 0.020
E and F	0.901 or more	Equal to or greater than 0.010

**Final V/C is the V/C ratio at an intersection, considering traffic from the project, ambient and related project growth, and without proposed traffic impact mitigations.*

Tables 6 and 7 provide a comparison of morning and afternoon peak hour study scenarios, respectively, within the existing and future timeframe. In determining significant changes as discussed above, traffic impacts created by the project were calculated by comparing future ambient growth with related projects conditions to future ambient growth with related projects and Project conditions. The overall traffic impacts created by the proposed project, and determinations of significant impact, are provided in the right two columns of the tables.

Table 6 – Determination of Project Impacts - Morning (AM) Peak Hour

Intersection	Existing Conditions (Year 2008)		Future Growth + Related Projects (Year 2010)		Future Growth + Related Proj + Project (Year 2010)		Difference	Significant?
	V/C or Delay [a]	LOS	V/C or Delay [a]	LOS	V/C or Delay [a]	LOS		Per Culver City
City of Culver City								
1. Robertson Boulevard & Washington Boulevard	0.586	A	0.765	C	0.770	C	0.005	No
2. National Boulevard & Washington Boulevard	0.631	B	0.824	D	0.828	D	0.004	No
3. La Cienega Boulevard & Washington Boulevard	0.894	D	1.113	F	1.114	F	0.001	No
4. Hayden Avenue & National Boulevard	0.603	B	0.720	C	0.733	C	0.013	No
5. Eastham Drive & National Boulevard [a]	10.0	A	0.791	C	0.796	C	0.005	No
6. Hayden Avenue & Warner Drive [a]	36.1	E	52.1	F	68.7	F		
			0.702		0.730		0.028	YES
7. Eastham Drive & Warner Drive [a]	9.6	A	9.7	A	9.8	A		
			0.314		0.322		0.008	No
8. Lucerne Avenue & Higuera Street [a]	13.9	B	15.8	C	15.9	C		
			0.594		0.596		0.002	No
9. Hayden Avenue & Higuera Street [a]	17.6	C	23.1	C	23.4	C		
			0.759		0.763		0.004	No
10. Eastham Drive & Higuera Street	0.433	A	0.446	A	0.448	A	0.002	No
11. Lucerne Avenue & Duquesne Avenue [a]	30.9	D	68.8	F	68.9	F		
			0.686		0.686		0.000	No
12. Jefferson Boulevard & Duquesne Avenue	0.882	D	1.085	F	1.086	F	0.001	No
								Significant? Per LADOT
City of Los Angeles								
13. Robertson Boulevard & Venice Boulevard	0.906	E	1.000	E	1.002	F	0.002	No
14. National Boulevard & Venice Boulevard	0.917	E	0.892	D	0.893	D	0.001	No
15. La Cienega Boulevard & Fairfax Avenue	0.981	E	1.089	F	1.090	F	0.001	No
16. Jefferson Boulevard & National Boulevard	0.491	A	0.565	A	0.566	A	0.001	No
17. La Cienega Boulevard & Jefferson Boulevard	0.997	E	1.063	F	1.065	F	0.002	No
18. Jefferson Boulevard & Higuera Street/Rodeo Rd	0.717	C	0.795	C	0.800	C	0.005	No
19. La Cienega Boulevard & Rodeo Road	1.089	F	1.129	F	1.130	F	0.001	No

Note:
[a] Unsignalized intersection controlled by stop signs. Indicates average vehicle delay in seconds on top row and estimated V/C ratio on lower row.

Table 7 – Determination of Project Impacts - Afternoon (PM) Peak Hour

Intersection	Existing Conditions (Year 2008)		Future Growth + Related Projects (Year 2010)		Future Growth + Related Proj + Project (Year 2010)		Difference	Significant?
	V/C or Delay [a]	LOS	V/C or Delay [a]	LOS	V/C or Delay [a]	LOS		Per Culver City
City of Culver City								
1. Robertson Boulevard & Washington Boulevard	0.545	A	0.723	C	0.741	C	0.018	No
2. National Boulevard & Washington Boulevard	0.671	B	0.886	D	0.903	E	0.017	No
3. La Cienega Boulevard & Washington Boulevard	0.811	D	0.963	E	0.964	E	0.001	No
4. Hayden Avenue & National Boulevard	0.668	B	0.761	C	0.799	C	0.038	No
5. Eastham Drive & National Boulevard [a]	12.5	B	0.483	A	0.490	A	0.007	No
6. Hayden Avenue & Warner Drive [a]	14.0	B	15.7 0.545	C	18.4 0.625	C	0.080	No
7. Eastham Drive & Warner Drive [a]	9.9	A	10.0 0.321	A	10.2 0.345	B	0.024	No
8. Lucerne Avenue & Higuera Street [a]	9.7	A	10.2 0.492	B	10.4 0.499	B	0.007	No
9. Hayden Avenue & Higuera Street [a]	10.5	B	12.1 0.574	B	12.3 0.580	B	0.006	No
10. Eastham Drive & Higuera Street	0.384	A	0.395	A	0.408	A	0.013	No
11. Lucerne Avenue & Duquesne Avenue [a]	23.0	C	53.4 0.626	F	53.7 0.627	F	0.001	No
12. Jefferson Boulevard & Duquesne Avenue	0.798	C	0.893	D	0.901	E	0.008	No
								Significant? Per LADOT
City of Los Angeles								
13. Robertson Boulevard & Venice Boulevard	0.829	D	0.903	E	0.912	E	0.009	No
14. National Boulevard & Venice Boulevard	0.998	E	0.960	E	0.964	E	0.004	No
15. La Cienega Boulevard & Fairfax Avenue	0.926	E	1.007	F	1.010	F	0.003	No
16. Jefferson Boulevard & National Boulevard	0.635	B	0.611	B	0.615	B	0.004	No
17. La Cienega Boulevard & Jefferson Boulevard	0.915	E	0.980	E	0.982	E	0.002	No
18. Jefferson Boulevard & Higuera Street/Rodeo Rd	0.630	B	0.692	B	0.697	B	0.005	No
19. La Cienega Boulevard & Rodeo Road	1.054	F	1.035	F	1.037	F	0.002	No

Note:

[a] Unsignalized intersection controlled by stop signs. Indicates average vehicle delay in seconds on top row and estimated V/C ratio on lower row.

The traffic analysis results summarized in Tables 6 and 7 show that the project is expected to have no significant impacts, based on City of Culver City and LADOT traffic study guidelines, at any of the study intersections during the AM or PM peak hour with one exception. The Hayden Avenue/Warner Drive intersection will be impacted based on City of Culver City guidelines in the AM peak hour since the difference in calculated V/C ratio if 0.028 and the future "no project" level of service based on the HCM methodology is LOS F.

B. Identification of Mitigation Measures

In order to provide for access to the project driveway, as discussed later in this report, it is proposed that the angle parking be removed on Warner Drive (29 spaces) and that Warner Drive be restriped between Hayden Avenue and the project driveway to provide for a left-turn lane into the project site. As part of this restriping, a new left-turn lane would be provided on the westbound approach to the Hayden Avenue/Warner Drive intersection. The removal of angle parking (13 spaces) on the east side of Hayden Street both north and south of Warner Drive would also make it possible to provide a northbound exclusive right-turn lane and a southbound left-turn lane at the stop-sign controlled Hayden Avenue/Warner Drive intersection. All angle parking proposed to be removed (42 spaces) would be converted to 11 and 9 parallel parking spaces along Warner Drive and Hayden Avenue, respectively. The proposed restriping of Hayden Avenue and Warner Drive would result a net loss of 22 parking spaces. The proposed site is projected to have parking surplus in the proposed parking structure which would accommodate the existing parking demand of the potential parking losses due to the proposed restriping. Further details of the future parking condition as a result of the project are discussed in Section 10 of the report.

Table 8 shows the results of level-of-service calculations for "with project" mitigated conditions (restriping) and compares those conditions to "no project" conditions.

Table 8 - Determination of Project Impacts – With Striping Mitigation

Intersection	Existing Conditions (Year 2008)		Future Growth + Related Projects (Year 2010)		Future Growth + Related Proj + Project (Year 2010)		Difference	Significant?
	V/C or Delay [a]	LOS	V/C or Delay [a]	LOS	V/C or Delay [a]	LOS		
AM PEAK HOUR								
6. Hayden Avenue & Warner Drive [a]	36.1	E	52.1 0.702	F	43.5 0.634	E	-0.068	No
PM PEAK HOUR								
6. Hayden Avenue & Warner Drive [a]	14.0	B	15.7 0.545	C	14.9 0.527	B	-0.018	No

The results shown in Table 8 confirm that the proposed striping revisions at the Hayden Avenue/Warner Drive intersection are sufficient to mitigate project traffic impacts at that intersection. Level-of-service calculation worksheets for mitigated conditions are provided in Appendix F.

C. Traffic Signal Warrant Analysis

The City of Culver City requested that a traffic signal warrant analysis be performed for the Hayden Avenue/Warner Drive intersection based on available forecast peak hour volumes that would include the forecast project traffic volumes. A peak hour traffic signal warrant analysis was performed, with the warrant analysis worksheet provided in Appendix G. The forecast peak hour traffic volumes are marginally sufficient to meet the peak hour traffic volumes necessary to warrant installation of a traffic signal. The City of Culver City will require a letter of credit or to post a bond to finance the installation of the traffic signal. Any project that adds sufficient traffic to the east approach of the intersection to warrant a traffic signal will be asked to contribute their fair share. However, Metro's Exposition LRT project, expected to be completed in the Year 2010, will signalize the intersection of National Boulevard and Eastham Drive, and it will modify the traffic signal at the National Boulevard/Jefferson Boulevard

intersection to allow full access, including left turns from northbound Jefferson Boulevard to westbound National Boulevard. These measures are expected to change traffic patterns at the intersection of Hayden Avenue and Warner Drive, which may eliminate the need for traffic signals. After completion and full occupancy of the development, the City will take traffic counts of the intersection, paid for by the applicant. If the City determines that the traffic signal is not warranted, the letter of credit or bond will be returned to the applicant. If the traffic signal is warranted, the applicant will be responsible for the design, project management and construction of the traffic signal and related road work.

7. Street Segment Analysis

The City of Culver City requested that this report include the study segments of Higuera Street west of Hayden Avenue and Lucerne Avenue south of Higuera Street. The City stated that they wanted to quantify the percentage increase in traffic that could be expected as a result of the project. The City stated that an increase of 8% in daily volume would constitute a significant street impact. This Chapter of the report addresses that comment.

The City of Culver provided ADT traffic volumes collected in May 2004. Those volumes, after adjustment, were used as a basis for the analysis. Appendix H contains the 24-hour traffic count worksheets.

The street segment analysis was conducted using the following steps:

1. Year 2004 traffic count data was factored up by 1% per year (1.06) to obtain Year 2010 volumes with ambient traffic growth only.
2. The TRAFFIX model was used to determine the daily trips generated by the related projects on the study street segments by utilizing the same distribution applied in determining the related project only peak hour trips illustrated in Figures 11 and 12.
3. The daily project traffic to be added to the street segments were determined by applying the same trip distribution illustrated in Figure 15 and assigning the estimated 2,006 daily trips to be generated by the proposed project.
4. The related project daily trips were added to the Year 2010 ambient growth volumes to obtain the Year 2010 "no project" traffic volumes on each study segment.
5. The project daily trips on each study segment were added and then added to the "no project" volumes.
6. The percentage of project traffic versus the Year 2010 "no project" traffic volumes were calculated for each study segment.

Table 9 summarizes the street segment analysis.

Table 9 – Street Segment ADT Analysis

Street Segment	Year 2004 ADT	Year 2010 Ambient ADT	Related Project Traffic ADT	Yer 2010 "No Project" ADT	Added Project ADT	Percent Increase
Higuera Street west of Hayden Avenue	4,438	4,704	346	5,050	202	4.0%
Lucerne Avenue south of Higuera Street	3,313	3,512	201	3,713	60	1.6%

The table shows that the proposed project will not increase traffic on the study segments to a point of significant impact per Culver City standards (8%).

It should be noted that although the project may not have a stand-alone significant impact on any residential street, this project and the project at 8665 Hayden Place will add to the increase in traffic on Higuera Street and Lucerne Avenue.

8. Congestion Management Plan Conformance

The Congestion Management Program (CMP) was created statewide because of Proposition 111 and has been implemented locally by the Los Angeles County Metropolitan Transportation Authority (LACMTA). The CMP for Los Angeles County requires analysis of the traffic impact of individual development projects of potentially regional significance. A specific system of arterial roadways plus all freeways comprise the CMP system. Per CMP Transportation Impact Analysis (TIA) Guidelines, a traffic impact analysis is required when:

- At CMP arterial monitoring intersections, including freeway on-ramps or off-ramps, where the proposed project will add 50 or more vehicle trips during either the morning or afternoon weekday peak hours.

- At CMP mainline freeway-monitoring locations, where the project will add 150 or more trips, in either direction, during either the morning or afternoon weekday peak hours.

The nearest CMP arterial monitoring intersections to the project site are the intersections of La Cienega Boulevard/Jefferson Boulevard (City of Los Angeles) and Venice Boulevard/Overland Avenue (City of Los Angeles). Based on the incremental project trip generation estimates presented in Section 5, the proposed project is not expected to add 50 or more new trips per hour to these locations during the morning and afternoon peak hours. Therefore, no further analysis of these CMP monitoring intersections is required.

The nearest mainline freeway monitoring locations to the project site are on the Santa Monica Freeway (I-10) east of Overland Avenue and east of La Brea Avenue. Based on the incremental project trip generation estimates, the proposed project will not add 150 or more new trips per hour to these locations in either direction during the morning and afternoon peak hours. Therefore, no further analysis of CMP freeway monitoring stations is required.

9. Construction Impacts

It is likely that there will be short-term adverse traffic and parking impacts in the area during construction of the proposed project. It is City policy and procedure that developers submit a formal construction staging and traffic plan to the City for review and approval prior to the issuance of any construction permits. The applicant will be required to submit a plan, which includes information on staging and local haul routes, number of truck trips such as material evacuation, steel delivery, concrete pour and other deliveries, street/lane closures (if any), pedestrian circulation and traffic control, duration of construction activity and hours of operation. In addition, a construction parking plan will also be required that clearly delineates where construction workers will park. The plan shall clearly denote on-street parking in the project vicinity for construction workers shall be prohibited.

The Applicant and the construction contractor shall be required to submit a parking plan to the Culver City Planning Division for approval prior to issuance of any grading or building permits.

10. Parking Analysis

This section provides an analysis of the parking requirements of the proposed project based on the Institute of Transportation Engineers *Parking Generation, 3rd Edition* and the City's parking code.

A. Parking Supply

As proposed, a five level parking garage with three subterranean levels and two upper levels of parking will be provided on-site with 775 parking spaces.

B. Parking Demand Based on ITE

In utilizing the ITE *Parking Generation* book, the average peak period parking demand was applied to the office component of the project to determine the number of parking spaces that project needs based on multiple sites surveyed. The following is the average peak parking demands for the proposed project:

- Retail (Land Use 820) – 3.76 spaces per 1,000 gross square feet
- Quality Restaurant (Land Use 931) – 15.4 spaces per 1,000 gross square feet

The following peak parking demands of the project based on the following uses are estimated at:

- Retail – 156 parking spaces based on 41,520 gross square feet
- Quality Restaurant – 154 parking spaces based on 10,000 gross square feet

Based on the parking supply of 775 parking spaces, a surplus of 465 parking spaces is estimated during periods of peak parking demand.

C. Parking Code Requirements

As for the City of Culver City municipal code, the following parking requirement for the proposed Project is discussed below:

- Retail use – 1 space per 350 gross square feet
- Restaurant – 1 space per 100 square feet

Based on the size of the proposed retail/restaurant and applying the appropriate parking code rate, the proposed Project would be required to provide a total of 219 parking spaces as follows:

- Retail – 119 parking spaces based on 41,520 gross square feet
- Restaurant – 100 parking spaces based on 10,000 gross square feet

Based on the parking supply of 775 parking spaces, the proposed on-site parking would exceed the City code requirements. The projected surplus of 556 parking spaces are projected to meet the existing parking demand of the surface lot to be removed as part of the Project and the potential parking losses due to the recommended improvements at Hayden/Warner intersection.

D. On-Site Circulation Analysis

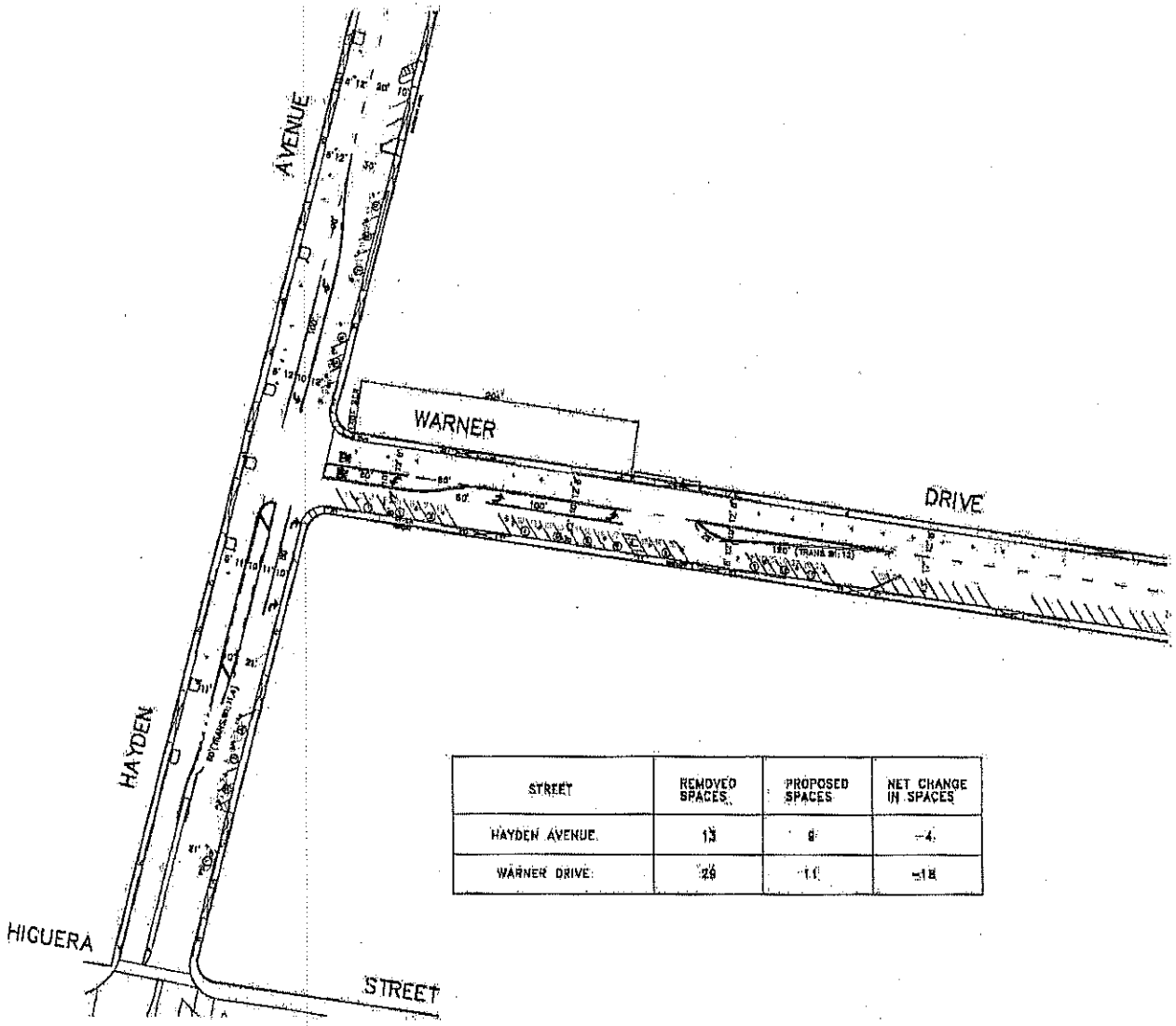
Ingress and egress to the Project site would be provided by a driveway on Warner Drive. One inbound and two outbound lanes will be provided to access the five-level parking garage. The proposed 775-space parking garage would accommodate the estimated traffic to be generated by the Project and the existing traffic from the surface parking lot to be removed as part of the Project.

Based on the land use make up within the Hayden Tract industrial area, the parking demand of the proposed parking structure would peak during the morning period. Preliminary estimates indicate that approximately 350 vehicles would be entering the garage during the morning peak hour based on the assumption that the 775-space garage would support the parking demand being generated by the surrounding office/commercial uses within Hayden Tract. As a result, a potential queue in the westbound direction of Warner Drive may occur due to the absence of a left-turn pocket to support access to the site. Currently Warner Drive provides one lane in each direction without medians or left-turn pockets. Traffic entering the garage from the west would impede any through traffic along Warner Drive and the queue may extend to the Hayden Avenue intersection as a result. It is recommended that angled parking along the southern curb of Warner Drive be replaced by parallel parking to accommodate a left-turn pocket that would support left-turn access into the parking structure. This improvement would minimize the queue during the peak period of inbound traffic to the garage. As shown in Figure 21, a loss of approximately 18 on-street parking spaces along Warner Drive would occur as a result of converting the angled parking into parallel parking. Four spaces are also lost on Hayden Avenue.

The proposed improvement would result in the restriping of Warner Drive to allow a left-turn into the project site. A new left-turn lane will also be provided on the westbound approach to the Hayden Avenue/Warner Drive intersection. It will also be possible to provide a northbound exclusive right-turn lane and a southbound left-turn lane at the stop-sign controlled Hayden Avenue/Warner Drive intersection. As previously stated, this improvement would mitigate the AM peak hour project impacts at the Hayden Avenue/Warner Drive intersection.

Additional analysis of the project driveway was also performed to determine the need for a traffic signal to provide for driveway access per the City's request. Based on a peak hour traffic signal warrant analysis, the projected traffic volumes at the proposed driveway would not satisfy the minimum traffic volumes necessary to warrant installation of a traffic signal. The traffic signal warrant worksheet is included in Appendix G.

Furthermore, the City requested an analysis of truck turning movements within the project site. Turning templates of truck movements accessing the site is shown in Appendix I. As shown, the proposed driveway was designed to accommodate small delivery trucks entering and exiting the site. Schematics are prepared and shown in Figure 22 to illustrate the projected turn movements at the proposed project driveway.



STREET	REMOVED SPACES	PROPOSED SPACES	NET CHANGE IN SPACES
HAYDEN AVENUE:	13	9	-4
WARNER DRIVE:	29	11	-18

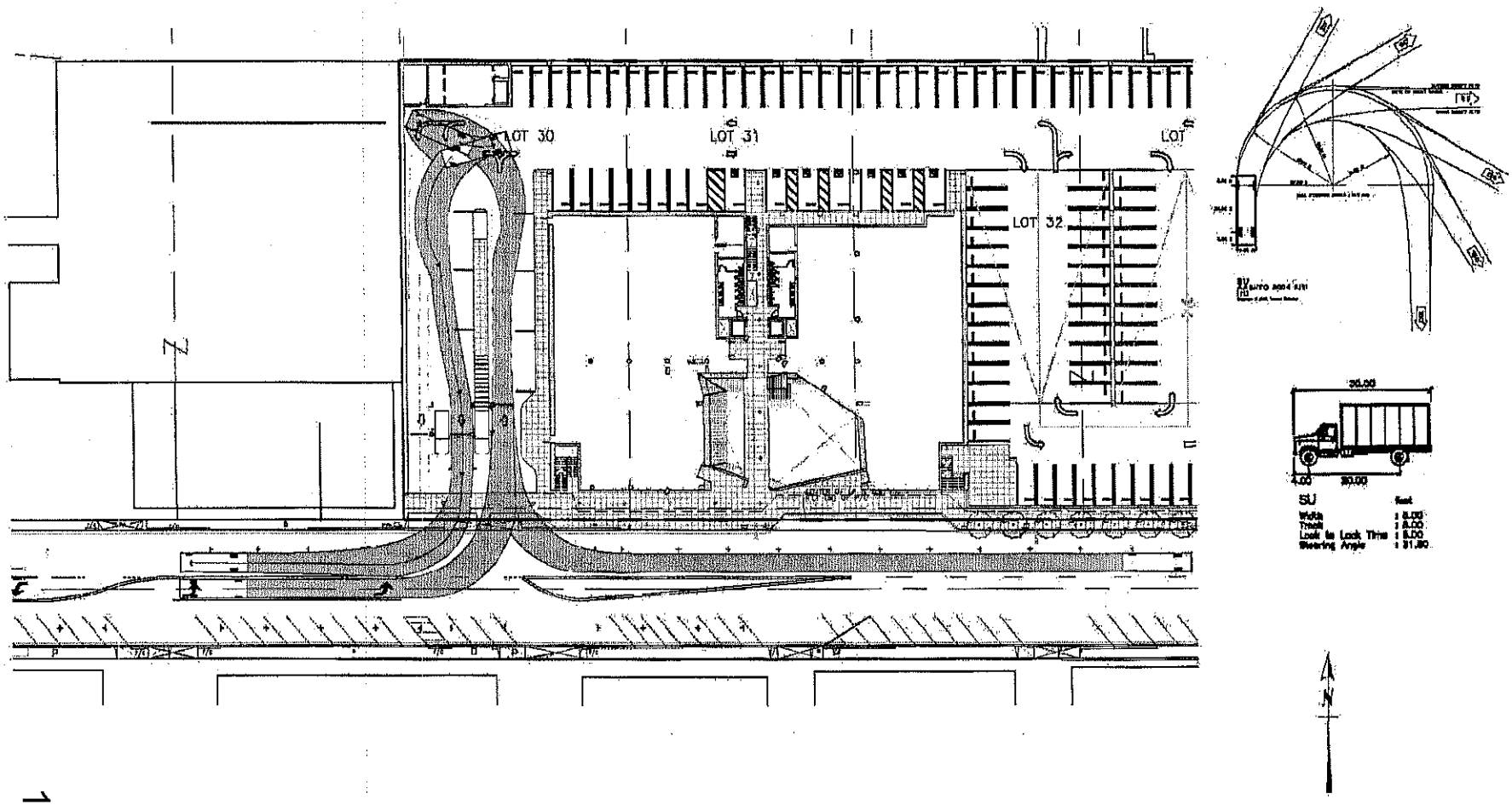
PRELIMINARY DESIGN
NOT FOR CONSTRUCTION

KOA CORPORATION
PLANNING & ENGINEERING

Parking Structure - 8511 Warner Drive

Figure 21

Proposed Improvement (Conceptual Layout) at Hayden Avenue and Warner Drive



ATTACHMENT NO. 4

KOA CORPORATION
PLANNING & ENGINEERING

Parking Structure - 8511 Warner Drive

Figure 22

Project Driveway Turning Templates

E. Parking Garage Demand

As summarized above, the proposed Project would be required to provide a total of 219 parking spaces to satisfy parking code requirements. In addition, a total of 242 parking spaces would need to be replaced due to the removal of the surface parking lot as a result of the proposed Project. Proposed improvements along National Boulevard, Hayden Avenue, and Warner Drive would result into loss of parking and would be required to be replaced as part of the improvements. It is estimated that a total of 22 parking spaces would be needed to address the potential parking impact due to the proposed roadway improvement. Overall, approximately 483 parking spaces would be needed to be provided to meet the total parking demand of the Project. The proposed 775-space parking garage would adequately meet the projected parking demand of the Project.

11. Summary and Project Recommendations

The following are the conclusions made from the analysis within this report.

- During the existing (Year 2008) conditions scenario, eleven of the nineteen study intersections operate at LOS D or better during the weekday morning and afternoon peak hours.

- Under future (Year 2010) with ambient growth and related project conditions, ten of the nineteen study intersections operate at LOS D or better during both the weekday morning and afternoon peak hours. Nine of the nineteen intersections would operate at LOS E or worse during one or both the peak periods.

- As proposed, the project consists of constructing 10,000 square feet of restaurant and 41,520 square feet of retail. Project access would be provided via Warner Drive. A five level parking garage with three subterranean levels and two upper levels of parking will be provided on-site with 775 parking spaces. The proposed Project is anticipated to be in operation by 2010.

- It is estimated that the project would generate 2,006 daily trips, of which 43 and 140 trips would be generated during the morning and afternoon peak hours, respectively.

- Under future conditions (Year 2010) with ambient growth and related project and project conditions, eleven of the nineteen study intersections operate at LOS D or better during the morning peak hour. Ten of the nineteen study intersections would operate at LOS D or better during the afternoon peak hour.

- The proposed Project would create a significant traffic impact at the Hayden Avenue/Warner Drive intersection, based on the City of Culver City guidelines. This impact can be mitigated through intersection restriping that would add a southbound left-turn lane, northbound right-turn lane, and restripe the westbound intersection approach to provide an exclusive left-turn lane and an exclusive right-turn lane. The applicant shall be responsible for all costs associated with the implementation of this mitigation measure, to the satisfaction of the City Engineer.

- The City of Culver City requested that a traffic signal warrant analysis be performed for the Hayden Avenue/Warner Drive intersection based on available forecast peak hour volumes that would include the forecast project traffic volumes. The forecast peak hour traffic volumes are marginally sufficient to meet the peak hour traffic volumes necessary to warrant installation of a traffic signal. The applicant shall be responsible for all costs associated with the implementation of this improvement, to the satisfaction of the City Engineer.

  The City of Culver City has informed the project proponent that the Metro Exposition LRT project, expected to be completed in the Year 2010, will signalize the intersection of National Boulevard and Eastham Drive, and it will modify the traffic signal at the National Boulevard/Jefferson Boulevard intersection to allow full access, including left turns from northbound Jefferson Boulevard to westbound National Boulevard. These measures are expected to change traffic patterns at the intersection of Hayden Avenue and Warner Drive, which may change the results of the traffic signal warrant findings.

  The City has stated that after the National Boulevard/Eastham Drive is signalized, the National Boulevard/Jefferson Boulevard traffic signal is modified and the project is fully occupied, it will

conduct new traffic counts at the Hayden Avenue/Warner Drive intersection. The new traffic counts will be used to perform a traffic signal warrant analysis to determine the need to signalize the intersection. The project proponent shall be responsible for the costs of this future study.

The City has requested that the project proponent be required to post a bond to finance the installation of the traffic signal upon completion of construction of the project, but before issuance of a Certificate of Occupancy. The project proponent agrees to this request but maintains the opinion that if such a signal be required, that the fair way to finance it would be to apportion costs equitably between the subject project and other development projects that may cause the need to signalize the intersection.

- Culver City requested a street segment analysis on of Higuera Street west of Hayden Avenue and Lucerne Avenue south of Higuera Street. The City stated that they wanted to quantify the percentage increase in traffic that could be expected as a result of the project. The City stated that an increase of 8% in daily volume would constitute a significant street impact.

  The project alone does not meet the 8% daily traffic increase threshold for a significant impact. However, this project and other projects will increase the traffic on Higuera Street and on Lucerne Avenue.

- The proposed parking supply for the Project would adequately meet City of Culver City parking code requirements. Similarly, the proposed 775-space parking would meet the peak parking demand rate published in ITE.

- To facilitate access to the project driveway, it is recommended that parking be removed on the south side of Warner Drive west of the project driveway so that an eastbound left-turn can be striped to for traffic entering the project site from the west. This striping change will allow for the striping of a westbound left-turn lane at the Hayden Avenue/Warner Drive intersection. It is also recommended that a southbound left-turn lane and northbound right-turn lane be striped at the Hayden Avenue/Warner Drive intersection to reduce delay at that stop-sign controlled intersection. The design and implementation of the restriping and associated road work on Warner Drive and Hayden Drive shall be the responsibility of the applicant and subject to the approval of the City Engineer.

- The project driveway has been designed to accommodate anticipated truck traffic.

ATTACHMENT NO. 4

APPENDIX A
Project Memorandum of Understanding

ATTACHMENT NO. 4

Culver CITY

PUBLIC WORKS DEPARTMENT

Engineering Division

FACSIMILE TRANSMITTAL SHEET

TO: Jasper Dominguez

FROM: Barry Kurtz

COMPANY: KOA

DATE: 1-11-08

FAX NUMBER: (323) 260-4705

TOTAL NO. OF PAGES INCLUDING COVER: 3

PHONE NUMBER:

RE:

NOTES/COMMENTS:

ATTACHMENT NO. 4

SCOPING FOR TRAFFIC STUDY

This Memorandum of Understanding (MOU) acknowledges City of Culver City requirements of traffic impact analysis for the following project:

Project Name: Parking Structure
Project Address: 8511 Warner Drive, Culver City, CA 90232
Project Description: Quality Restaurant at 10,000 square feet and Specialty Retail at 41,520 square feet
Project Build-out Year: 2010 Ambient Growth Rate: 1% per year

Directional Distribution: N 25% S 20% E 30% W 25%
(Attachment A)

Trip Generation Rate(s): Quality Restaurant: Daily = 6.97, AM Peak = 0.92, PM Peak = 0.98;
Specialty Retail: Daily = 44.32, AM Peak = 1.33, PM Peak = 2.71;

ITE Latest Edition / Other: ITE Trip Generation, 7th Edition and SANDAG Traffic Generators, May 2003.

Land Use 931 & 814 (ITE CODE) Land Use Quality Restaurant & Specialty Retail (ITE CODE)

	In	Out	Total	In	Out
AM Trips	28	15		28	15
PM Trips	78	62		78	62

Land Use	Intensity	Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Trip Rates [1]									
Quality Restaurant (ITE Code 931)	-	KSF	89.95	0.81	0.66	0.15	7.49	5.02	2.47
Specialty Retail (ITE Code 814) [2]	-	KSF	44.32	1.33	0.80	0.53	2.71	1.19	1.52
Trips									
Proposed Project:									
Quality Restaurant (ITE Code 931)	10,000	KSF	900	8	7	1	75	51	24
Specialty Retail (ITE Code 814)	41,520	KSF	1,840	55	33	22	113	50	63
Internal Capture @ 10%			(274)	(6)	(4)	(2)	(19)	(10)	(9)
Pass-by Trips @ 25% (Specialty Retail)			(460)	(14)	(8)	(6)	(29)	(13)	(16)
TOTAL TRIPS			2,006	43	28	15	140	78	62

[1] Trip generation rates were from ITE Trip Generation Manual, 7th Edition unless otherwise noted.
[2] AM peak hour trip generation rate obtained from San Diego Association of Governments (SANDAG) Traffic Generators Manual, May 2003.

Project Build out Year: 2010 Ambient or CMP Growth Rate: 1 % Per Year

Related Projects: List Obtained from City of Culver City and City of Los Angeles (Attachment B)

ATTACHMENT NO. 4

Study Intersections

(Subject to revision after CMP requirement, related projects, trip generation and distribution are determined)

1. Robertson Boulevard & Venice Boulevard
2. National Boulevard & Venice Boulevard
3. Robertson Boulevard & Washington Boulevard
4. National Boulevard & Washington Boulevard
5. La Cienega Boulevard & Washington Boulevard
6. La Cienega Boulevard & Fairfax Avenue
7. Hayden Avenue & National Boulevard
8. Eastham Drive & National Boulevard
9. Jefferson Boulevard & National Boulevard
10. La Cienega Boulevard & Jefferson Boulevard
11. Luceme Avenue & Higuera Street
12. Hayden Avenue & Higuera Street
13. Jefferson Boulevard & Higuera Street/Rodeo Rd
14. La Cienega Boulevard & Rodeo Road
15. Jefferson Boulevard & Duquesne Avenue
16. Hayden Avenue & Warner Drive
17. Eastham Drive & Warner Drive
18. Eastham Drive & Higuera Street

Trip Credits: (Exact amount of credit subject to approval by CITY).....	Yes	No
Transportation Demand Management (TDM).....	☐	☑
Existing Active Land Use.....	☐	☑
Previous Land Use.....	☑	☐
Internal.....	☑	☐
Pass-by Trips.....	☑	☐
Transit Oriented District (TOD).....	☐	☑

This analysis must follow latest Culver City Traffic Study guidelines.

Consultants

Name KOA Corporation
Address 1055 Corporate Center Dr, Suite 300
Monterey Park, CA 90706
Phone 323-260-4703

Approved By: _____
Consultant's Representative Date

Developer

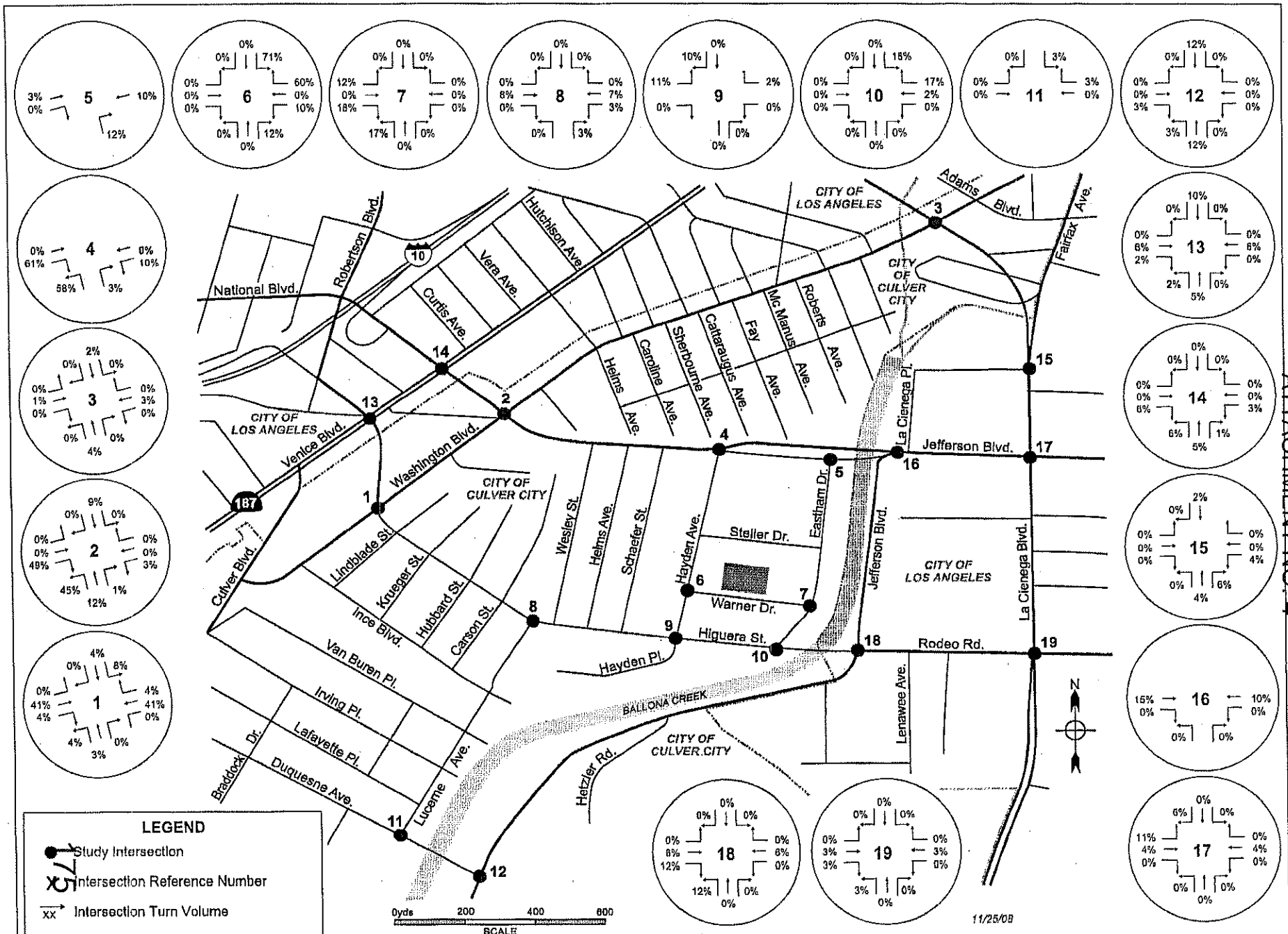
Conjunctive Points Warner Development, LP
3528 Hayden Avenue
Culver City, Ca 90232
310-839-1199

CITY Representative Date 1/11/2008

ATTACHMENT NO. 4

Attachment A

Traffic Count - Graphic Conversion (Version 2.0): Copyright Digital Media Productions, 2008



KOA CORPORATION
PLANNING & ENGINEERING

Parking Structure - 8511 Warner Drive

Figure 1
Project Trip Distribution

ATTACHMENT NO. 4

ATTACHMENT NO. 4

Attachment B

Culver City Projects List- Updated July 16, 2007

Jul-07

No.	Project Name	Address	Description	City	Completed (Date of C of O)	Anticipated Date Construction to be Completed	Project Phase (1. Pre-Application; 2. Entitlement; 3. Building Permit; 4. Construction 5. Completed)	Date of Entitlement Approval	Planner
1	St. Augustine Church	10195 Washington Blvd.	Minor additions and Tenant Improvement	CC		TBD	Pre-application	NA	Paul Samaras (310) 253-5706
2	Sony	10202 Washington Blvd.	49,516 GSF addition to Stage 6; converting to office	CC		TBD	Completed	9/08/04	Thomas Gorham (310) 253-5727
3	Sony	10202 Washington Blvd.	Approved to build net new 100,000 GSF of office, post-production, stage, and support uses.	CC	TBD	TBD	Building permit	5/23/07	Thomas Gorham (310) 253-5727
4	Union 76	10638 Culver Blvd.	Gas station and convenience store with new car wash; 2,500 GSF	CC		2008	Building permit	4/11/07	Heather Burton (310) 253-5747
5	Live/ work lofts	10839 Washington Blvd.	3 Live/ Work units and parking for 12 cars	CC		2009	Entitlements (time extension requested)	4/12/06	Paul Samaras (310) 253-5706
6	Culver City Muffler	11,333 Washington Blvd.	2,500 GSF	CC	2006	NA	Completed	5/20/04	Joseph Montoya (310) 253-5736
7	Veterinary Clinic	11182 Culver Blvd.	7,000 GSF veterinary clinic with caretaker unit	CC	mid 2006		Completed	12/29/06	Jose Mendivil (310) 253-5757
8	Mixed Use Development	11281 Washington Place	17,500 GSF mixed use project w/ retail and residential.	CC		2007	Awaiting construction	12/09/04	Thomas Gorham (310) 253-5727
9	FAYNSOD Family Trust	11501-11509 Washington Blvd.	Mixed Use: 3 Retail (2,359 GSF), 1 Office (937 GSF) & 2 Apts. (1,867 GSF)	CC	TBD	TBD	Entitlements	TBD	Joseph Montoya (310) 253-5736
10	The Olson Co. Mixed Use	12337-12449 Washington Blvd. (Washington/Centi	Mixed Use development on hold. Phase A: 12,070 GSF commercial with 60 units residential. Phase B: 3,890	CC	TBD	TBD	Entitlements on hold	NA	Joseph Montoya (310) 253-5736

ATTACHMENT NO. 4

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11	West- Culver Lofts	12801-23 Washington Blvd.	Mixed use development on hold. 24 units; 12 live/work, and 12 residential lofts (4,024 GSF commercial and 28,535 GSF residential)	CC	TBD	TBD	Entitled. Plan check on hold.	5/22/06	Joseph Montoya (310) 253-5736
12	Commercial & Retail Dev.	13322 Washington Blvd.	4,257 GSF commercial	CC	TBD		Completed in 2005: No C of O yet		Jose Mendivil (310) 253-5757
13	Live/ work units	13340 Washington Blvd.	41 unit condominium development with 6 live/work condominium units in Culver City and 35 Units in LA	CC/LA		2008	Have entitlements but not Building Permit	TTM approved 2/27/06. SPR approved 1/25/06	Sherry Jordan (310) 253-5746
14	Glencoe/Washington Mixed Use	13365 Washington Blvd.	5,000 GSF ground floor retail and 19 units	CC	TBD	2008	Entitlements	4/11/07 (anticipated)	Jose Mendivil (310) 253-5757
15	Encore Mixed Use	13424-13464 Washington Blvd.	15,840 GSF retail and 32 condominiums in Culver City; 13,268 GSF retail and 45 condominium units in LA	CC		TBD	Pre-application	NA	Joseph Montoya (310) 253-5736
16	Westfield Fox Hills Mall Expansion	200 Fox Hills Mall	293,786 GSF retail and 427 parking spaces	CC	TBD	2008	Building permit	11/09/05	Joseph Montoya (310) 253-5736
17	Echo Horizon School expansion	3430 McManus Ave.	Expansion of 5,935 GSF to accommodate 40 additional students	CC	TBD	2006	Completed 8/28/06	SPR P-2004141; HPCA P-2004142; CUP/M P-2004143	Jose Mendivil (310) 253-5757
18	Distribution & Warehouse	3434 Wesley St.	10,500 GSF of office, warehouse, & distribution	CC		TBD	Entitlements but no Building Permits	11/12/05	Sherry Jordan (310) 253-5746
19	Office Bldg.	3505 Hayden Ave.	151,000 GSF	CC		2006	Completed	NA	Sherry Jordan (310) 253-5746
20	Huron Townhouses	3823-3833 Huron Ave.	15 new townhouses, demo 3 existing	CC		2009	Building permit	SPR P-2006005, approved 3/22/06	Paul Samaras (310) 253-5706
21	Four unit condominium	3838 Tilden Avenue	4 unit condominium, TPM	CC		2007	Construction	9/14/05	Paul Samaras (310) 253-5706

22	Four unit condominium	3846 Bentley Avenue	4 unit condominium, TPM	CC		2008	Building permit	6/28/06	Paul Samaras (310) 253-5706
23	Five unit condominium	3862 Huron Ave.	5 unit condominium, TTM	CC		2008	Building permit	4/25/07 (Planning Commission) and 5/29/07 (Council)	Heather Burton (310) 253-5747
24	Condominiums	3873 Bentley Avenue	Two condominium air lots; TPM, CE	CC		2008	Building permit	6/28/06	Paul Samaras (310) 253-5706
25	Condominium Conversion	3910 Girard Ave.	7 unit condo	CC		2007	Entitlements	8/28/06	Paul Samaras (310) 253-5706
26	Four unit condominium	3915 Bentley Ave.	4 unit condominium, TPM	CC	Issued		Completed in 2005, TC of O issued	SPR P 2004-027	Jose Mendivil (310) 253-5757
27	Park Century School	3939 Landmark St.	Conversion of industrial space to school use and additional 6,950 GSF.	CC	TBD	2007	In plan check	11/14/05	Jose Mendivil (310) 253-5757
28	Hampton Inn	3954 Sepulveda Blvd.	77-unit hotel	CC	TBD	2007	In plan check	11/14/05	Jose Mendivil (310) 253-5757
29	Four unit condominium	3968 Tilden Ave.	4 unit condominium, TPM	CC		2009	Entitlements	TBD	Paul Samaras (310) 253-5706
30	Four unit condominium	3972 Tilden Ave.	4 unit condominium, TPM	CC		2008	Building permit	1/10/07	Heather Burton (310) 253-5747
31	Four unit condominium	4014 Van Buren Pl.	Four unit condominium, TPM	CC	TBD	TBD	Entitlements	2/14/07	Nancy Tahvili (310) 253-5751
32	Four unit condominium	4025 Wade St.	4 unit condominium, TPM	CC		2008	Building permit	6/14/06	Paul Samaras (310) 253-5706
33	Four unit condominium	4047 Lincoln Ave.	4 unit condominium, TPM	CC		2006	Completed in 2004, C of O issued	9/26/03	Jose Mendivil (310) 253-5757
34	Four unit condominium	4058 Madison Ave.	4 unit condominium, TPM	CC		2008	Entitlement	TBD	Heather Burton (310) 253-5747
35	Grandview Palms	4061 Grandview Blvd.	62,737 GSF multi-unit care facility	CC	09/06/2007	2006	Completed	11/19/00	Paul Samaras (310) 253-5706

36	Eight Unit Condo	4067/4073 Lincoln Ave.	8 unit condominiums, TTM, 2,000 GSF; 20 parking spaces provided	CC		2007	Construction	10/19/04	Paul Samaras (310) 253-5706
37	Four unit condominium	4122/26 Lincoln Ave.	Two 2-unit condominiums, 2,097 GSF proposed unit; 14 parking spaces provided	CC		2007	Construction	8/10/05	Heather Burton (310) 253-5747
38	4227 Ince Blvd.	4227 Ince Blvd.	6 condominium units on a 3 lot subdivision	CC		TBD	Pre-application	NA	Joseph Montoya (310) 253-5736
39	Two unit condominium	4228 Madison Ave.	2 unit condominium, TPM	CC		2008	Building permit	6/27/07	Heather Burton (310) 253-5747
40	Office & Retail Bldg.	4447 Sepulveda	9,000 GSF	CC		2006	Completed	2/27/04	Sherry Jordan (310) 253-5746
41	5722 Bankfield Warehouse	5722 Bankfield Ave.	4-story, 40,000 GSF warehouse	CC		2008	Pre-application	TBD	Paul Samaras (310) 253-5706
42	Mixed Use Project	5813 Washington Blvd.	33-unit mixed use project	CC		2009	Pre-application	TBD	Paul Samaras (310) 253-5706
43	Chevron Gas Station	5975 Centinela	3,314 GSF	CC		NA	Completed in 2005	7/28/03	Sherry Jordan (310) 253-5746
44	Fire Station No. 3	6030 Bristol Pkwy.	Two-story, 12,156 GSF fire station	CC	TBD	2007	In plan check	8/17/06	Jose Mendivil (310) 253-5757
45	Radisson Office Tower	6161 Centinela Blvd.	342,400 GSF office tower and parking structure addition	CC		TBD	Pre-application; EIR in progress.	NA	Sherry Jordan (310) 253-5746
46	Office & Retail Bldg.	700-701 Corporate Pointe	240,612 GSF office; 4,242 GSF retail	CC		TBD	Awaiting construction	8/87	Sherry Jordan (310) 253-5746
47	Symantec Office Multiphase Dev.	800-900 Corporate Pointe	550,000 GSF office, research/development, parking	CC	TBD	2007	Under construction	05/02/05	Jose Mendivil (310) 253-5757
48	~~Conjunctive Points Theater Complex~~	~~8511 Warner Dr.~~	~~GSF of retail; 18,076 GSF of restaurant; 3 theaters with total capacity of 3,100 seats; and 1,479 parking spaces.~~	~~CC~~	~~TBD~~	~~TBD~~	~~EIR~~	~~TBD~~	~~Jose Mendivil (310) 253-5757~~
49	Public storage expansion	8512 National Boulevard	Addition of 71,570 GSF to an existing public storage facility	CC	TBD	2007	Building permit	4/06	Nancy Tahvili (310) 253-5751
50	Max Leather AUP	8533 Washington Blvd.	3,763 GSF additional manufacturing	CC	TBD	2007	Under construction	12/23/02	Jose Mendivil (310) 253-5757

51	Mixed Use Development	8601-8637 Washington Blvd.	26,000 GSF office/residential	CC	06/22/2006	2006	Completed, TCO	8/27/03	Jose Mendivil (310) 253-5757
52	Surfas Restaurant Supplies	8777 Washington Blvd.	Reoccupy a 14,856 GSF bldg. w/ retail and take-out food service	CC	02/06/06	NA	Completed	5/03/05	Joseph Montoya (310) 253-5736
53	Turning Point School- CUP modification	8794 National	School, addition/remodel of net 9,000 GSF	CC	TBD	2007	In plan check	3/08/06	Jose Mendivil (310) 253-5757
54	SPE Television Bldg. (Higuera/Ince)	9050 Washington Blvd.	27,000 GSF office	CC		2005	Completed	2005	Sherry Jordan (310) 253-5746
55	Culver City Transfer Station	9255 Jefferson Blvd.	Increased throughput from 500 to 1,056 tons per day, MND.	CC		2007	Completed in 2005	2005	Susan Yun (310) 253-5755

56	Parcel B	9300 Culver Blvd.	112,500 GSF of office, restaurant, and retail space.	CC		TBD	Entitlement	NA	Sherry Jordan (310) 253-5746
57	Culver Studios Expansion	9336 Washington Blvd.	Addition of approximately 50,000 GSF of office and one parking structure. Demo of smaller buildings.	CC		TBD	Construction	Planning Commission on 7/26/06 and City Council on 8/28/06.	Sherry Jordan (310) 253-5746
58	Inspired Ventures	9599 Jefferson Blvd.	40,000 GSF offices	CC	06/26/02	NA	Completed in 2005	TTM approved 9/22/04. SPR	Jose Mendivil (310) 253-5757
59	Weinstock Condominiums	9650 Lucerne Avenue	6 unit condo, TTM	CC	TBD	TBD	Entitlements approved	Planning Commission on 7/26/06; City Council on 10/9/06	Joseph Montoya (310) 253-5736
60	Uptown Lofts	9900 Culver Blvd.	4,000 GSF offices, 23 condominiums		TBD	2008	Entitlement	NA	Jose Mendivil (310) 253-5757
61	Culver City Dog Park	9910 Jefferson Blvd.	1-acre dog park	CC		2006	Constructed - Completed in 2006		Susan Yun (310) 253-5755
62	Skateboard Park	9910 Jefferson Blvd.	12,000 SF	CC		2007	Under Construction	2006	Susan Yun (310) 253-5755
63	Spartan Supplies	9919 Jefferson Blvd.	Two new office buildings, 100,000 GSF	CC		2009	Pre-application	TBD	Paul Samaras (310) 253-5706
64	Baldwin Hills Scenic Overlook Park	Hetzler Rd.	10,300 GSF visitor center, passive recreation area	CC		2007/2008	Under Construction	EIR certified in 2004	Susan Yun (310) 253-5755
65	Washington-Ince Realignment	Washington and Ince Boulevards at 9300 Culver Blvd.	Washington and Ince Boulevards Realignment	CC	TBD	2008	Entitlements approved and in plan check	7/10/06	Joseph Montoya (310) 253-5736
66	Washington/National Specific Plan and EIR	Washington Blvd./National Blvd.	New transit-oriented / mixed use district (approx. 35.89acres).	CC		2010	Specific Plan & EIR in preparation	2008 (anticipated)	Susan Yun (310) 253-5755
67	OFFICE	8665 HAYDEN PL	63,600 SF OF OFFICE REPLACING 18,000 SF OF LIGHT INDUSTRIAL FACILITY.						

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1	West Los Angeles Community College Master Plan and EIR	LA County		LA County		2011	Entitlements	EIR certified 2004	Susan Yun (310) 253-5755
2	METRO Division 6 Transportation Facility	City of LA		METRO		2007 or later	Entitlements	EIR certified 2004	Susan Yun (310) 253-5755
3	Villa Marina Mixed-Use Project	City of LA		City of LA		2007 or later	Entitlements	NA	Jose Mendivil (310) 253-5757
4	Expo Light Rail Transit	Metro - Washington ./ National Blvds.		METRO		2009	Phase I Approved	EIR certified 12/15/05	Susan Yun (310) 253-5755
5	LAX Expansion	LAX	EIR	FAA		2007 or later	Phase II Draft EIR under preparation	NA	Jose Mendivil (310) 253-5757
6	Baldwin Hills Regional Park Master Plan	LA Clenega/La Brea/Stocker St.	Development of a 1400-acre park.	LA County		2007 or later	Construction	2002	Susan Yun (310) 253-5755

RELATED PROJECTS LIST - HAYDEN HIGUERA/RODEO (1.5-MILE RADIUS)

	EAF_NO	PROJ_NAME	NO	STREET	X_STREET	PROJ_DESC	DATE	NET_DAILY_	NET_AM_PEAK	NET_PM_PEAK	ZIP_CODE
1	EAF 2002-2263	Apartments	10001	Venice Bl	Dunn Dr	Construct 118 unit apartments with 206 parking spaces	5/16/2002	782	60	58	90034
2	EAF 2004-1755	Private School	10309	National Bl	Motor Av	Construct 340 student private school	4/13/2004	946	280	108	0

ATTACHMENT NO. 4

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APPENDIX B
Traffic Count Data

ATTACHMENT NO. 4

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Robertson Blvd DATE: 5/14/2008 LOCATION: City of Culver City

E-W STREET: Washington Blvd DAY: WEDNESDAY PROJECT# 08-2232-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	1	1	1	2	0	1	2	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	1	50	11	14	28	20	8	41	2	12	176	52	415
7:15 AM	9	50	15	11	33	9	8	58	0	9	182	86	470
7:30 AM	9	58	17	25	25	14	29	101	7	20	225	63	593
7:45 AM	7	61	33	36	37	11	8	133	12	24	214	90	666
8:00 AM	7	67	24	23	65	6	8	107	13	30	188	66	604
8:15 AM	7	64	32	30	48	12	8	116	9	33	179	80	618
8:30 AM	5	67	33	28	67	15	18	124	10	19	186	76	648
8:45 AM	12	56	26	14	63	29	20	91	7	19	236	58	631
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 57	NT 473	NR 191	SL 181	ST 366	SR 116	EL 107	ET 771	ER 60	WL 166	WT 1586	WR 571	TOTAL 4645

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	26	259	122	117	217	44	42	480	44	106	767	312	2536
PEAK HR. FACTOR:		0.969			0.859			0.925			0.903		0.952

CONTROL: Signalized

ATTACHMENT NO. 4

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Robertson Blvd DATE: 5/14/2008 LOCATION: City of Culver City

E-W STREET: Washington Blvd DAY: WEDNESDAY PROJECT# 08-2232-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	1	1	1	2	0	1	2	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	7	43	8	46	40	7	26	178	5	9	113	23	505
4:15 PM	4	23	15	57	48	16	46	196	9	8	132	34	588
4:30 PM	7	39	8	50	67	18	19	207	9	19	117	28	588
4:45 PM	9	34	6	37	48	13	30	197	7	14	102	21	518
5:00 PM	4	50	9	30	51	8	17	192	9	14	119	45	548
5:15 PM	9	45	9	40	72	15	41	275	8	11	124	38	687
5:30 PM	12	43	17	39	62	20	26	236	11	17	149	35	667
5:45 PM	3	59	5	23	56	18	44	223	15	28	133	42	649
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 55	NT 336	NR 77	SL 322	ST 444	SR 115	EL 249	ET 1704	ER 73	WL 120	WT 989	WR 266	TOTAL 4750

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	28	197	40	132	241	61	128	926	43	70	525	160	2551
PEAK HR. FACTOR:		0.920			0.854			0.846			0.930		0.928

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: National Blvd DATE: 5/14/2008 LOCATION: City of Culver City

E-W STREET: Washington Blvd DAY: WEDNESDAY PROJECT# 08-2232-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	0	2	2	0	1	2	1	1	2	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	86	215	8	10	80	6	2	80	11	9	202	42	751
7:15 AM	94	250	5	10	100	8	6	84	20	10	199	35	821
7:30 AM	69	238	6	21	108	6	4	103	25	18	252	37	887
7:45 AM	105	229	23	29	176	15	3	149	34	35	226	48	1072
8:00 AM	81	212	25	29	212	6	1	127	29	30	196	30	978
8:15 AM	50	133	8	30	195	12	4	142	36	31	182	25	848
8:30 AM	60	177	27	28	125	8	6	145	30	24	214	64	908
8:45 AM	57	182	24	16	128	8	7	132	27	25	252	49	907
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 602	NT 1636	NR 126	SL 173	ST 1124	SR 69	EL 33	ET 962	ER 212	WL 182	WT 1723	WR 330	TOTAL 7172

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	296	751	83	116	708	41	14	563	129	120	818	167	3806
PEAK HR. FACTOR:		0.791			0.876			0.949			0.894		0.888

CONTROL: Signalized

ATTACHMENT NO. 4

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: National Blvd DATE: 5/14/2008 LOCATION: City of Culver City

E-W STREET: Washington Blvd DAY: WEDNESDAY PROJECT# 08-2232-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	0	2	2	0	1	2	1	1	2	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	38	125	20	42	199	13	11	173	53	17	109	23	823
4:15 PM	30	120	10	53	211	10	6	206	48	19	131	17	861
4:30 PM	34	114	14	44	211	11	12	185	33	15	132	30	835
4:45 PM	29	120	17	45	204	4	8	188	47	23	141	28	854
5:00 PM	42	133	14	32	187	8	12	197	68	14	117	31	855
5:15 PM	41	133	18	67	227	6	9	209	55	24	146	26	961
5:30 PM	40	124	16	47	204	9	15	220	62	19	139	34	929
5:45 PM	47	135	22	38	221	12	11	214	68	17	157	47	989
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 301	NT 1004	NR 131	SL 368	ST 1664	SR 73	EL 84	ET 1592	ER 434	WL 148	WT 1072	WR 236	TOTAL 7107

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	170	525	70	184	839	35	47	840	253	74	559	138	3734
PEAK HR. FACTOR:		0.938			0.882			0.960			0.872		0.944

CONTROL: Signalized

ATTACHMENT NO. 4

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: La Cienega Blvd DATE: 5/14/2008 LOCATION: City of Culver City

E-W STREET: Washington Blvd DAY: WEDNESDAY PROJECT# 08-2232-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	1	2	1	1	2	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	52	326	3	16	208	5	2	74	18	5	266	70	1045
7:15 AM	73	405	4	16	260	8	12	101	20	10	297	71	1277
7:30 AM	77	404	5	24	287	15	11	122	17	12	342	85	1401
7:45 AM	67	365	3	32	298	9	10	154	24	17	340	72	1391
8:00 AM	64	391	4	27	333	5	12	132	24	12	300	75	1379
8:15 AM	50	371	8	32	348	8	18	149	31	18	296	71	1400
8:30 AM	69	329	4	28	269	7	13	158	31	9	321	90	1328
8:45 AM	53	309	3	24	244	7	14	136	18	4	275	79	1166
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 505	NT 2900	NR 34	SL 199	ST 2247	SR 64	EL 92	ET 1026	ER 183	WL 87	WT 2437	WR 613	TOTAL 10387

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	258	1531	20	115	1266	37	51	557	96	59	1278	303	5571
PEAK HR. FACTOR:		0.931			0.914			0.889			0.934		0.994

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: La Cienega Blvd DATE: 5/14/2008 LOCATION: City of Culver City

E-W STREET: Washington Blvd DAY: WEDNESDAY PROJECT# 08-2232-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	1	2	1	1	2	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	21	272	2	73	335	5	15	221	38	7	104	23	1116
4:15 PM	31	233	15	67	344	1	12	235	41	15	125	30	1149
4:30 PM	24	236	13	82	371	16	10	236	56	11	107	27	1189
4:45 PM	32	282	14	79	356	7	7	242	31	10	100	29	1189
5:00 PM	30	292	18	66	330	9	16	250	49	20	127	26	1233
5:15 PM	39	301	8	61	356	6	10	254	43	14	134	30	1256
5:30 PM	26	329	13	77	343	6	7	228	31	16	144	22	1242
5:45 PM	21	303	11	15	357	3	4	191	27	17	116	14	1079
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 224	NT 2248	NR 94	SL 520	ST 2792	SR 53	EL 81	ET 1857	ER 316	WL 110	WT 957	WR 201	TOTAL 9453

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	127	1204	53	283	1385	28	40	974	154	60	505	107	4920
PEAK HR. FACTOR:		0.940			0.959			0.927			0.923		0.979

CONTROL: Signalized

ATTACHMENT NO. 4

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Hayden Ave | DATE: 5/14/2008 | LOCATION: City of Culver City

E-W STREET: National Blvd | DAY: WEDNESDAY | PROJECT# 08-2232-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	0	.5	0	0	0	0	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	85		3					91	19	29	195		422
7:15 AM	110		6					108	28	17	220		489
7:30 AM	126		8					158	43	29	212		576
7:45 AM	141		4					180	30	20	207		582
8:00 AM	119		11					170	28	29	179		536
8:15 AM	119		21					155	61	40	177		573
8:30 AM	102		9					117	49	28	141		446
8:45 AM	113		6					135	87	56	140		537
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 915	NT 0	NR 68	SL 0	ST 0	SR 0	EL 0	ET 1114	ER 345	WL 248	WT 1471	WR 0	TOTAL 4161

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	505	0	44	0	0	0	0	663	162	118	775	0	2267
PEAK HR. FACTOR:		0.947			0.000			0.955			0.926		0.974

CONTROL: Signalized

ATTACHMENT NO. 4

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Hayden Ave | DATE: 5/14/2008 | LOCATION: City of Culver City

E-W STREET: National Blvd | DAY: WEDNESDAY | PROJECT# 08-2232-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	0	.5	0	0	0	0	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	102		28					234	56	7	74		501
4:15 PM	98		20					230	35	11	50		444
4:30 PM	129		29					250	43	6	58		515
4:45 PM	130		19					250	41	6	58		504
5:00 PM	127		31					248	44	6	55		511
5:15 PM	130		19					251	44	6	63		513
5:30 PM	118		27					241	49	7	76		518
5:45 PM	129		34					204	38	8	74		487
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	963	0	207	0	0	0	0	1908	350	57	508	0	3993

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	505	0	96	0	0	0	0	990	178	25	252	0	2046
PEAK HR. FACTOR:		0.951			0.000			0.990			0.834		0.987

CONTROL: Signalized

ATTACHMENT NO. 4

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Eastham Dr DATE: 5/14/2008 LOCATION: City of Culver City

E-W STREET: National Blvd DAY: WEDNESDAY PROJECT# 08-2232-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	1	0	0	0	0	2	0	0	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM			3					82	15		262		362
7:15 AM			11					90	16		276		393
7:30 AM			4					133	26		249		412
7:45 AM			5					132	52		233		422
8:00 AM			6					131	27		221		385
8:15 AM			5					118	32		219		374
8:30 AM			6					97	29		183		315
8:45 AM			6					94	26		180		306
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 0	NT 0	NR 46	SL 0	ST 0	SR 0	EL 0	ET 877	ER 223	WL 0	WT 1823	WR 0	TOTAL 2969

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	0	0	26	0	0	0	0	486	121	0	979	0	1612
PEAK HR. FACTOR:		0.591			0.000			0.825			0.887		0.955

CONTROL: 1-Way Stop (NB)

ATTACHMENT NO. 4

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Eastham Dr | DATE: 5/14/2008 | LOCATION: City of Culver City

E-W STREET: National Blvd | DAY: WEDNESDAY | PROJECT# 08-2232-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	1	0	0	0	0	2	0	0	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM			29					235	8		71		343
4:15 PM			23					241	31		72		367
4:30 PM			19					247	13		78		357
4:45 PM			16					255	7		53		331
5:00 PM			10					270	8		63		351
5:15 PM			9					256	11		55		331
5:30 PM			7					245	19		63		334
5:45 PM			9					212	5		56		282
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	0	0	122	0	0	0	0	1961	102	0	511	0	2696

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	0	0	68	0	0	0	0	1013	59	0	266	0	1406
PEAK HR. FACTOR:		0.739			0.000			0.964			0.853		0.958

CONTROL: 1-Way Stop (NB)

ATTACHMENT NO. 4

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Hayden Ave DATE: 5/14/2008 LOCATION: City of Culver City

E-W STREET: Warner Dr DAY: WEDNESDAY PROJECT# 08-2232-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	0	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		92	3	6	11					16		2	130
7:15 AM		136	9	14	19					35		5	218
7:30 AM		108	15	5	14					39		7	188
7:45 AM		129	32	29	37					24		3	254
8:00 AM		136	36	24	47					33		4	280
8:15 AM		143	31	19	56					44		6	299
8:30 AM		150	19	15	53					40		10	287
8:45 AM		149	24	11	45					33		4	266
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 0	NT 1043	NR 169	SL 123	ST 282	SR 0	EL 0	ET 0	ER 0	WL 264	WT 0	WR 41	TOTAL 1922

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	0	578	110	69	201	0	0	0	0	150	0	24	1132
PEAK HR. FACTOR:		0.989			0.900			0.000			0.870		0.946

CONTROL: 1-Way Stop (WB)

ATTACHMENT NO. 4

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Hayden Ave | DATE: 5/14/2008 | LOCATION: City of Culver City

E-W STREET: Warner Dr | DAY: WEDNESDAY | PROJECT# 08-2232-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	0	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM		98	20	17	34					23	8		200
4:15 PM		80	24	15	23					17	12		171
4:30 PM		97	18	11	18					11	11		166
4:45 PM		96	22	14	31					14	5		182
5:00 PM		96	17	11	17					11	10		162
5:15 PM		89	20	13	30					9	5		166
5:30 PM		117	30	22	25					12	13		219
5:45 PM		81	16	10	19					15	8		149
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 754	NR 167	SL 113	ST 197	SR 0	EL 0	ET 0	ER 0	WL 112	WT 0	WR 72	TOTAL 1415

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	0	398	89	60	103	0	0	0	0	46	0	33	729
PEAK HR. FACTOR:		0.828			0.867			0.000			0.790		0.832

CONTROL: 1-Way Stop (WB)

ATTACHMENT NO. 4

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Eastham Dr DATE: 5/14/2008 LOCATION: City of Culver City

E-W STREET: Warner Dr DAY: WEDNESDAY PROJECT# 08-2232-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	20	11			3	3	0		3				40
7:15 AM	43	11			8	1	0		6				69
7:30 AM	39	10			17	1	3		11				81
7:45 AM	27	22			27	2	5		29				112
8:00 AM	38	23			23	1	1		19				105
8:15 AM	38	14			23	4	2		16				97
8:30 AM	23	18			31	2	3		21				98
8:45 AM	26	18			24	5	3		16				92
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 254	NT 127	NR 0	SL 0	ST 156	SR 19	EL 17	ET 0	ER 121	WL 0	WT 0	WR 0	TOTAL 694

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	126	77	0	0	104	9	11	0	85	0	0	0	412
PEAK HR. FACTOR:		0.832			0.856			0.706			0.000		0.920

CONTROL: 1-Way Stop (EB)

ATTACHMENT NO. 4

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Eastham Dr | DATE: 5/14/2008 | LOCATION: City of Culver City

E-W STREET: Warner Dr | DAY: WEDNESDAY | PROJECT# 08-2232-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	8	10			29	4	4		27				82
4:15 PM	11	7			36	2	4		30				90
4:30 PM	12	5			29	3	2		23				74
4:45 PM	10	7			14	1	0		22				54
5:00 PM	7	8			34	3	3		26				81
5:15 PM	16	8			45	0	1		29				99
5:30 PM	6	14			50	2	3		44				119
5:45 PM	12	7			34	1	1		30				85
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	82	66	0	0	271	16	18	0	231	0	0	0	684

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	41	37	0	0	163	6	8	0	129	0	0	0	384
PEAK HR. FACTOR:		0.813			0.813			0.729			0.000		0.807

CONTROL: 1-Way Stop (EB)

ATTACHMENT NO. 4

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Lucerne Ave | DATE: 5/14/2008 | LOCATION: City of Culver City

E-W STREET: Higuera St | DAY: WEDNESDAY | PROJECT# 08-2232-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	16		6	0	0	0	0	20	5	13	27		87
7:15 AM	31		12	0	0	1	0	23	11	21	52		151
7:30 AM	26		17	1	0	0	0	20	19	41	67		191
7:45 AM	33		22	0	0	2	0	46	24	68	60		255
8:00 AM	37		27	0	1	2	1	44	23	56	51		242
8:15 AM	52		27	1	1	0	0	32	40	60	54		267
8:30 AM	37		37	0	0	1	0	44	15	32	65		231
8:45 AM	27		27	0	0	1	0	48	14	31	46		194
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 259	NT 0	NR 175	SL 2	ST 2	SR 7	EL 1	ET 277	ER 151	WL 322	WT 422	WR 0	TOTAL 1618

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	159	0	113	1	2	5	1	166	102	216	230	0	995
PEAK HR. FACTOR:		0.861			0.667			0.934			0.871		0.932

CONTROL: 3-Way Stop (NB/EB/WB)

ATTACHMENT NO. 4

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Lucerne Ave DATE: 5/14/2008 LOCATION: City of Culver City

E-W STREET: Higuera St DAY: WEDNESDAY PROJECT# 08-2232-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	21	0	17		0	0	1	38	18	23	33		151
4:15 PM	18	0	22		0	0	0	38	13	24	25		140
4:30 PM	26	0	13		0	0	0	48	30	21	28		166
4:45 PM	31	0	19		0	0	1	30	25	12	32		150
5:00 PM	24	0	22		1	1	0	37	36	28	25		174
5:15 PM	36	0	23		1	0	0	44	23	20	36		183
5:30 PM	29	0	22		0	0	0	43	23	18	28		163
5:45 PM	23	1	30		0	0	2	37	41	16	37		187
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 208	NT 1	NR 168	SL 0	ST 2	SR 1	EL 4	ET 315	ER 209	WL 162	WT 244	WR 0	TOTAL 1314

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	112	1	97	0	2	1	2	161	123	82	126	0	707
PEAK HR. FACTOR:		0.890			0.375			0.894			0.929		0.945

CONTROL: 3-Way Stop (NB/EB/WB)

ATTACHMENT NO. 4

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Hayden Ave DATE: 5/14/2008 LOCATION: City of Culver City

E-W STREET: Higuera St DAY: WEDNESDAY PROJECT# 08-2232-009

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	.5	.5	0	1	0	1	0	1	1	0	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	1	1	4		15	21	10	0	7	10	2	95	166
7:15 AM	0	0	4		11	37	18	0	9	9	2	108	198
7:30 AM	1	10	6		5	61	11	0	13	2	5	128	242
7:45 AM	0	10	2		17	58	31	1	18	0	4	141	282
8:00 AM	0	1	7		12	49	28	0	16	13	4	181	311
8:15 AM	0	2	4		5	47	19	0	22	7	3	148	257
8:30 AM	0	9	13		11	38	26	1	18	9	1	100	226
8:45 AM	0	7	14		8	30	31	0	18	22	2	109	241
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	2	40	54	0	84	341	174	2	121	72	23	1010	1923

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	1	23	19	0	39	215	89	1	69	22	16	598	1092
PEAK HR. FACTOR:		0.632			0.847			0.795			0.803		0.878

CONTROL: 4-Way Stop

ATTACHMENT NO. 4

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Hayden Ave | DATE: 5/14/2008 | LOCATION: City of Culver City

E-W STREET: Higuera St | DAY: WEDNESDAY | PROJECT# 08-2232-009

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	.5	.5	0	1	0	1	0	1	1	0	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM		35	31		19	46	28	0	16	8	0	64	247
4:15 PM		36	31		11	32	27	0	17	6	1	43	204
4:30 PM		17	25		7	32	19	0	27	9	1	62	199
4:45 PM		20	27		14	26	21	0	17	8	0	64	197
5:00 PM		36	42		10	27	28	0	17	7	0	57	224
5:15 PM		33	30		12	27	22	0	24	6	0	56	210
5:30 PM		45	48		11	31	37	1	19	4	0	72	268
5:45 PM		22	43		5	38	24	0	19	4	1	54	210
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	0	244	277	0	89	259	206	1	156	52	3	472	1759

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	0	136	163	0	38	123	111	1	79	21	1	239	912
PEAK HR. FACTOR:		0.804			0.936			0.838			0.859		0.851

CONTROL: 4-Way Stop

ATTACHMENT NO. 4

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Eastham Dr DATE: 5/14/2008 LOCATION: City of Culver City

E-W STREET: Higuera St DAY: WEDNESDAY PROJECT# 08-2232-010

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0	1	1	2	0	0	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM				4		1	1	6			101	30	143
7:15 AM				10		4	0	6			144	54	218
7:30 AM				11		16	0	16			138	57	238
7:45 AM				12		49	2	17			151	57	288
8:00 AM				16		24	2	18			150	69	279
8:15 AM				15		33	5	16			142	40	251
8:30 AM				13		19	1	18			130	35	216
8:45 AM				18		14	1	15			125	28	201
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 99	ST 0	SR 160	EL 12	ET 112	ER 0	WL 0	WT 1081	WR 370	TOTAL 1834

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	0	0	0	54	0	122	9	67	0	0	581	223	1056
PEAK HR. FACTOR:		0.000			0.721			0.905			0.918		0.917

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Eastham Dr DATE: 5/14/2008 LOCATION: City of Culver City

E-W STREET: Higuera St DAY: WEDNESDAY PROJECT# 08-2232-010

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0	1	1	2	0	0	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM				46		4	0	57			78	21	206
4:15 PM				68		11	0	44			84	20	227
4:30 PM				60		3	1	41			78	16	199
4:45 PM				33		3	1	58			83	17	195
5:00 PM				56		3	2	71			67	12	211
5:15 PM				69		5	5	51			62	23	215
5:30 PM				85		5	2	58			77	14	241
5:45 PM				67		4	1	61			68	12	213
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 484	ST 0	SR 38	EL 12	ET 441	ER 0	WL 0	WT 597	WR 135	TOTAL 1707

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	0	0	0	277	0	17	10	241	0	0	274	61	880
PEAK HR. FACTOR:		0.000			0.817			0.860			0.920		0.913

CONTROL: Signalized

ATTACHMENT NO. 4

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Lucerne Ave | DATE: 5/14/2008 | LOCATION: City of Culver City

E-W STREET: Duquesne Ave | DAY: WEDNESDAY | PROJECT# 08-2232-011

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	1	0	0	2	0	0	1	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM				16		11	7	48			132	22	236
7:15 AM				20		16	9	55			148	48	296
7:30 AM				48		27	32	82			118	61	368
7:45 AM				46		25	29	88			130	95	413
8:00 AM				39		34	16	81			141	48	359
8:15 AM				58		18	24	114			141	44	399
8:30 AM				58		18	24	114			141	44	399
8:45 AM				39		19	12	105			146	73	394
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 324	ST 0	SR 168	EL 153	ET 687	ER 0	WL 0	WT 1097	WR 435	TOTAL 2864

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	0	0	0	201	0	95	93	397	0	0	553	231	1570
PEAK HR. FACTOR:		0.000			0.974			0.888			0.871		0.950

CONTROL: 3-Way Stop (SB/EB/WB)

ATTACHMENT NO. 4

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Lucerne Ave DATE: 5/14/2008 LOCATION: City of Culver City

E-W STREET: Duquesne Ave DAY: WEDNESDAY PROJECT# 08-2232-011

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	1	0	0	2	0	0	1	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM				36		18	19	119			64	32	288
4:15 PM				40		24	12	133			74	49	332
4:30 PM				57		22	17	131			101	32	360
4:45 PM				61		17	21	118			92	49	358
5:00 PM				21		19	9	95			81	19	244
5:15 PM				46		15	7	81			78	20	247
5:30 PM				42		14	10	149			87	39	341
5:45 PM				75		19	16	123			78	51	362
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 378	ST 0	SR 148	EL 111	ET 949	ER 0	WL 0	WT 655	WR 291	TOTAL 2532

PM Peak Hr Begins at: 400 PM

PEAK VOLUMES =	0	0	0	194	0	81	69	501	0	0	331	162	1338
PEAK HR. FACTOR:		0.000			0.870			0.963			0.874		0.929

CONTROL: 3-Way Stop (SB/EB/WB)

ATTACHMENT NO. 4

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Jefferson Blvd DATE: 5/14/2008 LOCATION: City of Culver City

E-W STREET: Duquesne Ave DAY: WEDNESDAY PROJECT# 08-2232-012

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	1	1	1	0	1	1	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	43	147	0	1	195	88	27	2	35	0	1	0	539
7:15 AM	76	174	0	5	251	115	37	1	38	0	2	0	699
7:30 AM	89	178	3	2	267	110	58	3	56	0	5	2	773
7:45 AM	103	177	2	2	299	83	99	3	78	0	5	0	851
8:00 AM	106	210	9	3	286	83	59	3	73	0	8	1	841
8:15 AM	118	237	11	3	291	106	52	10	90	2	12	3	935
8:30 AM	91	272	4	1	284	98	58	10	101	2	4	3	928
8:45 AM	102	225	7	5	267	108	66	11	72	2	12	2	879
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 728	NT 1620	NR 36	SL 22	ST 2140	SR 791	EL 456	ET 43	ER 543	WL 6	WT 49	WR 11	TOTAL 6445

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	417	944	31	12	1128	395	235	34	336	6	36	9	3583
PEAK HR. FACTOR:		0.948			0.959			0.895			0.750		0.958

CONTROL: Signalized

ATTACHMENT NO. 4

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Jefferson Blvd DATE: 5/14/2008 LOCATION: City of Culver City

E-W STREET: Duquesne Ave DAY: WEDNESDAY PROJECT# 08-2232-012

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	1	1	1	0	1	1	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	63	264	5	4	159	31	83	11	55	3	4	2	684
4:15 PM	63	276	4	7	146	38	90	14	56	4	4	7	709
4:30 PM	71	263	4	8	140	47	103	20	73	3	6	8	746
4:45 PM	79	320	4	10	188	57	102	13	78	4	6	6	867
5:00 PM	87	366	5	3	180	49	110	6	72	3	6	4	891
5:15 PM	74	330	4	3	221	55	101	14	84	8	11	5	910
5:30 PM	71	252	1	3	169	45	74	8	84	8	6	6	727
5:45 PM	75	213	5	4	148	18	59	5	42	4	9	6	588
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 583	NT 2284	NR 32.	SL 42	ST 1351	SR 340	EL 722	ET 91	ER 544	WL 37	WT 52	WR 44	TOTAL 6122

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	311	1279	17	24	729	208	416	53	307	18	29	23	3414
PEAK HR. FACTOR:		0.877			0.861			0.975			0.729		0.938

CONTROL: Signalized

ATTACHMENT NO. 4

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Robertson Blvd DATE: 5/15/2008 LOCATION: City of Los Angeles

E-W STREET: Venice Blvd DAY: THURSDAY PROJECT# 08-2232-013

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	1.5	1	2	3	1	1	3	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	31	85	9	19	30	32	51	244	12	13	354	51	931
7:15 AM	44	78	5	32	39	65	74	381	13	11	450	75	1267
7:30 AM	58	86	4	47	20	71	98	481	21	9	430	103	1428
7:45 AM	67	107	2	82	47	93	126	478	23	13	481	101	1620
8:00 AM	37	85	5	69	71	73	139	588	21	13	477	62	1640
8:15 AM	32	79	4	63	68	83	99	518	27	8	431	102	1514
8:30 AM	43	98	8	75	54	72	113	565	26	12	429	69	1564
8:45 AM	27	89	6	62	67	59	73	538	16	16	388	36	1377
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	339	707	43	449	396	548	773	3793	159	95	3440	599	11341

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	179	369	19	289	240	321	477	2149	97	46	1818	334	6338
PEAK HR. FACTOR:		0.805			0.957			0.910			0.924		0.966

CONTROL: Signalized

ATTACHMENT NO. 4

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Robertson Blvd DATE: 5/15/2008 LOCATION: City of Los Angeles

E-W STREET: Venice Blvd DAY: THURSDAY PROJECT# 08-2232-013

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	1.5	1	2	3	1	1	3	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	23	55	15	59	49	70	107	563	32	21	390	30	1414
4:15 PM	34	61	15	55	72	84	128	621	28	19	395	21	1533
4:30 PM	31	62	9	49	54	104	101	614	38	11	449	20	1542
4:45 PM	39	58	14	71	62	109	139	606	37	16	378	14	1543
5:00 PM	27	58	15	58	63	81	127	556	23	21	346	23	1398
5:15 PM	46	83	10	50	53	74	115	651	20	4	438	28	1572
5:30 PM	20	76	15	50	87	99	113	554	12	23	404	22	1475
5:45 PM	38	62	16	54	70	60	92	607	29	28	420	17	1493
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 258	NT 515	NR 109	SL 446	ST 510	SR 681	EL 922	ET 4772	ER 219	WL 143	WT 3220	WR 175	TOTAL 11970

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	143	261	48	228	232	368	482	2427	118	52	1611	85	6055
PEAK HR. FACTOR:		0.813			0.855			0.963			0.910		0.963

CONTROL: Signalized

ATTACHMENT NO. 4

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: National Blvd DATE: 5/15/2008 LOCATION: City of Los Angeles

E-W STREET: Venice Blvd DAY: THURSDAY PROJECT# 08-2232-014

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	3	1	1	3	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	45	172	3	10	35	9	29	231	30	13	376	27	980
7:15 AM	64	212	4	7	56	12	33	321	38	10	457	22	1236
7:30 AM	51	239	1	18	77	16	37	421	53	13	451	22	1399
7:45 AM	48	199	1	23	104	22	38	451	74	18	479	26	1483
8:00 AM	31	196	8	25	134	25	35	530	90	21	535	22	1652
8:15 AM	48	200	8	27	121	21	41	430	95	20	454	29	1494
8:30 AM	31	165	6	31	82	18	46	540	77	15	519	26	1556
8:45 AM	33	208	8	23	82	25	40	493	75	18	445	36	1486
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 351	NT 1591	NR 39	SL 164	ST 691	SR 148	EL 299	ET 3417	ER 532	WL 128	WT 3716	WR 210	TOTAL 11286

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	143	769	30	106	419	89	162	1993	337	74	1953	113	6188
PEAK HR. FACTOR:		0.920			0.834			0.940			0.926		0.936

CONTROL: Signalized

ATTACHMENT NO. 4

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: National Blvd DATE: 5/15/2008 LOCATION: City of Los Angeles

E-W STREET: Venice Blvd DAY: THURSDAY PROJECT# 08-2232-014

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	3	1	1	3	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	30	107	7	38	159	18	44	507	76	14	341	16	1357
4:15 PM	39	146	21	42	171	20	46	539	77	13	380	14	1508
4:30 PM	34	148	12	31	191	27	28	526	60	12	361	18	1448
4:45 PM	32	124	9	43	179	17	41	505	80	19	332	15	1396
5:00 PM	39	123	10	41	174	28	36	542	59	8	383	24	1467
5:15 PM	39	130	18	37	187	32	33	588	66	13	410	26	1579
5:30 PM	34	128	16	35	175	27	38	595	58	15	398	22	1541
5:45 PM	31	124	14	31	186	26	44	607	66	12	404	14	1559
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 278	NT 1030	NR 107	SL 298	ST 1422	SR 195	EL 310	ET 4409	ER 542	WL 106	WT 3009	WR 149	TOTAL 11855

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	143	505	58	144	722	113	151	2332	249	48	1595	86	6146
PEAK HR. FACTOR:		0.944			0.956			0.953			0.963		0.973

CONTROL: Signalized

ATTACHMENT NO. 4

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: La Cienega Blvd DATE: 5/15/2008 LOCATION: City of Los Angeles

E-W STREET: Fairfax Ave/Blackwelder St DAY: THURSDAY PROJECT# 08-2232-015

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	2	0	3	0	0	1	0	2	.5	.5	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	2	409	230		255	3	4		1	242	3	2	1151
7:15 AM	3	426	247		287	0	3		0	280	4	2	1252
7:30 AM	1	395	243		293	3	6		1	274	2	1	1219
7:45 AM	5	396	233		295	3	5		5	304	7	2	1255
8:00 AM	6	425	255		361	9	3		3	254	6	1	1323
8:15 AM	8	444	234		360	7	3		2	259	10	3	1330
8:30 AM	4	437	235		313	10	3		2	256	8	1	1269
8:45 AM	7	440	252		306	2	0		4	268	4	1	1284
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 36	NT 3372	NR 1929	SL 0	ST 2470	SR 37	EL 27	ET 0	ER 18	WL 2137	WT 44	WR 13	TOTAL 10083

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	25	1746	976	0	1340	28	9	0	11	1037	28	6	5206
PEAK HR. FACTOR:		0.982			0.924			0.833			0.981		0.979

CONTROL: Signalized

ATTACHMENT NO. 4

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: La Cienega Blvd DATE: 5/15/2008 LOCATION: City of Los Angeles

E-W STREET: Fairfax Ave/Blackwelder St DAY: THURSDAY PROJECT# 08-2232-015

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	2	0	3	0	0	1	0	2	.5	.5	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	3	301	340		386	1	12		4	234	2	2	1285
4:15 PM	2	313	340		393	2	6		0	221	1	3	1281
4:30 PM	1	302	382		395	4	9		1	236	1	1	1332
4:45 PM	4	291	339		433	1	6		1	240	1	2	1318
5:00 PM	1	259	325		366	2	28		13	193	0	0	1187
5:15 PM	3	300	365		398	2	9		2	189	0	1	1269
5:30 PM	1	324	388		416	3	6		6	198	0	0	1342
5:45 PM	4	377	329		443	1	5		7	228	1	1	1396
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 19	NT 2467	NR 2808	SL 0	ST 3230	SR 16	EL 81	ET 0	ER 34	WL 1739	WT 6	WR 10	TOTAL 10410

PM Peak Hr Begins at: 400 PM

PEAK VOLUMES =	10	1207	1401	0	1607	8	33	0	6	931	5	8	5216
PEAK HR. FACTOR:		0.955			0.930			0.609			0.971		0.979

CONTROL: Signalized

ATTACHMENT NO. 4

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Jefferson Blvd DATE: 5/15/2008 LOCATION: City of Los Angeles

E-W STREET: National Blvd DAY: THURSDAY PROJECT# 08-2232-016

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	2	0	0	0	0	2	0	1.5	1.5	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM			134					62	17	137	283		633
7:15 AM			150					79	13	178	281		701
7:30 AM			158					61	39	158	243		659
7:45 AM			101					94	41	196	209		641
8:00 AM			146					109	49	175	232		711
8:15 AM			134					107	35	159	187		622
8:30 AM			144					87	42	151	174		598
8:45 AM			127					71	47	139	161		545
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 0	NT 0	NR 1094	SL 0	ST 0	SR 0	EL 0	ET 670	ER 283	WL 1293	WT 1770	WR 0	TOTAL 5110

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	0	0	555	0	0	0	0	343	142	707	965	0	2712
PEAK HR. FACTOR:		0.878			0.000			0.767			0.911		0.954

CONTROL: Signalized

ATTACHMENT NO. 4

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Jefferson Blvd DATE: 5/15/2008 LOCATION: City of Los Angeles

E-W STREET: National Blvd DAY: THURSDAY PROJECT# 08-2232-016

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	2	0	0	0	0	2	0	1.5	1.5	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM			151					196	63	89	71		570
4:15 PM			184					180	75	83	66		588
4:30 PM			184					190	60	93	74		601
4:45 PM			193					190	64	114	62		623
5:00 PM			216					216	67	95	55		649
5:15 PM			213					192	56	95	56		612
5:30 PM			201					189	71	86	66		613
5:45 PM			260					179	60	105	67		671
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 0	NR 1602	SL 0	ST 0	SR 0	EL 0	ET 1532	ER 516	WL 760	WT 517	WR 0	TOTAL 4927

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	0	0	890	0	0	0	0	776	254	381	244	0	2545
PEAK HR. FACTOR:		0.856			0.000			0.910			0.908		0.948

CONTROL: Signalized

ATTACHMENT NO. 4

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: La Cienega Blvd DATE: 5/15/2008 LOCATION: City of Los Angeles

E-W STREET: Jefferson Blvd DAY: THURSDAY PROJECT# 08-2232-017

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	1	2	2	0	2	2	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	27	502	16	10	372	108	71	56	12	52	230	23	1479
7:15 AM	19	570	18	6	499	123	92	88	21	80	268	24	1808
7:30 AM	26	578	14	6	447	118	88	78	23	77	214	22	1691
7:45 AM	15	559	24	8	525	127	89	109	35	85	278	33	1887
8:00 AM	16	533	33	11	516	114	85	130	36	70	275	25	1844
8:15 AM	15	489	29	12	455	81	101	110	27	85	267	31	1702
8:30 AM	19	510	26	8	425	74	77	129	37	72	257	33	1667
8:45 AM	16	570	20	13	467	136	117	91	31	70	221	34	1786
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 153	NT 4311	NR 180	SL 74	ST 3706	SR 881	EL 720	ET 791	ER 222	WL 591	WT 2010	WR 225	TOTAL 13864

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	76	2240	89	31	1987	482	354	405	115	312	1035	104	7230
PEAK HR. FACTOR:		0.973			0.947			0.871			0.916		0.958

CONTROL: Signalized

ATTACHMENT NO. 4

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: La Cienega Blvd DATE: 5/15/2008 LOCATION: City of Los Angeles

E-W STREET: Jefferson Blvd DAY: THURSDAY PROJECT# 08-2232-017

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	1	2	2	0	2	2	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	13	515	58	13	561	43	124	165	66	59	106	19	1742
4:15 PM	14	502	67	10	518	40	116	181	44	44	93	17	1646
4:30 PM	8	505	52	10	566	51	154	167	60	58	102	18	1751
4:45 PM	15	492	73	11	560	55	139	189	68	53	83	16	1754
5:00 PM	12	481	82	10	522	42	158	186	54	40	87	23	1697
5:15 PM	9	464	49	8	548	49	144	203	62	26	81	10	1653
5:30 PM	12	525	54	11	577	56	155	218	54	51	110	20	1843
5:45 PM	8	541	58	13	586	52	130	184	77	49	112	19	1829
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 91	NT 4025	NR 493	SL 86	ST 4438	SR 388	EL 1120	ET 1493	ER 485	WL 380	WT 774	WR 142	TOTAL 13915

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	41	2011	243	42	2233	199	587	791	247	166	390	72	7022
PEAK HR. FACTOR:		0.945			0.950			0.951			0.867		0.953

CONTROL: Signalized

ATTACHMENT NO. 4

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Jefferson Blvd DATE: 5/15/2008 LOCATION: City of Los Angeles

E-W STREET: Higuera St/Rodeo Rd DAY: THURSDAY PROJECT# 08-2232-018

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	1	1	2	1	2	1	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	12	103	72	15	128	4	3	8	1	186	145	23	700
7:15 AM	20	127	89	22	150	12	0	8	0	194	150	21	793
7:30 AM	20	112	126	26	154	8	1	22	1	204	186	23	883
7:45 AM	15	101	126	35	187	26	3	26	6	239	152	24	940
8:00 AM	28	136	128	48	186	17	3	14	3	166	162	25	916
8:15 AM	23	112	125	35	143	18	4	28	4	197	155	27	871
8:30 AM	29	139	131	26	179	14	2	19	7	136	114	25	821
8:45 AM	32	104	128	13	150	27	3	15	9	186	94	31	792
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 179	NT 934	NR 925	SL 220	ST 1277	SR 126	EL 19	ET 140	ER 31	WL 1508	WT 1158	WR 199	TOTAL 6716

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	86	461	505	144	670	69	11	90	14	806	655	99	3610
PEAK HR. FACTOR:		0.901			0.879			0.799			0.940		0.960

CONTROL: Signalized

ATTACHMENT NO. 4

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Jefferson Blvd DATE: 5/15/2008 LOCATION: City of Los Angeles

E-W STREET: Higuera St/Rodeo Rd DAY: THURSDAY PROJECT# 08-2232-018

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	1	1	2	1	2	1	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	13	156	224	46	89	9	6	74	13	95	66	9	800
4:15 PM	13	159	202	50	89	8	4	92	2	85	82	5	791
4:30 PM	22	147	203	47	107	2	3	85	11	83	69	6	785
4:45 PM	17	184	221	54	128	13	7	76	10	82	67	7	866
5:00 PM	8	159	242	54	130	14	10	93	25	103	67	12	917
5:15 PM	14	172	232	48	104	12	12	89	29	104	58	6	880
5:30 PM	14	173	232	57	115	14	13	109	20	95	59	12	913
5:45 PM	9	170	204	60	121	16	8	98	12	96	62	12	868
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 110	NT 1320	NR 1760	SL 416	ST 883	SR 88	EL 63	ET 716	ER 122	WL 743	WT 530	WR 69	TOTAL 6820

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	45	674	910	219	470	56	43	389	86	398	246	42	3578
PEAK HR. FACTOR:		0.972			0.941			0.912			0.942		0.975

CONTROL: Signalized

ATTACHMENT NO. 1

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: La Cienega Blvd DATE: 5/15/2008 LOCATION: City of Los Angeles

E-W STREET: Rodeo Rd DAY: THURSDAY PROJECT# 08-2232-019

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	0	2	3	1	1	2	1	1	2	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	82	542	9	28	428	43	35	57	25	48	270	34	1601
7:15 AM	71	487	10	21	463	38	30	65	29	42	281	42	1579
7:30 AM	76	510	17	29	482	42	26	84	32	34	293	65	1690
7:45 AM	94	514	6	35	477	46	29	91	39	50	290	64	1735
8:00 AM	87	444	11	25	542	36	31	112	52	62	253	79	1734
8:15 AM	56	487	9	27	562	46	43	102	42	48	261	76	1759
8:30 AM	68	439	9	19	495	41	26	113	33	36	203	49	1531
8:45 AM	36	424	6	37	459	43	28	92	31	45	257	76	1534
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 570	NT 3847	NR 77	SL 221	ST 3908	SR 335	EL 248	ET 716	ER 283	WL 365	WT 2108	WR 485	TOTAL 13163

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	313	1955	43	116	2063	170	129	389	165	194	1097	284	6918
PEAK HR. FACTOR:		0.941			0.925			0.876			0.975		0.983

CONTROL: Signalized

ATTACHMENT NO. 4

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: La Cienega Blvd DATE: 5/15/2008 LOCATION: City of Los Angeles

E-W STREET: Rodeo Rd DAY: THURSDAY PROJECT# 08-2232-019

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	0	2	3	1	1	2	1	1	2	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	54	451	31	62	529	25	36	199	110	43	105	33	1678
4:15 PM	58	465	36	67	567	29	41	207	105	47	113	39	1774
4:30 PM	51	503	30	74	535	26	40	208	121	47	100	36	1771
4:45 PM	44	474	26	106	597	26	46	201	115	42	84	39	1800
5:00 PM	63	370	24	74	543	32	55	255	86	53	116	31	1702
5:15 PM	60	441	35	75	527	16	42	193	94	49	113	55	1700
5:30 PM	45	620	35	79	600	15	46	257	102	54	156	56	2065
5:45 PM	42	472	36	94	604	25	39	208	153	30	111	39	1853
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 417	NT 3796	NR 253	SL 631	ST 4502	SR 194	EL 345	ET 1728	ER 886	WL 365	WT 898	WR 328	TOTAL 14343

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	210	1903	130	322	2274	88	182	913	435	186	496	181	7320
PEAK HR. FACTOR:		0.801			0.928			0.944			0.811		0.886

CONTROL: Signalized

KOA CORPORATION
PLANNING & ENGINEERING

APPENDIX C
Intersection Level-of-Service Worksheets
Existing Conditions (Year 2008)

ATTACHMENT NO. 4

```
Existing AM                  Wed Jul 23, 2008 08:40:52                  Page 3-1
-------------------------------------------------------------------------------

                              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 #1 Robertson Bl & Washington Bl
*******************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):          0.656 -0.070 = 0.586
Loss Time (sec):      10 (Y+R=4.0 sec) Average Delay (sec/veh):       xxxxxx
Optimal Cycle:        45               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:       26  259  122   117  217   44    42  480   44   106  767  312
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:    26  259  122   117  217   44    42  480   44   106  767  312
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:     26  259  122   117  217   44    42  480   44   106  767  312
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    26  259  122   117  217   44    42  480   44   106  767  312
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:    26  259  122   117  217   44    42  480   44   106  767  312
------------|---------------||---------------||---------------||---------------|
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 1.83 0.17  1.00 1.42 0.58
Final Sat.:   1600 2175 1025  1600 1600 1600  1600 2931  269  1600 2275  925
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.02 0.12 0.12  0.07 0.14 0.03  0.03 0.16 0.16  0.07 0.34 0.34
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 4-1

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 #2 National Bl & Washington Bl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.701 - 0.070 = 0.631
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	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:	296	751	83	116	708	41	14	563	129	120	818	167
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:	296	751	83	116	708	41	14	563	129	120	818	167
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:	296	751	83	116	708	41	14	563	129	120	818	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	751	83	116	708	41	14	563	129	120	818	167
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:	296	751	83	116	708	41	14	563	129	120	818	167
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	1.80	0.20	2.00	1.89	0.11	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2880	2882	318	2880	3025	175	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.26	0.26	0.04	0.23	0.23	0.01	0.18	0.08	0.08	0.26	0.10
Crit Moves:	****				****		****				****	

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                              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 #3 La Cienega Bl & Washington Bl
********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):          0.964 -0.070 = 0.894
Loss Time (sec):      10 (Y+R=4.0 sec) Average Delay (sec/veh):       xxxxxx
Optimal Cycle:       147              Level Of Service:                   E
********************************************************************************
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:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   258 1531   20   115 1266   37    51  557   96    59 1278  303
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:    258 1531   20   115 1266   37    51  557   96    59 1278  303
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   258 1531   20   115 1266   37    51  557   96    59 1278  303
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:   258 1531   20   115 1266   37    51  557   96    59 1278  303
------------|---------------||---------------||---------------||---------------|
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 2.91 0.09  1.00 2.00 1.00  1.00 2.00 1.00
Final Sat.:   1600 4738   62  1600 4664  136  1600 3200 1600  1600 3200 1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.16 0.32 0.32  0.07 0.27 0.27  0.03 0.17 0.06  0.04 0.40 0.19
Crit Moves:   ****            ****            ****            ****
********************************************************************************
```

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                              8511 Warner Drive
                           Existing 2008 Conditions
                              AM Peak Hour

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                      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):         0.603 - 0.070 = 0.533
Loss Time (sec):      10 (Y+R=4.0 sec)   Average Delay (sec/veh):       xxxxxx
Optimal Cycle:        40                 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   44     0    0    0     0  663  162   118  775    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   44     0    0    0     0  663  162   118  775    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   44     0    0    0     0  663  162   118  775    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  505    0   44     0    0    0     0  663  162   118  775    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   44     0    0    0     0  663  162   118  775    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:       1.84 0.00 0.16  0.00 0.00 0.00  0.00 1.61 0.39  1.00 2.00 0.00
Final Sat.:  2944    0  256     0    0    0     0 2572  628  1600 3200    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.00 0.17  0.00 0.00 0.00  0.00 0.26 0.26  0.07 0.24 0.00
Crit Moves:  ****                            ****      ****
******************************************************************************
```

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                                8511 Warner Drive
                              Existing 2008 Conditions
                                  AM Peak Hour

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                        Level Of Service Computation Report
                    2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #5 Eastham Dr & National Bl
********************************************************************************
Average Delay (sec/veh):       0.2        Worst Case Level Of Service: B[ 10.0]
********************************************************************************
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    26      0     0     0      0   486   121      0   979     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    26      0     0     0      0   486   121      0   979     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    26      0     0     0      0   486   121      0   979     0
Reduct Vol:     0     0     0      0     0     0      0     0     0      0     0     0
FinalVolume:    0     0    26      0     0     0      0   486   121      0   979     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   304   1222  1586 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   741    158   109 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   741    152   109 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.04   0.00  0.00  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.1   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx  10.0  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:          10.0           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:            B                *                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

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                              8511 Warner Drive
                           Existing 2008 Conditions
                                AM Peak Hour

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                        Level Of Service Computation Report
                  2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #6 Hayden Av & Warner Drive
********************************************************************************
Average Delay (sec/veh):      6.1       Worst Case Level Of Service: E[ 36.1]
********************************************************************************
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:  1.00 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  578  110     69  201    0      0    0    0     150    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  578  110     69  201    0      0    0    0     150    0   24
Reduct Vol:     0    0    0      0    0    0      0    0    0       0    0    0
FinalVolume:    0  578  110     69  201    0      0    0    0     150    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   688 xxxx xxxxx  xxxx xxxx xxxxx   972  972  633
Potent Cap.: xxxx xxxx xxxxx   916 xxxx xxxxx  xxxx xxxx xxxxx   282  254  483
Move Cap.:   xxxx xxxx xxxxx   916 xxxx xxxxx  xxxx xxxx xxxxx   266  235  483
Volume/Cap:  xxxx xxxx  xxxx  0.08 xxxx  xxxx  xxxx xxxx  xxxx  0.56 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   9.3 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  283 xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  3.8 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx   9.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 36.1 xxxxx
Shared LOS:     *    *    *     A    *    *     *    *    *     *    E    *
ApproachDel:    xxxxxx          xxxxxx          xxxxxx          36.1
ApproachLOS:         *               *               *          E
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

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