ATTACHMENT NO. 4

8511 Warner Drive
Future 2010 With Project Conditions
AM Peak Hour

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

Intersection #3 La Cienega Bl & Washington Bl

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

Street Name:	La Cienega Bl						Washington Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	258	1531	20	115	1266	37	51	557	96	59	1278	303
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	263	1562	20	117	1291	38	52	568	98	60	1304	309
Added Vol:	125	19	2	1	55	23	33	125	21	3	280	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	388	1581	22	118	1346	61	85	693	119	63	1584	318
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	388	1581	22	118	1346	61	85	693	119	63	1584	318
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	388	1581	22	118	1346	61	85	693	119	63	1584	318
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	388	1581	22	118	1346	61	85	693	119	63	1584	318
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.96	0.04	1.00	2.87	0.13	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	4733	67	1600	4593	207	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.24	0.33	0.33	0.07	0.29	0.29	0.05	0.22	0.07	0.04	0.49	0.20
Crit Moves:	****				****		****				****	

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ATTACHMENT NO. 4

8511 Warner Drive
Future 2010 With Project Conditions
AM Peak Hour

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

Intersection #4 Hayden Av & National Bl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.733
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	C

Street Name:	Hayden Av						National Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	505	0	44	0	0	0	0	663	162	118	775	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	515	0	45	0	0	0	0	676	165	120	791	0
Added Vol:	16	0	11	0	0	0	0	189	56	56	109	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	531	0	56	0	0	0	0	865	221	176	900	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	531	0	56	0	0	0	0	865	221	176	900	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	531	0	56	0	0	0	0	865	221	176	900	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	531	0	56	0	0	0	0	865	221	176	900	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.81	0.00	0.19	0.00	0.00	0.00	0.00	1.59	0.41	1.00	2.00	0.00
Final Sat.:	2895	0	305	0	0	0	0	2548	652	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.18	0.00	0.00	0.00	0.00	0.34	0.34	0.11	0.28	0.00
Crit Moves:	****							****		****		

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ATTACHMENT NO. 4

8511 Warner Drive
Future 2010 With Project Conditions
AM Peak Hour

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

Intersection #5 Eastham Dr & National Bl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.796
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	98	Level Of Service:	C

Street Name:	Eastham Dr						National Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	0	1	0	0
Volume Module:												
Base Vol:	0	0	26	0	0	0	0	486	121	0	979	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	27	0	0	0	0	496	123	0	999	0
Added Vol:	0	0	4	0	0	0	0	199	0	0	165	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	31	0	0	0	0	695	123	0	1164	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	31	0	0	0	0	695	123	0	1164	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	31	0	0	0	0	695	123	0	1164	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	6.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	31	0	0	0	0	695	123	0	1164	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.70	0.30	0.00	1.00	0.00
Final Sat.:	0	0	1500	0	1500	0	0	2547	453	0	1500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.27	0.27	0.00	0.78	0.00
Crit Volume:			31	0			0				1164	
Crit Moves:			****				****				****	

ATTACHMENT NO. 4

8511 Warner Drive
Future 2010 With Project Conditions
AM Peak Hour

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

Intersection #6 Hayden Av & Warner Drive

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

Street Name:	Hayden Av						Warner Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	578	110	69	201	0	0	0	0	150	0	24
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	590	112	70	205	0	0	0	0	153	0	24
Added Vol:	0	14	4	26	86	0	0	0	0	2	0	13
PasserByVol:	0	-1	0	0	-7	0	0	0	0	0	0	0
Initial Fut:	0	603	116	96	284	0	0	0	0	155	0	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	603	116	96	284	0	0	0	0	155	0	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	603	116	96	284	0	0	0	0	155	0	37
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	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	719	xxxx	xxxxx	xxxx	xxxx	xxxxx	1137	1137	661
Potent Cap.:	xxxx	xxxx	xxxxx	892	xxxx	xxxxx	xxxx	xxxx	xxxxx	225	203	466
Move Cap.:	xxxx	xxxx	xxxxx	892	xxxx	xxxxx	xxxx	xxxx	xxxxx	205	180	466
Volume/Cap:	xxxx	xxxx	xxxx	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	0.75	0.00	0.08
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	230	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	68.7	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			68.7		
ApproachLOS:	*			*			*			F		

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

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ATTACHMENT NO. 4

8511 Warner Drive
Future 2010 With Project Conditions
AM Peak Hour

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

Intersection #7 Eastham Drive & Warner Drive

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

Street Name:	Eastham Drive						Warner Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 0	0 0	0	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	126	77	0	0	104	9	11	0	85	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	129	79	0	0	106	9	11	0	87	0	0	0
Added Vol:	6	1	0	0	0	0	3	0	4	0	0	0
PasserByVol:	0	-2	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	78	0	0	106	9	14	0	91	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	78	0	0	106	9	14	0	91	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	135	78	0	0	106	9	14	0	91	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	115	xxxx	xxxxx	xxxx	xxxx	xxxxx	457	457	111	503	462	78
Potent Cap.:	1486	xxxx	xxxxx	xxxx	xxxx	xxxxx	565	503	948	483	500	989
Move Cap.:	1486	xxxx	xxxxx	xxxx	xxxx	xxxxx	523	454	948	404	451	989
Volume/Cap:	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.10	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	854	xxxxx	xxxx	0	xxxxx
SharedQueue:	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.8	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				9.8		xxxxxx		
ApproachLOS:	*			*				A		*		

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

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ATTACHMENT NO. 4

8511 Warner Drive
Future 2010 With Project Conditions
AM Peak Hour

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

Intersection #8 Lucerne Av & Higuera St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.727
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.9
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Lucerne Av						Higuera St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 1	0	0 0
Volume Module:												
Base Vol:	159	0	113	1	2	5	1	166	102	216	230	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	162	0	115	1	2	5	1	169	104	220	235	0
Added Vol:	0	0	5	0	0	0	0	12	0	4	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	0	120	1	2	5	1	181	104	224	268	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	0	120	1	2	5	1	181	104	224	268	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	0	120	1	2	5	1	181	104	224	268	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	0	120	1	2	5	1	181	104	224	268	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.57	0.00	0.43	0.12	0.25	0.63	0.01	0.63	0.36	0.46	0.54	0.00
Final Sat.:	343	0	254	62	123	309	2	420	241	309	368	0
Capacity Analysis Module:												
Vol/Sat:	0.47	xxxx	0.47	0.02	0.02	0.02	0.43	0.43	0.43	0.73	0.73	xxxx
Crit Moves:	****				****		****				****	
Delay/Veh:	13.0	0.0	13.0	9.1	9.1	9.1	11.8	11.8	11.8	20.1	20.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.0	0.0	13.0	9.1	9.1	9.1	11.8	11.8	11.8	20.1	20.1	0.0
LOS by Move:	B	*	B	A	A	A	B	B	B	C	C	*
ApproachDel:		13.0			9.1			11.8			20.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.0			9.1			11.8			20.1	
LOS by Appr:		B			A			B			C	
AllWayAvgQ:	0.7	0.7	0.7	0.0	0.0	0.0	0.7	0.7	0.7	2.2	2.2	2.2

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ATTACHMENT NO. 4

8511 Warner Drive
Future 2010 With Project Conditions
AM Peak Hour

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

Intersection #9 Hayden Av & Higuera St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.893
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.4
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Hayden Av						Higuera St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	1	23	19	0	39	215	89	1	69	22	16	598
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	1	23	19	0	40	219	91	1	70	22	16	610
Added Vol:	0	7	3	0	50	38	11	0	6	16	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	30	22	0	90	257	102	1	76	38	16	611
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	30	22	0	90	257	102	1	76	38	16	611
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	30	22	0	90	257	102	1	76	38	16	611
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	30	22	0	90	257	102	1	76	38	16	611
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.57	0.41	0.00	0.26	0.74	1.00	0.15	0.85	0.12	0.88	1.00
Final Sat.:	10	290	213	0	159	456	489	85	489	69	527	684
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	xxxx	0.56	0.56	0.21	0.01	0.16	0.56	0.03	0.89
Crit Moves:	****					****	****					****
Delay/Veh:	10.1	10.1	10.1	0.0	15.0	15.0	11.4	9.4	9.4	9.3	9.3	34.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.1	10.1	10.1	0.0	15.0	15.0	11.4	9.4	9.4	9.3	9.3	34.4
LOS by Move:	B	B	B	*	B	B	B	A	A	A	A	D
ApproachDel:		10.1			15.0			10.5			32.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.1			15.0			10.5			32.4	
LOS by Appr:		B			B			B			D	
AllWayAvgQ:	0.1	0.1	0.1	1.1	1.1	1.1	0.2	0.1	0.1	0.1	5.0	5.0

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ATTACHMENT NO. 4

8511 Warner Drive
Future 2010 With Project Conditions
AM Peak Hour

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

Intersection #10 Eastham Drive & Higuera Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.448
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Eastham Drive						Higuera Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	54	0	122	9	67	0	0	581	223
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	55	0	124	9	68	0	0	593	227
Added Vol:	0	0	0	4	0	0	1	2	0	0	16	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	59	0	124	10	70	0	0	609	234
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	59	0	124	10	70	0	0	609	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	59	0	124	10	70	0	0	609	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	59	0	124	10	70	0	0	609	234
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.44	0.56
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	2310	890
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.08	0.01	0.02	0.00	0.00	0.26	0.26
Crit Moves:						****	****				****	

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ATTACHMENT NO. 4

8511 Warner Drive
Future 2010 With Project Conditions
AM Peak Hour

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

Intersection #11 Lucerne Ave & Duquesne Ave

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

Street Name:	Lucerne Ave						Duquesne Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	201	0	95	93	397	0	0	553	231
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	205	0	97	95	405	0	0	564	236
Added Vol:	0	0	0	4	0	0	1	38	0	0	132	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	209	0	97	96	443	0	0	696	254
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	209	0	97	96	443	0	0	696	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	209	0	97	96	443	0	0	696	254
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	209	0	97	96	443	0	0	696	254
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.68	0.00	0.32	0.18	0.82	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	367	0	170	106	489	0	0	573	644
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.57	xxxx	0.57	0.91	0.91	xxxx	xxxx	1.22	0.39
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	17.7	0.0	17.7	41.4	41.4	0.0	0.0	134	11.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.7	0.0	17.7	41.4	41.4	0.0	0.0	134	11.9
LOS by Move:	*	*	*	C	*	C	E	E	*	*	F	B
ApproachDel:	xxxxxx			17.7			41.4			101.1		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			17.7			41.4			101.1		
LOS by Appr:	*			C			E			F		
AllWayAvgQ:	0.0	0.0	0.0	1.2	1.2	1.2	5.3	5.3	5.3	0.0	19.8	0.6

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ATTACHMENT NO. 4

8511 Warner Drive
Future 2010 With Project Conditions
AM Peak Hour

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

Intersection #12 Jefferson Bl & Duquesne Av

Cycle (sec):	100	Critical Vol./Cap.(X):	1.086
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Jefferson Bl						Duquesne Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	417	944	31	12	1128	395	235	34	336	6	36	9
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	425	963	32	12	1151	403	240	35	343	6	37	9
Added Vol:	139	95	0	0	308	10	8	0	34	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	564	1058	32	12	1459	413	248	35	377	6	37	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	564	1058	32	12	1459	413	248	35	377	6	37	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	564	1058	32	12	1459	413	248	35	377	6	37	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	564	1058	32	12	1459	413	248	35	377	6	37	9
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3107	93	1600	3200	1600	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.35	0.34	0.34	0.01	0.46	0.26	0.15	0.02	0.24	0.00	0.02	0.01
OvlAdjV/S:									0.00			
Crit Moves:	****				****		****				****	

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8665 Hayden Place 8511 Warner Drive

Future 2010 With Project Conditions
AM Peak Hour

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

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Intersection #13 Robertson Bl & Venice Bl

****

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

****

Street Name:	Roberston Bl						Venice Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	0 1	1	0 1	2 0 3	0	1	1 0 3	0	1
Volume Module:												
Base Vol:	179	369	19	289	240	321	477	2149	97	46	1818	334
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	183	376	19	295	245	327	487	2192	99	47	1854	341
Added Vol:	6	43	9	73	96	143	0	52	1	1	152	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	419	28	368	341	470	487	2244	100	48	2006	349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	419	28	368	341	470	487	2244	100	48	2006	349
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	419	28	368	341	470	487	2244	100	48	2006	349
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	419	28	368	341	470	535	2244	100	48	2006	349
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	1375	1375	2750	4125	1375	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.14	0.15	0.02	0.27	0.25	0.34	0.19	0.54	0.07	0.03	0.49	0.25
Crit Volume:		210		368			268				669	
Crit Moves:		****		****			****				****	

****

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~~XXXXXXXXXXXXXXX~~ 8511 Warner Drive

Future 2010 With Project Conditions
AM Peak Hour

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

****

Intersection #14 National Bl & Venice Bl

****

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

****

Street Name:	National Bl						Venice Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	3	0 1	2 0	3	0 1
Volume Module:												
Base Vol:	143	769	30	106	419	89	162	1993	337	74	1953	113
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	146	784	31	108	427	91	165	2033	344	75	1992	115
Added Vol:	5	26	0	6	28	4	5	67	2	5	216	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	810	31	114	455	95	170	2100	346	80	2208	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	810	31	114	455	95	170	2100	346	80	2208	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	810	31	114	455	95	170	2100	346	80	2208	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	151	810	31	114	455	95	187	2100	346	89	2208	116
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	~~1425~~ 1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.93	0.07	1.00	1.66	0.34	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1425	2746	104	1425	2359	491	2850	4275	1425	2850	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.11	0.30	0.30	0.08	0.19	0.19	0.07	0.49	0.24	0.03	0.52	0.08
Crit Volume:			~~420~~ 421	114			94				736	
Crit Moves:			****	****			****				****	

****

$\frac{421 + 114}{1375}$ $\frac{94 + 736}{1375}$

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ATTACHMENT NO. 4

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~~XXXXXXXXXXXXXX 8665 Hayden Place~~ 8511 Warner Drive

Future 2010 With Project Conditions
AM Peak Hour

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

Intersection #15 La Cienega Bl & Fairfax/Blackwelder

Cycle (sec):	100	Critical Vol./Cap.(X):	1.~~171~~ 1.190 - 0.100
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	~~xxxxxx~~ 1.090 (F)
Optimal Cycle:	180	Level Of Service:	F

Street Name:	La Cienega Bl						Fairfax Av/Blackwelder St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	1	0 0	2 1	0	0 0	1! 0	0	2 0	0 1	0
Volume Module:												
Base Vol:	25	1746	976	0	1340	28	9	0	11	1037	28	6
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	26	1781	996	0	1367	29	9	0	11	1058	29	6
Added Vol:	0	146	50	0	79	0	0	0	0	187	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	1927	1046	0	1446	29	9	0	11	1245	29	6
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	1927	0	0	1446	29	9	0	11	1245	29	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1927	0	0	1446	29	9	0	11	1245	29	6
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	26	1927	0	0	1446	29	9	0	11	1369	29	6
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	2.94	0.06	0.45	0.00	0.55	2.00	0.82	0.18
Final Sat.:	1425	2850	1425	0	4192	83	641	0	784	2850	1174	251
Capacity Analysis Module:												
Vol/Sat:	0.02	0.68	0.00	0.00	0.34	0.34	0.01	0.00	0.01	0.48	0.02	0.02
Crit Volume:		968		0					20	685		
Crit Moves:		****		****					****	****		

$\frac{991 + 0}{1425}$ $\frac{20 + 685}{1425}$

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ATTACHMENT NO. 4

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~~XXXXXXXXXXXXXXX~~ 8511 Warner Drive
~~8665 Hayden Place~~
Future 2010 With Project Conditions
AM Peak Hour

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

Intersection #16 Jefferson Bl & National Bl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.693
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

0.666 - 0.100
0.566 (A)

Street Name:	Jefferson Bl						National Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 2	0	0 0	0 0	0	0 1	1 1	1	1 1	0 0
Volume Module:												
Base Vol:	0	0	555	0	0	0	0	343	142	707	965	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	566	0	0	0	0	350	145	721	984	0
Added Vol:	54	0	45	0	0	0	0	73	130	169	112	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	0	611	0	0	0	0	423	275	890	1096	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	0	611	0	0	0	0	423	275	890	1096	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	0	611	0	0	0	0	423	275	890	1096	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	54	0	672	0	0	0	0	423	302	979	1096	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.75	1.25	1.42	1.58	0.00
Final Sat.:	1425	0	2850	0	0	0	0	2493	1782	2017	2258	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.24	0.00	0.00	0.00	0.00	0.17	0.17	0.49	0.49	0.00
Crit Volume:	54				0			242		692		
Crit Moves:	****							****		****		

540 / 1425

233 + 662 / 1425

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ATTACHMENT NO. 4

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8511 Warner Drive

Future 2010 With Project Conditions
AM Peak Hour

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

Intersection #17 La Cienega Bl & Jefferson Bl

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

1.165 - 0.100
1.065 (F)

Street Name:	La Cienega Bl						Jefferson Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 3	0 1	2	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	76	2240	89	31	1987	482	354	405	115	312	1035	104
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	78	2285	91	32	2027	492	361	413	117	318	1056	106
Added Vol:	25	148	2	1	67	198	52	49	17	12	59	-4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	2433	93	33	2094	690	413	462	134	330	1115	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	2433	93	33	2094	690	413	462	134	330	1115	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	2433	93	33	2094	690	413	462	134	330	1115	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	103	2433	93	33	2094	690	454	462	134	363	1115	102
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.89	0.11	1.00	3.00	1.00	2.00	1.55	0.45	2.00	2.00	1.00
Final Sat.:	1425	4118	157	1425	4275	1425	2850	2208	642	2850	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.07	0.59	0.59	0.02	0.49	0.48	0.16	0.21	0.21	0.13	0.39	0.07
Crit Volume:		842			33			227			558	
Crit Moves:		****			****			****			****	

842 + 33 / 1425

227 + 558 / 1425

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ATTACHMENT NO. 4

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~~XXXXXXXXXXXXXX~~ 8511 Warner Drive

Future 2010 With Project Conditions
AM Peak Hour

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

****

Intersection #18 Jefferson Bl & Higuera/Rodeo

****

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

****

Street Name:	Jefferson Bl						Higuera St/Rodeo Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	86	461	505	144	670	69	11	90	14	806	655	99
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	88	470	515	147	683	70	11	92	14	822	668	101
Added Vol:	14	72	17	19	230	0	0	2	4	85	9	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	542	532	166	913	70	11	94	18	907	677	104
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	542	0	166	913	70	11	94	18	907	677	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	542	0	166	913	70	11	94	18	907	677	104
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	102	542	0	166	913	70	11	94	18	998	677	104
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1425	2850	1425	1425	2850	1425	1425	2850	1425	2850	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.00	0.12	0.32	0.05	0.01	0.03	0.01	0.35	0.48	0.07
Crit Volume:	102				457			47			677	
Crit Moves:	****				****			****			****	

****

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8511 Warner Drive

Future 2010 With Project Conditions
AM Peak Hour

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

Intersection #19 La Cienega Bl & Rodeo Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.229 /.230
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx -0.100 = 1.13
Optimal Cycle:	180	Level Of Service:	F

Street Name:	La Cienega Bl						Rodeo Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Protected		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	1 0	2 0	2	1 0	1 0	2	0 1	2 0	2	0 1
Volume Module:												
Base Vol:	313	1955	43	116	2063	170	129	389	165	194	1097	284
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	319	1994	44	118	2104	173	132	397	168	198	1119	290
Added Vol:	10	144	0	2	39	56	12	15	12	0	31	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	329	2138	44	120	2143	229	144	412	180	198	1150	309
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	329	2138	44	120	2143	229	144	412	180	198	1150	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	329	2138	44	120	2143	229	144	412	180	198	1150	309
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	362	2138	44	132	2143	229	144	412	180	218	1150	309
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.94	0.06	2.00	2.71	0.29	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	4042	83	2750	3726	399	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.13	0.53	0.53	0.05	0.58	0.58	0.10	0.15	0.13	0.08	0.42	0.22
Crit Volume:	181				791		144				575	
Crit Moves:	****				****		****				****	

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ATTACHMENT NO. 4

8511 Warner Drive
Future 2010 With Project Conditions
PM Peak Hour

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

Intersection #1 Robertson Bl & Washington Bl

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

Street Name:	Robertson Bl									Washington Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	28	197	40	132	241	61	128	926	43	70	525	160
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	29	201	41	135	246	62	131	945	44	71	536	163
Added Vol:	17	9	0	63	5	8	2	491	8	0	222	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	210	41	198	251	70	133	1436	52	71	758	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	210	41	198	251	70	133	1436	52	71	758	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	210	41	198	251	70	133	1436	52	71	758	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	210	41	198	251	70	133	1436	52	71	758	178
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.67	0.33	1.00	1.00	1.00	1.00	1.93	0.07	1.00	1.62	0.38
Final Sat.:	1600	2679	521	1600	1600	1600	1600	3088	112	1600	2591	609
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.08	0.12	0.16	0.04	0.08	0.46	0.46	0.04	0.29	0.29
Crit Moves:		****		****				****		****		

ATTACHMENT NO. 4

8511 Warner Drive
Future 2010 With Project Conditions
PM Peak Hour

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

Intersection #2 National Bl & Washington Bl

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

Street Name:	National Bl									Washington Bl					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	2	0	1	1	0	2	0	1	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:															
Base Vol:	170	525	70	184	839	35	47	840	253	74	559	138			
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02			
Initial Bse:	173	536	71	188	856	36	48	857	258	75	570	141			
Added Vol:	132	96	8	-6	22	3	3	515	192	7	163	-11			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	305	632	79	182	878	39	51	1372	450	82	733	130			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	305	632	79	182	878	39	51	1372	450	82	733	130			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	305	632	79	182	878	39	51	1372	450	82	733	130			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	305	632	79	182	878	39	51	1372	450	82	733	130			
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	2.00	1.78	0.22	2.00	1.92	0.08	1.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	2880	2843	357	2880	3065	135	1600	3200	1600	1600	3200	1600			
Capacity Analysis Module:															
Vol/Sat:	0.11	0.22	0.22	0.06	0.29	0.29	0.03	0.43	0.28	0.05	0.23	0.08			
Crit Moves:	****				****			****		****					

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ATTACHMENT NO. 4

8511 Warner Drive
Future 2010 With Project Conditions
PM Peak Hour

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

Intersection #3 La Cienega Bl & Washington Bl

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

Street Name:	La Cienega Bl						Washington Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	127	1204	53	283	1385	28	40	974	154	60	505	107
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	130	1228	54	289	1413	29	41	993	157	61	515	109
Added Vol:	20	51	5	8	30	34	30	376	99	5	111	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	1279	59	297	1443	63	71	1369	256	66	626	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	1279	59	297	1443	63	71	1369	256	66	626	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1279	59	297	1443	63	71	1369	256	66	626	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	1279	59	297	1443	63	71	1369	256	66	626	111
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.87	0.13	1.00	2.88	0.12	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	4588	212	1600	4601	199	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.28	0.19	0.31	0.31	0.04	0.43	0.16	0.04	0.20	0.07
Crit Moves:		****		****				****		****		

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ATTACHMENT NO. 4

8511 Warner Drive
Future 2010 With Project Conditions
PM Peak Hour

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

Intersection #4 Hayden Av & National Bl

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

Street Name:	Hayden Av									National Bl					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0 1!	0	0	0 0 0	0	0	0 1	1 0	1	0 2	0 0			
Volume Module:															
Base Vol:	505	0	96	0	0	0	0	990	178	25	252	0			
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02			
Initial Bse:	515	0	98	0	0	0	0	1010	182	26	257	0			
Added Vol:	71	0	51	0	0	0	0	155	62	21	157	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	586	0	149	0	0	0	0	1165	244	47	414	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	586	0	149	0	0	0	0	1165	244	47	414	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	586	0	149	0	0	0	0	1165	244	47	414	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	586	0	149	0	0	0	0	1165	244	47	414	0			
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.00	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.59	0.00	0.41	0.00	0.00	0.00	0.00	1.65	0.35	1.00	2.00	0.00			
Final Sat.:	2552	0	648	0	0	0	0	2647	553	1600	3200	0			
Capacity Analysis Module:															
Vol/Sat:	0.23	0.00	0.23	0.00	0.00	0.00	0.00	0.44	0.44	0.03	0.13	0.00			
Crit Moves:	****							****		****					

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ATTACHMENT NO. 4

8511 Warner Drive
Future 2010 With Project Conditions
PM Peak Hour

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

Intersection #5 Eastham Dr & National Bl

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

Street Name:	Eastham Dr						National Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted Include			Permitted Include			Permitted Include			Permitted Include		
Rights:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 1	0	1 0	0 0	0	1 0	1 0	0	0 1	0 0
Volume Module:												
Base Vol:	0	0	68	0	0	0	0	1013	59	0	266	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	69	0	0	0	0	1033	60	0	271	0
Added Vol:	0	0	16	0	0	0	0	205	0	0	179	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	85	0	0	0	0	1238	60	0	450	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	85	0	0	0	0	1238	60	0	450	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	85	0	0	0	0	1238	60	0	450	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	85	0	0	0	0	1238	60	0	450	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.91	0.09	0.00	1.00	0.00
Final Sat.:	0	0	1500	0	1500	0	0	2861	139	0	1500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.43	0.43	0.00	0.30	0.00
Crit Volume:			85	0				649		0		
Crit Moves:			****					****		****		

ATTACHMENT NO. 4

8511 Warner Drive
Future 2010 With Project Conditions
PM Peak Hour

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

Intersection #6 Hayden Av & Warner Drive

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

Street Name:	Hayden Av						Warner Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	398	89	60	103	0	0	0	0	46	0	33
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	406	91	61	105	0	0	0	0	47	0	34
Added Vol:	0	74	11	65	19	0	0	0	0	7	0	47
PasserByVol:	0	-3	0	0	-17	0	0	0	0	0	0	0
Initial Fut:	0	477	102	126	107	0	0	0	0	54	0	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	477	102	126	107	0	0	0	0	54	0	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	477	102	126	107	0	0	0	0	54	0	81
Critical Gap Module:												
Critical Gp:	xxxxx	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	579	xxxx	xxxxx	xxxx	xxxx	xxxxx	887	887	528
Potent Cap.:	xxxx	xxxx	xxxxx	1005	xxxx	xxxxx	xxxx	xxxx	xxxxx	317	285	554
Move Cap.:	xxxx	xxxx	xxxxx	1005	xxxx	xxxxx	xxxx	xxxx	xxxxx	284	247	554
Volume/Cap:	xxxx	xxxx	xxxx	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	0.19	0.00	0.15
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.1	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	401	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.4	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			18.4		
ApproachLOS:	*			*			*			C		

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

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ATTACHMENT NO. 4

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8511 Warner Drive
Future 2010 With Project Conditions
PM Peak Hour

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

****

Intersection #7 Eastham Drive & Warner Drive

****

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

****

Street Name:	Eastham Drive						Warner Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 0	0 0	0	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	41	37	0	0	163	6	8	0	129	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	42	38	0	0	166	6	8	0	132	0	0	0
Added Vol:	15	7	0	0	0	0	9	0	14	0	0	0
PasserByVol:	0	-4	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	41	0	0	166	6	17	0	146	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	41	0	0	166	6	17	0	146	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	57	41	0	0	166	6	17	0	146	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	172	xxxx	xxxxx	xxxx	xxxx	xxxxx	324	324	169	396	327	41
Potent Cap.:	1417	xxxx	xxxxx	xxxx	xxxx	xxxxx	674	597	880	567	595	1036
Move Cap.:	1417	xxxx	xxxxx	xxxx	xxxx	xxxxx	653	573	880	458	570	1036
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.17	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	849	xxxxx	xxxx	0	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.2	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.2			xxxxxx		
ApproachLOS:	*			*			B			*		

****

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

****

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ATTACHMENT NO. 4

8511 Warner Drive
Future 2010 With Project Conditions
PM Peak Hour

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

Intersection #8 Lucerne Av & Higuera St

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

Street Name:	Lucerne Av						Higuera St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	0 1	0	0 0	1!	0 0	0 1	0 0	0
Volume Module:												
Base Vol:	112	1	97	0	2	1	2	161	123	82	126	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	114	1	99	0	2	1	2	164	125	84	129	0
Added Vol:	1	0	7	0	0	0	0	37	1	3	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	1	106	0	2	1	2	201	126	87	142	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	1	106	0	2	1	2	201	126	87	142	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	1	106	0	2	1	2	201	126	87	142	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	1	106	0	2	1	2	201	126	87	142	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.52	0.01	0.47	0.00	0.67	0.33	0.01	0.61	0.38	0.38	0.62	0.00
Final Sat.:	351	3	323	0	396	198	5	469	295	267	436	0
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	xxxx	0.01	0.01	0.43	0.43	0.43	0.32	0.32	xxxx
Crit Moves:	****					****		****		****		
Delay/Veh:	10.2	10.2	10.2	0.0	8.3	8.3	10.7	10.7	10.7	10.1	10.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.2	10.2	10.2	0.0	8.3	8.3	10.7	10.7	10.7	10.1	10.1	0.0
LOS by Move:	B	B	B	*	A	A	B	B	B	B	B	*
ApproachDel:		10.2			8.3			10.7			10.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.2			8.3			10.7			10.1	
LOS by Appr:		B			A			B			B	
AllWayAvgQ:	0.4	0.4	0.4	0.0	0.0	0.0	0.7	0.7	0.7	0.4	0.4	0.4

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ATTACHMENT NO. 4

8511 Warner Drive
Future 2010 With Project Conditions
PM Peak Hour

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

Intersection #9 Hayden Av & Higuera St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.567
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.3
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Hayden Av						Higuera St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	0 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	0	136	163	0	38	123	111	1	79	21	1	239
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	139	166	0	39	125	113	1	81	21	1	244
Added Vol:	0	42	21	0	10	16	42	0	1	3	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	181	187	0	49	141	155	1	82	24	1	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	181	187	0	49	141	155	1	82	24	1	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	181	187	0	49	141	155	1	82	24	1	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	181	187	0	49	141	155	1	82	24	1	245
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.49	0.51	0.00	0.26	0.74	1.00	0.31	0.69	0.18	0.82	1.00
Final Sat.:	0	318	330	0	155	449	492	178	389	95	430	595
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.57	0.57	xxxx	0.32	0.32	0.32	0.01	0.21	0.26	0.00	0.41
Crit Moves:			****		****		****					****
Delay/Veh:	0.0	14.4	14.4	0.0	10.6	10.6	12.4	9.5	9.5	9.4	9.4	11.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.4	14.4	0.0	10.6	10.6	12.4	9.5	9.5	9.4	9.4	11.8
LOS by Move:	*	B	B	*	B	B	B	A	A	A	A	B
ApproachDel:		14.4			10.6			11.4			11.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.4			10.6			11.4			11.6	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	1.1	1.1	1.1	0.4	0.4	0.4	0.4	0.1	0.1	0.0	0.6	0.6

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ATTACHMENT NO. 4

8511 Warner Drive
Future 2010 With Project Conditions
PM Peak Hour

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

Intersection #10 Eastham Drive & Higuera Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.408
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Eastham Drive						Higuera Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	277	0	17	10	241	0	0	274	61
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	283	0	17	10	246	0	0	279	62
Added Vol:	0	0	0	14	0	0	6	16	0	0	4	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	297	0	17	16	262	0	0	283	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	297	0	17	16	262	0	0	283	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	297	0	17	16	262	0	0	283	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	297	0	17	16	262	0	0	283	78
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.57	0.43
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	2508	692
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.01	0.01	0.08	0.00	0.00	0.11	0.11
Crit Moves:				****			****				****	

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ATTACHMENT NO. 4

8511 Warner Drive
Future 2010 With Project Conditions
PM Peak Hour

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

Intersection #11 Lucerne Ave & Duquesne Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	1.125
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	53.7
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Lucerne Ave						Duquesne Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	1!	0 0	0 1	0	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	0	0	0	194	0	81	69	501	0	0	331	162
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	198	0	83	70	511	0	0	338	165
Added Vol:	0	0	0	16	0	0	0	126	0	0	41	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	214	0	83	70	637	0	0	379	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	214	0	83	70	637	0	0	379	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	214	0	83	70	637	0	0	379	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	214	0	83	70	637	0	0	379	172
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.72	0.00	0.28	0.10	0.90	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	395	0	152	63	566	0	0	567	637
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.54	xxxx	0.54	1.12	1.12	xxxx	xxxx	0.67	0.27
Crit Moves:				****			****				****	
Delay/Veh:	0.0	0.0	0.0	16.6	0.0	16.6	97.6	97.6	0.0	0.0	20.5	10.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.6	0.0	16.6	97.6	97.6	0.0	0.0	20.5	10.3
LOS by Move:	*	*	*	C	*	C	F	F	*	*	C	B
ApproachDel:	xxxxxx				16.6			97.6			17.3	
Delay Adj:	xxxxx				1.00			1.00			1.00	
ApprAdjDel:	xxxxxx				16.6			97.6			17.3	
LOS by Appr:	*				C			F			C	
AllWayAvgQ:	0.0	0.0	0.0	1.1	1.1	1.1	15.5	15.5	15.5	0.0	1.8	0.4

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ATTACHMENT NO. 4

8511 Warner Drive
Future 2010 With Project Conditions
PM Peak Hour

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

Intersection #12 Jefferson Bl & Duquesne Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.901
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

Street Name:	Jefferson Bl						Duquesne Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	311	1279	17	24	729	208	416	53	307	18	29	23
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	317	1305	17	24	744	212	424	54	313	18	30	23
Added Vol:	41	247	0	0	173	8	11	0	131	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	358	1552	17	24	917	220	435	54	444	18	30	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	358	1552	17	24	917	220	435	54	444	18	30	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	358	1552	17	24	917	220	435	54	444	18	30	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	358	1552	17	24	917	220	435	54	444	18	30	23
OvlAdjVol:									86			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3165	35	1600	3200	1600	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.22	0.49	0.49	0.02	0.29	0.14	0.27	0.03	0.28	0.01	0.02	0.01
OvlAdjV/S:									0.05			
Crit Moves:	****				****		****				****	

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~~XXXXXXXXXXXXXXXX~~ 8511 Warner Drive

Future 2010 With Project Conditions
PM Peak Hour

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

****

Intersection #13 Robertson Bl & Venice Bl

****

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

****

Street Name:	Roberston Bl						Venice Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	0 1	1 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	143	261	48	228	232	368	482	2427	118	52	1611	85
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	146	266	49	233	237	375	492	2476	120	53	1643	87
Added Vol:	7	52	2	31	65	28	0	134	3	8	51	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	318	51	264	302	403	492	2610	123	61	1694	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	318	51	264	302	403	492	2610	123	61	1694	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	318	51	264	302	403	492	2610	123	61	1694	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	318	51	264	302	403	541	2610	123	61	1694	119
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.93	1.07	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1375	2750	1375	1282	1468	1375	2750	4125	1375	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.04	0.21	0.21	0.29	0.20	0.63	0.09	0.04	0.41	0.09
Crit Volume:		159			283			870		61		
Crit Moves:		****			****			****		****		

****

159 + 302 / 1375

870 + 61 / 1375

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8511 Warner Drive

Future 2010 With Project Conditions
PM Peak Hour

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

Intersection #14 National Bl & Venice Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.951 /.064 - 0.100
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx 0.964 (E)
Optimal Cycle: 180 Level Of Service: E F

Street Name:	National Bl						Venice Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1			1 0 1			2 0 3		0 1	2 0 3		0 1
Volume Module:												
Base Vol:	143	505	58	144	722	113	151	2332	249	48	1595	86
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	146	515	59	147	736	115	154	2379	254	49	1627	88
Added Vol:	4	82	1	1	13	4	14	170	3	3	69	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	597	60	148	749	119	168	2549	257	52	1696	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	597	60	148	749	119	168	2549	257	52	1696	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	597	60	148	749	119	168	2549	257	52	1696	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	150	597	60	148	749	119	185	2549	257	57	1696	94
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425 (1375)
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.82	0.18	1.00	1.73	0.27	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1425	2589	261	1425	2459	391	2850	4275	1425	2850	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.11	0.23	0.23	0.10	0.30	0.30	0.06	0.60	0.18	0.02	0.40	0.07
Crit Volume:			329	148				850		29		
Crit Moves:			****	****				****		****		

150 + 434 = 1375

850 + 29 = 1375

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8511 Warner Drive
Future 2010 With Project Conditions
PM Peak Hour

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

Intersection #15 La Cienega Bl & Fairfax/Blackwelder

Cycle (sec): 100 Critical Vol./Cap.(X): 0.896 1.110 - 0.100
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D F 1.010 (F)

Street Name:	La Cienega Bl						Fairfax Av/Blackwelder St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	1	0 0	2 1	0	0 0	1! 0	0	2 0	0 1	0
Volume Module:												
Base Vol:	10	1207	1401	0	1607	8	33	0	6	931	5	8
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	10	1231	1429	0	1639	8	34	0	6	950	5	8
Added Vol:	0	76	142	0	134	0	0	0	0	110	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	1307	1571	0	1773	8	34	0	6	1060	5	8
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	1307	0	0	1773	8	34	0	6	1060	5	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1307	0	0	1773	8	34	0	6	1060	5	8
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	10	1307	0	0	1773	8	34	0	6	1166	5	8
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	2.99	0.01	0.85	0.00	0.15	2.00	0.38	0.62
Final Sat.:	1425	2850	1425	0	4255	20	1206	0	219	2850	548	877
Capacity Analysis Module:												
Vol/Sat:	0.01	0.46	0.00	0.00	0.42	0.42	0.03	0.00	0.03	0.41	0.01	0.01
Crit Volume:		654		0					40	583		
Crit Moves:		****		****					****	****		

959 + 0 / 1425

40 + 583 / 1425

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8511 Warner Drive

Future 2010 With Project Conditions
PM Peak Hour

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

****

Intersection #16 Jefferson Bl & National Bl

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.715 ✓ 0.100 =
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx 0.615 (B)
Optimal Cycle:	65	Level Of Service:	C

****

Street Name:	Jefferson Bl						National Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 2	0	0 0	0 0 0	0	0 1	1 1	1	1 1	0 0
Volume Module:												
Base Vol:	0	0	890	0	0	0	0	776	254	381	244	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	908	0	0	0	0	792	259	389	249	0
Added Vol:	81	0	111	0	0	0	0	126	97	106	100	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	0	1019	0	0	0	0	918	356	495	349	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	0	1019	0	0	0	0	918	356	495	349	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	0	1019	0	0	0	0	918	356	495	349	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	81	0	1121	0	0	0	0	918	392	544	349	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	1.83	1.17	0.00
Final Sat.:	1425	0	2850	0	0	0	0	2850	1425	2605	1670	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.39	0.00	0.00	0.00	0.00	0.32	0.27	0.21	0.21	0.00
Crit Volume:			560	0				459		0		
Crit Moves:			****					****		****		

****

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ATTACHMENT NO. 4

Future With Project PM - HaThu Jun 12, 2008 16:28:00 Page 24-1

8511 Warner Drive
Future 2010 With Project Conditions
PM Peak Hour

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

Intersection #17 La Cienega Bl & Jefferson Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 1.081 1.082 - 0.100
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx 0.982 (F)
Optimal Cycle: 180 Level Of Service: F

Street Name:	La Cienega Bl						Jefferson Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	1	2 0	1 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	41	2011	243	42	2233	199	587	791	247	166	390	72
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	42	2051	248	43	2278	203	599	807	252	169	398	73
Added Vol:	29	65	9	-4	136	112	156	64	17	5	65	-2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	2116	257	39	2414	315	755	871	269	174	463	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	2116	257	39	2414	315	755	871	269	174	463	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	2116	257	39	2414	315	755	871	269	174	463	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	71	2116	257	39	2414	315	830	871	269	192	463	71
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.68	0.32	1.00	3.00	1.00	2.00	1.53	0.47	2.00	2.00	1.00
Final Sat.:	1425	3812	463	1425	4275	1425	2850	2178	672	2850	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.05	0.56	0.56	0.03	0.56	0.22	0.29	0.40	0.40	0.07	0.16	0.05
Crit Volume:	71				805			570		96		
Crit Moves:	****				****			****		****		

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ATTACHMENT NO. 4

Future With Project PM - HaThu Jun 12, 2008 16:28:00 Page 25-1

8511 Warner Drive

Future 2010 With Project Conditions
PM Peak Hour

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

Intersection #18 Jefferson Bl & Higuera/Rodeo

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

Street Name:	Jefferson Bl						Higuera St/Rodeo Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1	2 0	1	0 1
Volume Module:												
Base Vol:	45	674	910	219	470	56	43	389	86	398	246	42
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	46	687	928	223	479	57	44	397	88	406	251	43
Added Vol:	14	177	68	19	122	0	0	11	19	40	7	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	864	996	242	601	57	44	408	107	446	258	47
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	864	0	242	601	57	44	408	107	446	258	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	864	0	242	601	57	44	408	107	446	258	47
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	60	864	0	242	601	57	44	408	107	491	258	47
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1425	2850	1425	1425	2850	1425	1425	2850	1425	2850	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.00	0.17	0.21	0.04	0.03	0.14	0.07	0.17	0.18	0.03
Crit Volume:		432		242				204			258	
Crit Moves:		****		****				****			****	

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ATTACHMENT NO. 4

Future With Project PM - HaThu Jun 12, 2008 16:28:00 Page 26-1

8565 Hayden Place 8511 Warner Drive

Future 2010 With Project Conditions
PM Peak Hour

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

Intersection #19 La Cienega Bl & Rodeo Rd

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

Street Name:	La Cienega Bl						Rodeo Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Protected		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	1 0	2 0	2	1 0	1 0	2	0 1	2 0	2	0 1
Volume Module:												
Base Vol:	210	1903	130	322	2274	88	182	913	435	186	496	181
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	214	1941	133	328	2319	90	186	931	444	190	506	185
Added Vol:	8	47	0	7	122	28	46	35	17	0	15	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	222	1988	133	335	2441	118	232	966	461	190	521	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	222	1988	133	335	2441	118	232	966	461	190	521	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	1988	133	335	2441	118	232	966	461	190	521	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	244	1988	133	369	2441	118	232	966	461	209	521	195
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.81	0.19	2.00	2.86	0.14	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3867	258	2750	3935	190	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.51	0.51	0.13	0.62	0.62	0.17	0.35	0.34	0.08	0.19	0.14
Crit Volume:	122				853			483		104		
Crit Moves:	****				****			****		****		

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KOA CORPORATION
PLANNING & ENGINEERING

APPENDIX F
Project Driveway Signal Warrant Analysis
Hayden Avenue/Warner Drive Mitigation Level-of-Service Calculation

ATTACHMENT NO. 4

Future With Project AM - WaTue Jan 13, 2009 08:25:48 Page 13-1

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

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

Intersection #6 Hayden Av & Warner Drive

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

Street Name:	Hayden Av						Warner Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	1	1 0 1	0	0	0 0 0	0	0	1 0 0	0	1
Volume Module:												
Base Vol:	0	578	110	69	201	0	0	0	0	150	0	24
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	590	112	70	205	0	0	0	0	153	0	24
Added Vol:	0	14	4	26	86	0	0	0	0	2	0	13
PasserByVol:	0	-1	0	0	-7	0	0	0	0	0	0	0
Initial Fut:	0	603	116	96	284	0	0	0	0	155	0	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	603	116	96	284	0	0	0	0	155	0	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	603	116	96	284	0	0	0	0	155	0	37
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	719	xxxx	xxxxx	xxxx	xxxx	xxxxx	1079	xxxx	603
Potent Cap.:	xxxx	xxxx	xxxxx	892	xxxx	xxxxx	xxxx	xxxx	xxxxx	244	xxxx	503
Move Cap.:	xxxx	xxxx	xxxxx	892	xxxx	xxxxx	xxxx	xxxx	xxxxx	224	xxxx	503
Volume/Cap:	xxxx	xxxx	xxxx	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	0.69	xxxx	0.07
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	4.5	xxxx	0.2
Control Del:	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	51.0	xxxx	12.7
LOS by Move:	*	*	*	A	*	*	*	*	*	F	*	B
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	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			43.5		
ApproachLOS:	*			*			*			E		

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

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ATTACHMENT NO. 4

Future With Project PM - WaTue Jan 13, 2009 08:26:43 Page 13-1

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

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

Intersection #6 Hayden Av & Warner Drive

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

Street Name:	Hayden Av								Warner Drive							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1	0 1	1	0	1	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	398		89	60	103		0	0		0	0	46		0	33
Growth Adj:	1.02	1.02		1.02	1.02	1.02		1.02	1.02		1.02	1.02	1.02		1.02	1.02
Initial Bse:	0	406		91	61	105		0	0		0	0	47		0	34
Added Vol:	0	74		11	65	19		0	0		0	0	7		0	47
PasserByVol:	0	-3		0	0	-17		0	0		0	0	0		0	0
Initial Fut:	0	477		102	126	107		0	0		0	0	54		0	81
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0	477		102	126	107		0	0		0	0	54		0	81
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
FinalVolume:	0	477		102	126	107		0	0		0	0	54		0	81
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		xxxxx	4.1	xxxx		xxxxx	xxxxx		xxxx	xxxxx	6.4	xxxx		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx	2.2	xxxx		xxxxx	xxxxx		xxxx	xxxxx	3.5	xxxx		3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		xxxxx	579	xxxx		xxxxx	xxxx		xxxx	xxxxx	836	xxxx		477
Potent Cap.:	xxxx	xxxx		xxxxx	1005	xxxx		xxxxx	xxxx		xxxx	xxxxx	340	xxxx		592
Move Cap.:	xxxx	xxxx		xxxxx	1005	xxxx		xxxxx	xxxx		xxxx	xxxxx	307	xxxx		592
Volume/Cap:	xxxx	xxxx		xxxx	0.13	xxxx		xxxx	xxxx		xxxx	xxxx	0.18	xxxx		0.14
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		xxxxx	0.4	xxxx		xxxxx	xxxx		xxxx	xxxxx	0.6	xxxx		0.5
Control Del:	xxxxx	xxxx		xxxxx	9.1	xxxx		xxxxx	xxxxx		xxxx	xxxxx	19.2	xxxx		12.0
LOS by Move:	*	*		*	A	*		*	*		*	*	C	*		B
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	xxxx		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx
Shared LOS:	*	*		*	*	*		*	*	*		*	*	*		*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				14.9			
ApproachLOS:	*				*				*				B			

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

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ATTACHMENT NO. 4

Future With Project AM - WaTue Jan 13, 2009 08:28:03 Page 13-1

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

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

Intersection #6 Hayden Av & Warner Drive

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

Street Name:	Hayden Av						Warner Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 1	1 0	1	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	578	110	69	201	0	0	0	0	150	0	24
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	590	112	70	205	0	0	0	0	153	0	24
Added Vol:	0	14	4	26	86	0	0	0	0	2	0	13
PasserByVol:	0	-1	0	0	-7	0	0	0	0	0	0	0
Initial Fut:	0	603	116	96	284	0	0	0	0	155	0	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	603	116	96	284	0	0	0	0	155	0	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	603	116	96	284	0	0	0	0	155	0	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	603	116	96	284	0	0	0	0	155	0	37
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1600	1600	1600	1600	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.07	0.06	0.18	0.00	0.00	0.00	0.00	0.10	0.00	0.02
Crit Moves:		****		****						****		

ATTACHMENT NO. 4

Future With Project PM - WaTue Jan 13, 2009 08:28:42 Page 13-1

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

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

Intersection #6 Hayden Av & Warner Drive

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

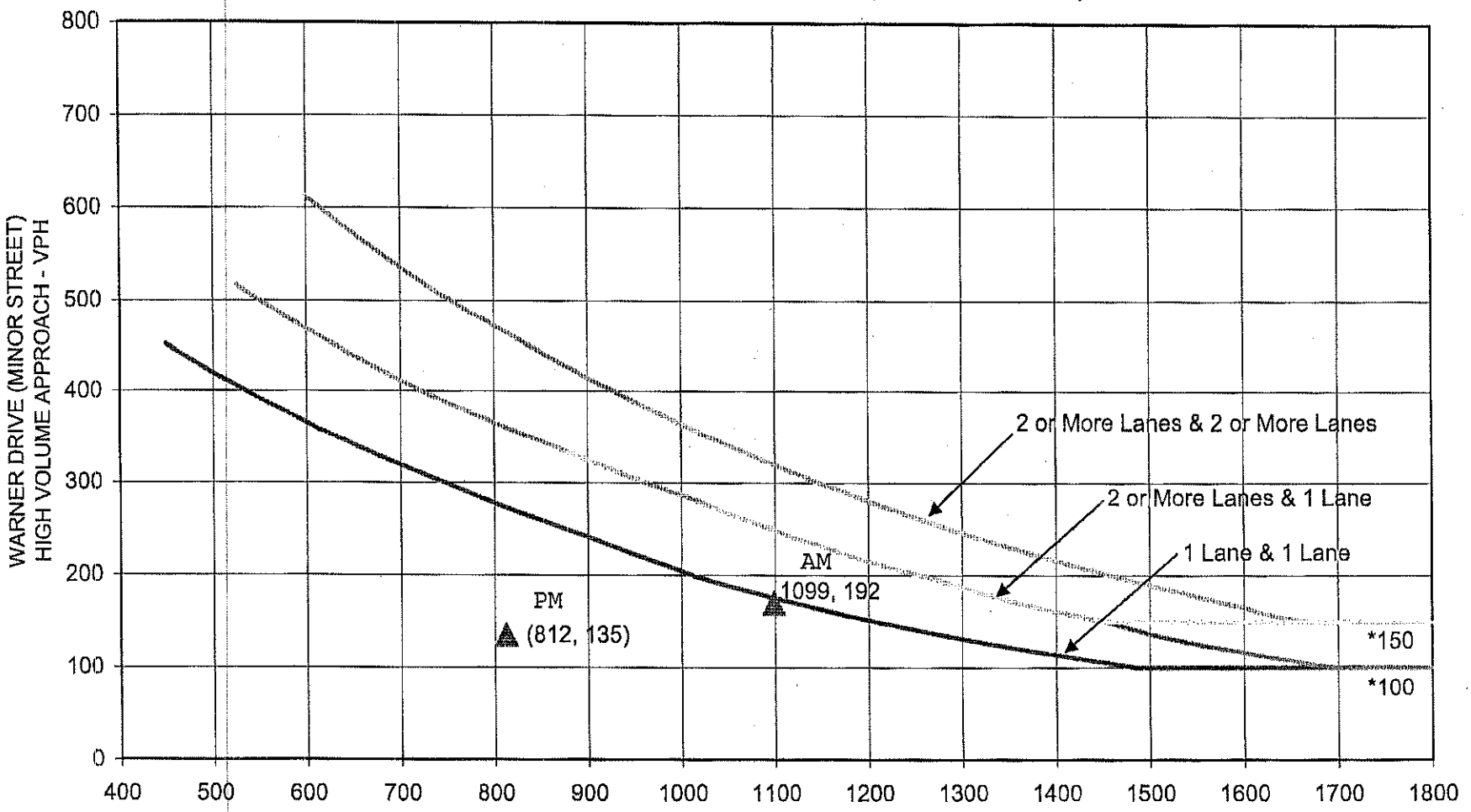
Street Name:	Hayden Av						Warner Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 1	1 0	1	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	398	89	60	103	0	0	0	0	46	0	33
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	406	91	61	105	0	0	0	0	47	0	34
Added Vol:	0	74	11	65	19	0	0	0	0	7	0	47
PasserByVol:	0	-3	0	0	-17	0	0	0	0	0	0	0
Initial Fut:	0	477	102	126	107	0	0	0	0	54	0	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	477	102	126	107	0	0	0	0	54	0	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	477	102	126	107	0	0	0	0	54	0	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	477	102	126	107	0	0	0	0	54	0	81
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1600	1600	1600	1600	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.06	0.08	0.07	0.00	0.00	0.00	0.00	0.03	0.00	0.05
Crit Moves:		****		****								****

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

KOA CORPORATION
PLANNING & ENGINEERING

APPENDIX G
Traffic Signal Warrant Analysis Worksheets

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



HAYDEN AVENUE (MAJOR STREET) - TOTAL OF BOTH APPROACHES - VECHICLES PER HOUR (VPH)

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

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

Peak Hour Volumes Satify Warrants? NO

ATTACHMENT NO. 4

Site Code: CC#63

Higuera St
Bt Hayden & Lucerne

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

Site Code: CC#81

Luceme Ave
Bt Ince & Higuera

Start Time	25-May-04 Tue	East A.M.	East P.M.	West A.M.	West P.M.	Combined A.M.	Combined P.M.	26-May-04 Wed	East A.M.	East P.M.	West A.M.	West P.M.	Combined A.M.	Combined P.M.
12:00		1	27	1	18	2	45		1	24	1	22	2	46
12:15		1	26	2	20	3	46		0	18	2	17	2	35
12:30		0	23	1	20	1	43		0	18	1	15	1	33
12:45		1	29	0	20	1	49		1	30	1	21	2	51
01:00		0	32	0	13	0	45		0	23	0	21	0	44
01:15		0	20	0	28	0	48		0	28	1	27	1	55
01:30		0	34	0	18	0	52		0	30	0	19	0	49
01:45		0	21	1	23	1	44		0	44	1	28	1	72
02:00		0	29	1	22	1	51		1	24	0	28	1	52
02:15		1	20	0	18	1	38		0	26	2	21	2	47
02:30		0	33	1	19	1	52		1	42	0	27	1	69
02:45		0	33	0	34	0	67		0	40	1	18	1	58
03:00		0	37	0	41	0	78		1	25	0	26	1	51
03:15		0	32	0	28	0	60		0	22	1	22	1	44
03:30		0	34	0	24	0	58		1	36	0	23	1	59
03:45		1	38	0	33	1	71		0	31	0	22	0	53
04:00		1	43	0	40	1	83		0	27	1	27	1	54
04:15		0	34	0	28	0	62		1	36	0	34	1	70
04:30		0	38	1	34	1	72		0	30	1	24	1	54
04:45		2	44	0	33	2	77		1	41	0	29	1	70
05:00		1	47	5	44	6	91		2	31	2	41	4	72
05:15		2	38	0	37	2	75		3	31	2	39	5	70
05:30		2	36	4	54	6	90		1	35	1	41	2	76
05:45		7	35	2	44	9	79		4	34	2	37	6	71
06:00		8	38	3	34	11	72		7	36	5	36	12	72
06:15		11	46	8	33	19	79		6	31	3	29	9	60
06:30		7	30	3	35	10	65		11	25	14	40	25	65
06:45		9	27	9	26	18	53		14	32	7	17	21	49
07:00		17	18	7	27	24	45		16	20	13	20	29	40
07:15		27	22	26	14	53	36		16	16	24	12	40	28
07:30		36	11	32	13	68	24		35	4	36	17	71	21
07:45		47	13	31	11	78	24		56	26	37	9	95	35
08:00		55	10	67	12	122	22		50	17	49	10	99	27
08:15		57	12	57	5	114	17		55	14	51	12	106	26
08:30		58	7	30	17	88	24		59	12	23	6	82	18
08:45		49	9	34	6	83	15		41	10	20	8	61	18
09:00		35	14	38	16	73	30		37	11	25	8	62	19
09:15		35	13	18	3	53	16		29	10	14	14	43	24
09:30		20	10	21	9	41	19		22	13	13	8	35	21
09:45		21	5	23	7	44	12		20	12	19	2	39	14
10:00		23	6	14	4	37	10		22	4	18	7	40	11
10:15		13	3	14	6	27	9		22	6	15	8	37	14
10:30		8	2	10	3	18	5		18	3	11	2	29	5
10:45		12	5	20	2	32	7		14	3	20	1	34	4
11:00		32	9	19	0	51	9		26	10	15	1	41	11
11:15		15	2	18	4	33	6		20	5	6	2	26	7
11:30		21	3	25	2	46	5		22	1	16	5	38	6
11:45		31	2	18	0	49	2		24	0	20	2	44	2
Total		667	1100	564	982	1231	2082		662	1047	494	905	1156	1952
Day Total		1767		1546		3313			1709		1399		3108	
% Total		20.1%	33.2%	17.0%	29.6%				21.3%	33.7%	15.9%	29.1%		
Peak		08:00	04:30	08:00	05:00	08:00	05:00		07:45	04:15	07:30	05:00	07:45	05:00
Vol.		219	167	188	179	407	335		222	138	173	158	382	289
P.H.F.		0.944	0.888	0.701	0.829	0.834	0.920		0.941	0.784	0.848	0.963	0.901	0.951

ATTACHMENT NO. 4

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

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

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

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

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

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

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

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

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

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

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

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

May 13, 2009
7:00 p.m.

Call to Order & Roll Call

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

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

Absent: Anthony Pleskow, Commissioner

oOo

Invocation/Pledge of Allegiance

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

oOo

Comments for Items NOT on the Agenda

None.

oOo

PUBLIC HEARING

Item PH-1

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

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

Staff provided a summary of the material of record and

noted late correspondence received.

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

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

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

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

Chair Rockwell invited public participation.

The following members of the audience addressed the Commission:

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

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

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

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

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

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

Yvonne Hunt, Administrative Secretary, read written comments from:

Sadie Certa
Michael Hackman

Chair Rockwell reported receipt of an email from Rep King.

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

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

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

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

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

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

would have to watch a DVD of the meeting.

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

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

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

THE MOTION PASSED BY THE FOLLOWING ROLL CALL VOTE:

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

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

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

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

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

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

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

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

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

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

oOo

Consent Calendar

Item C-1

Secretary's Report

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

oOo

Items from Staff

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

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

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

oOo

Items from Commissioners

None.

oOo

Adjournment

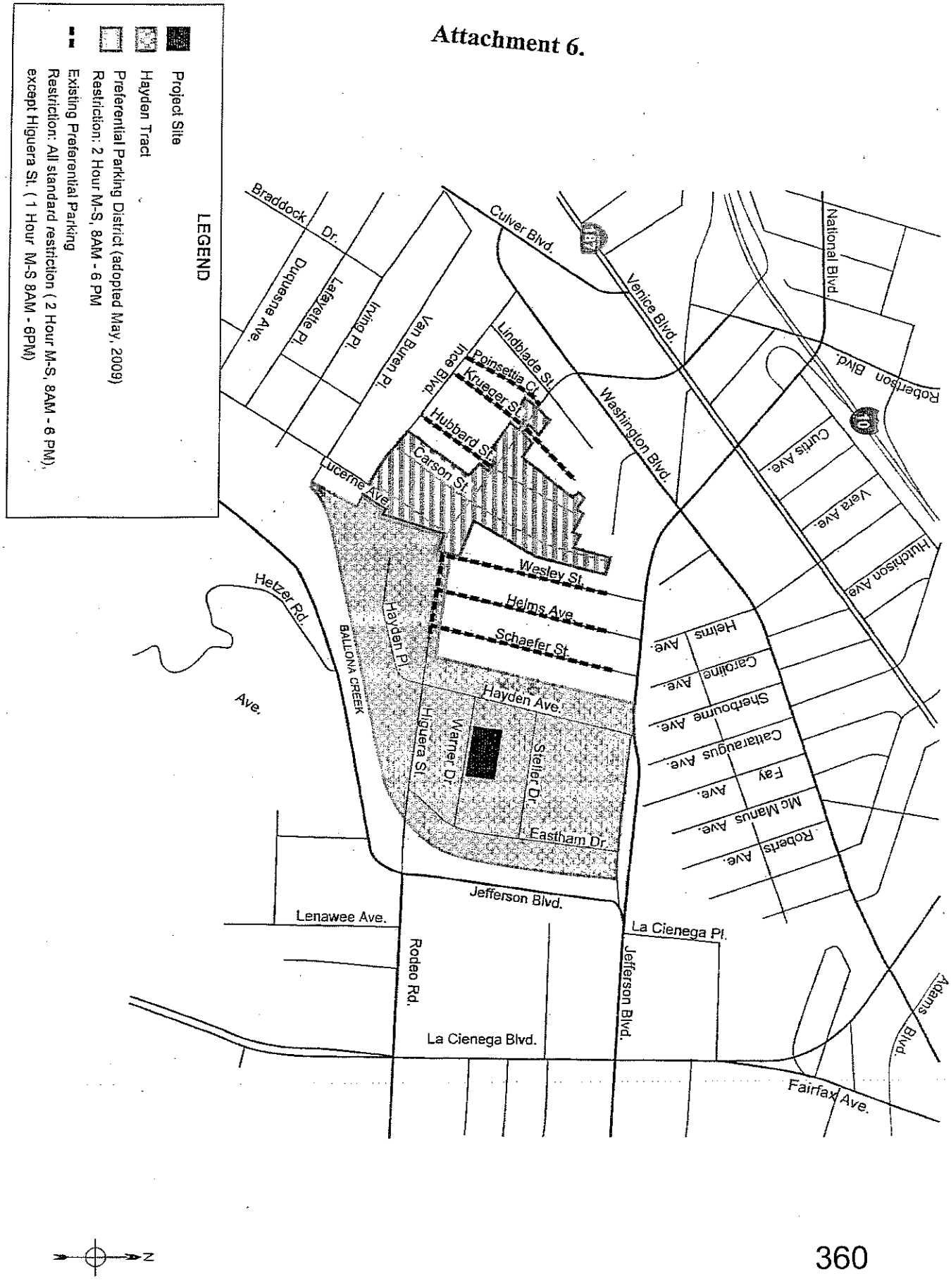
There being no further business, at 12:01 a.m. Thursday, May 14, the Culver City Planning Commission adjourned to the next regular meeting on Wednesday, June 10, 2009, at 6:00 p.m. in the Mike Balkman Council Chambers.

oOo

David Rockwell, Chair
City of Culver City
Planning Commission

Yvonne D. Hunt
Administrative Secretary

Attachment 6.



6/30/2009 7:59:01 AM

Urbemis 2007 Version 9.2.4

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

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

Project Name: Culver City Parking Structure

Project Location: South Coast AQMD

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

Off-Road Vehicle Emissions Based on: OFFROAD2007

OPERATIONAL EMISSION ESTIMATES (Annual Tons Per Year, Unmitigated)

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

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

3,302 tons x 0.9072 = 2996 Metric Tons

Summary of Land Uses

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

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.7	1.2	98.6	0.2
Light Truck < 3750 lbs	7.3	2.7	94.6	2.7
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	67.9	32.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

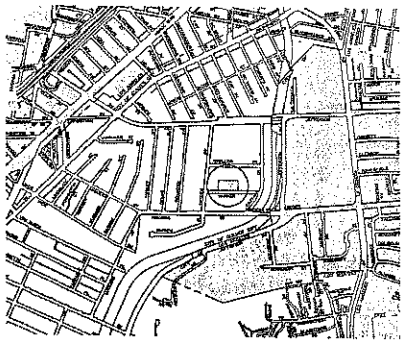
	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	12.7	7.0	9.5	13.3	7.4	8.9
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			

Travel Conditions

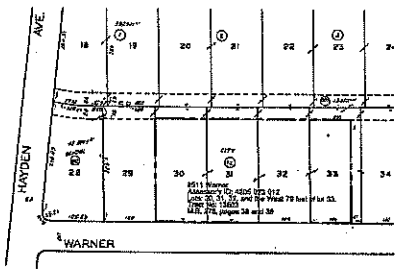
	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
% of Trips - Commercial (by land use)						
Quality resturant				8.0	4.0	88.0
Speciality Retail				2.0	1.0	97.0

Operational Changes to Defaults

VICINITY MAP



PARCEL MAP



PROJECT INFORMATION

PROJECT NAME
PARKING GARAGE

PROJECT ADDRESS
8511 WARNER DRIVE
CULVER CITY, CA 90232

APPLICANT
SAMITAUR CONSTRUCTS
9348 Irvine Avenue
Culver City, California 90232
310 836 1400 PH
310 836 1499 FAX

ARCHITECT
Eric Owen Moss Architects
8557 Higuera Street
Culver City, California 90232
310 839 1180 PH
310 839 1182 FAX
CONTACT: Jason Dargatz, x104

PROJECT DESCRIPTION
Parking Structure providing 775 code on three below-grade and two above-grade levels (including grade-level) with 67,000 sq.ft. of specialty retail (not fully include 10,000 sq.ft. of restaurant).

APN
4226-023-012

LEGAL DESCRIPTION
Lots 30, 31, 32, and the West 70 feet of Lot 33, Block No. 10, as shown on Map No. 1 of Tract No. 13503, recorded in Book 276, Pages 36 and 37, in the City of Culver City, County of Los Angeles, State of California.

EXISTING USE OF SITE
Surface Parking Lot.

PROPOSED USE OF SITE
Parking, Retail, Restaurant.

ZONING REQUIREMENTS
DISTRICT: M
HEIGHT LIMIT: 45'-0"
SETBACKS:
STREET FACING: 5'-0"
SIDE AND REAR: NONE REQUIRED.

SHEET INDEX

GENERAL
G1 COVER SHEET
G2 PROJECT INFORMATION

ARCHITECTURAL
A1.0 DEMOLISHING SITE PLAN
A1.1 GROUND FLOOR SITE PLAN
A1.2 ROOF SITE PLAN
A1.3 BASEMENT LEVEL 03 FLOOR PLAN
A1.4 BASEMENT LEVEL 02 FLOOR PLAN
A1.5 BASEMENT LEVEL 01 FLOOR PLAN
A1.6 GROUND FLOOR PLAN
A1.7 LEVEL 02 FLOOR PLAN
A1.8 ROOF PLAN/ROOF PLAN
A2.1 SOUTH AND EAST ELEVATIONS
A2.2 NORTH AND WEST ELEVATIONS
A3.1 LONGITUDINAL SECTION
A3.2 TRANSVERSE SECTIONS

DRAWING SYMBOLS

NORTH ARROW
CENTER LINE
PROPERTY LINE
HIDDEN/CONCEALED LINE
ELEVATION CONTROL
WORK POINT
SPOT ELEVATION
DIMENSIONS
GRIDLINES
ELEVATION
BUILDING SECTION
DETAIL/WALL SECTION
DETAIL ENLARGEMENT
INTERIOR ELEVATION
ROOM/NAME/NUMBER
DOOR NUMBER
WINDOW NUMBER
WALL TYPE
CD NUMBER
EXISTING CONSTRUCTION
NEW STUD WALL
1 HOUR CONSTRUCTION
2 HOUR CONSTRUCTION

ABBREVIATIONS

PROJECT CALCULATIONS

AREA
SITE AREA: 74,083 SF

SITE COVERAGE BY STRUCTURES:
EXISTING: N/A, SURFACE PARKING LOT, A/C PAVING
PROPOSED: 74,748 SF.

LANDSCAPE AREA:
EXISTING: 0 SQF (0.00 of site)
PROPOSED: (4,440 SQF (16.22 of site)

GROSS FLOOR AREAS (in SQF):

Basement Level 3 (-34'-0"):
- Parking/Bldg. Services/Circulation: 65,932

Basement Level 2 (-24'-0"):
- Parking/Bldg. Services/Circulation: 73,788

Basement Level 1 (-14'-0"):
- Retail: 15,371
- Parking/Bldg. Services/Circulation: 57,221

Level 1 (Grade, 0'-0"):
- Retail: 5,715
- Restaurant: 10,000
- Parking/Bldg. Services/Circulation: 55,089

Level 2 and mezzanine (+11'-0"):
- Retail: 19,414
- Parking/Bldg. Services/Circulation: 33,745

TOTAL AREAS (in SQF):
Retail: 41,500
Restaurant: 10,000
Parking/Bldg. Services/Circulation: 307,965

PARKING REQUIREMENTS BY USE:

Retail Stores and Stores (GSF): 41,500
Total Spaces Required @ 1/250: 170

Restaurants (GSF): 10,000
TOTAL SPACES REQUIRED @ 1/100s: 100

TOTAL SPACES REQUIRED: 270

Bicycle Parking Required: 5% of 270 = 11

ADDITIONAL PARKING REQUIREMENT:
PARKING REQUIRED BY EXISTING COVENANT: 242

PROPOSED PARKING SPACES:

Standard: 758
Compact: 74
Non-Standard: 3

TOTAL PROVIDED SPACES: 775

TOTAL SURPLUS SPACES: 314
*Per CDC Sec. 115.2
**Per CDC Section 11288

PARKING SUMMARY PER FLOOR:

Basement Level 3 (-34'-0")	198
Basement Level 2 (-24'-0")	228
Basement Level 1 (-14'-0")	131
Level 1 (Grade, 0'-0")	113
Level 2 (+11'-0")	105
TOTAL:	775

GENERAL NOTES

SIGNAGE
1. BUILDING AND PARKING GARAGE SIGNAGE (RESTRAINS TO BE PAID SIGNS) DESIGNS WILL BE SUBMITTED TO CULVER CITY FOR APPROVAL PRIOR TO INSTALLATION.

PUBLIC ART REQUIREMENT
2. PROJECT WILL BE SUBMITTED TO CULTURAL AFFAIRS DIVISION UNDER ARCHITECTURE AS ART DESIGNATION.

DRAINAGE/SUMP
3. ALL SITE DRAINAGE WILL BE CONTAINED ONSITE AND WILL BE DIRECTED TO CULVER CITY STORM WATER SYSTEM.

4. PROJECT WILL CONFORM TO CULVER CITY GREEN CODE.

RECEIVED
JUN 30 2008
Culver City
Planning Division

Attachment 8

PARKING STRUCTURE
8511 WARNER DRIVE
CULVER CITY, CA 90232

364

OWNER: CONJUNCTIVE POINTS
WARNER DEVELOPMENT, LLLP
9348 IRVINE AVENUE
CULVER CITY, CA 90232-3403
TEL: 310.836.1400 FAX: 310.836.1499

ARCHITECT: ERIC OWEN MOSS ARCHITECTS
8557 HIGUERA STREET
CULVER CITY, CA 90232-3403
TEL: 310.839.1180 FAX: 310.839.1182

NOT FOR CONSTRUCTION

Signature
Registration #

Issue Date: Project No.:
Drawn by: Approved by:

Revision	Date	Description
03.11.08		APPLICATION FOR ENTITLEMENTS
06.30.08		APPLICATION FOR ENTITLEMENTS

Sheet Title:
PROJECT INFORMATION

Scale: AS NOTED

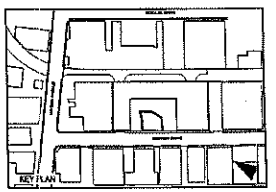
Sheet No.
G2

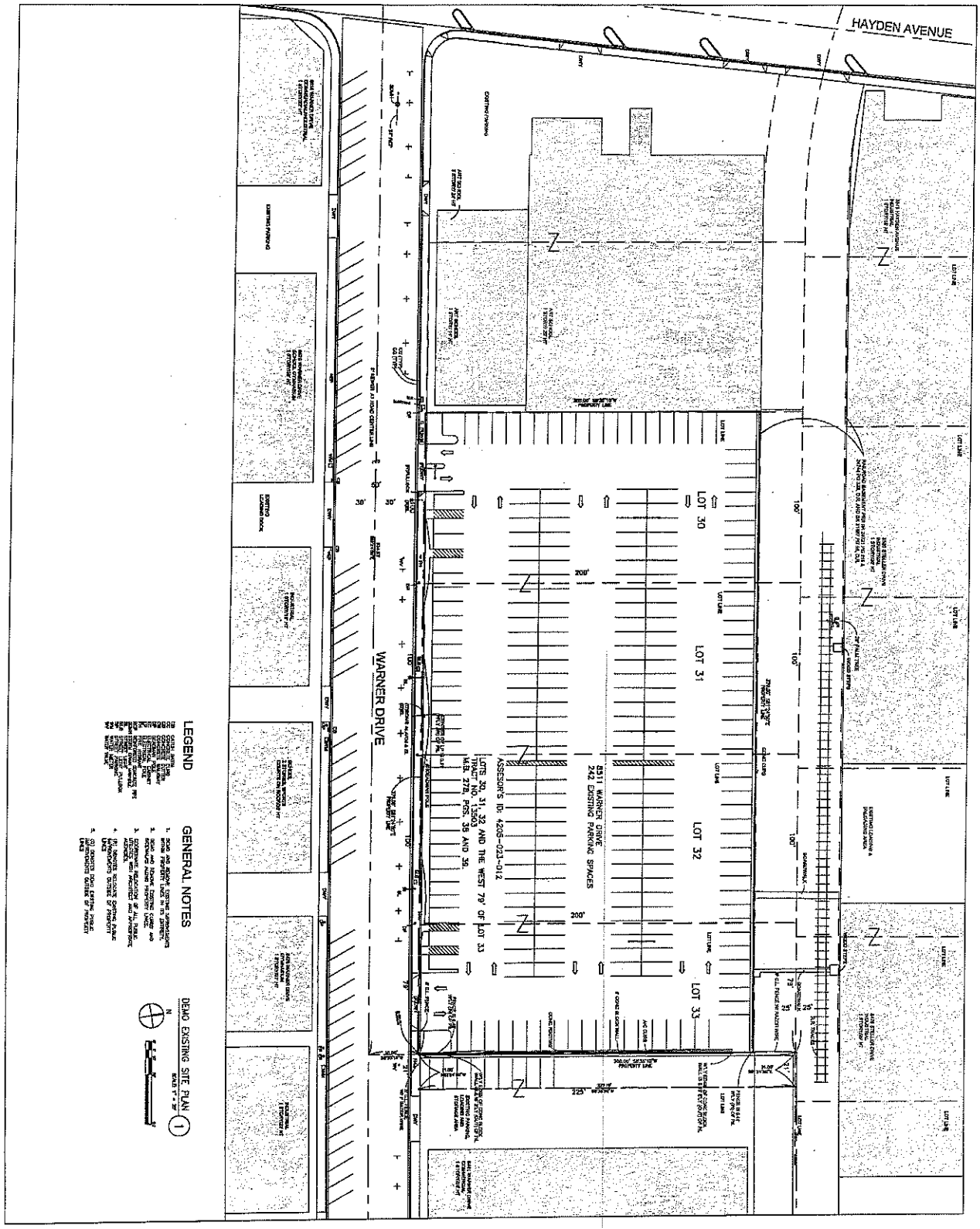
ATTACHMENT NO. 8

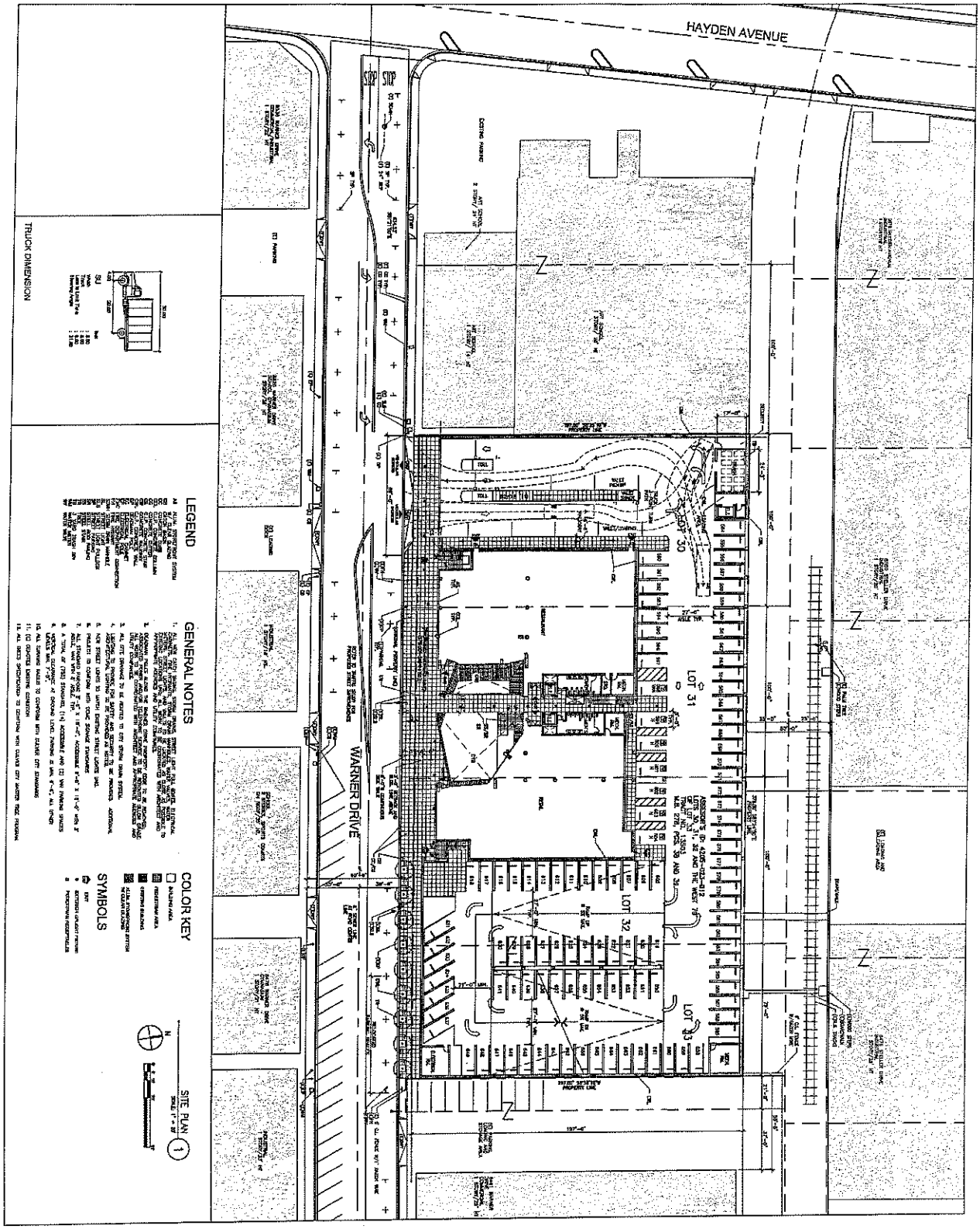
RECEIVED
JUN 3 0 2008
Culver City
Planning Division

8511 WARNER DRIVE
PARKING STRUCTURE

PHOTO SIMULATION
SOUTH EAST AERIAL VIEW




HAYDEN AVENUE
WARNER DRIVE
LOT 30
LOT 31
LOT 32
LOT 33
ASSESSOR'S ID: 4205-021-012
LOTS 30, 31, 32 AND THE WEST 79' OF LOT 33
M.B. 278, PGS. 35 AND 36
8511 WARNER DRIVE
242 EXISTING PARKING SPACES
LEGEND
GENERAL NOTES
DEMO EXISTING SITE PLAN
SCALE: 1" = 30'
NOT FOR CONSTRUCTION
PARKING STRUCTURE
DEMO/EXISTING SITE PLAN
D1.01

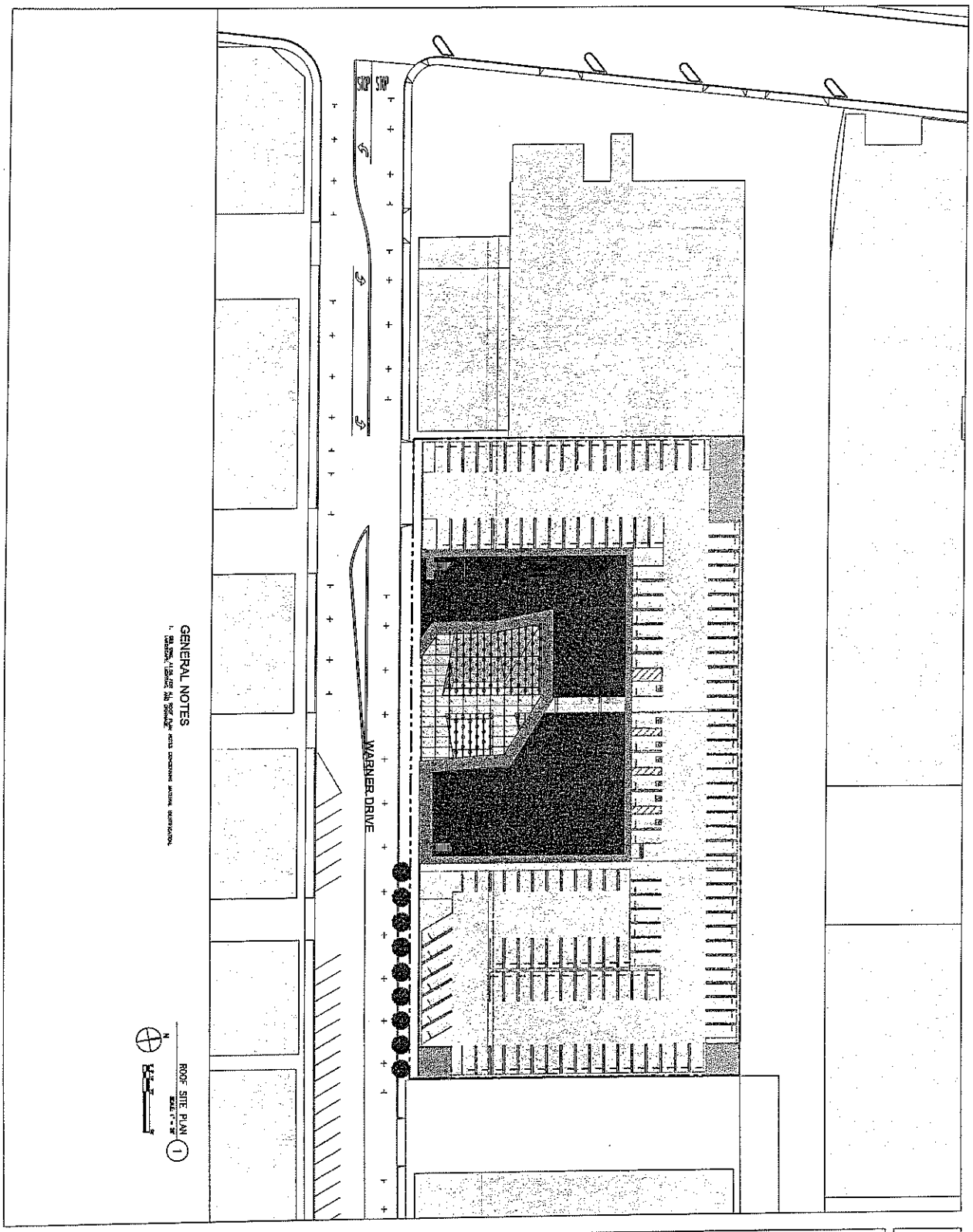


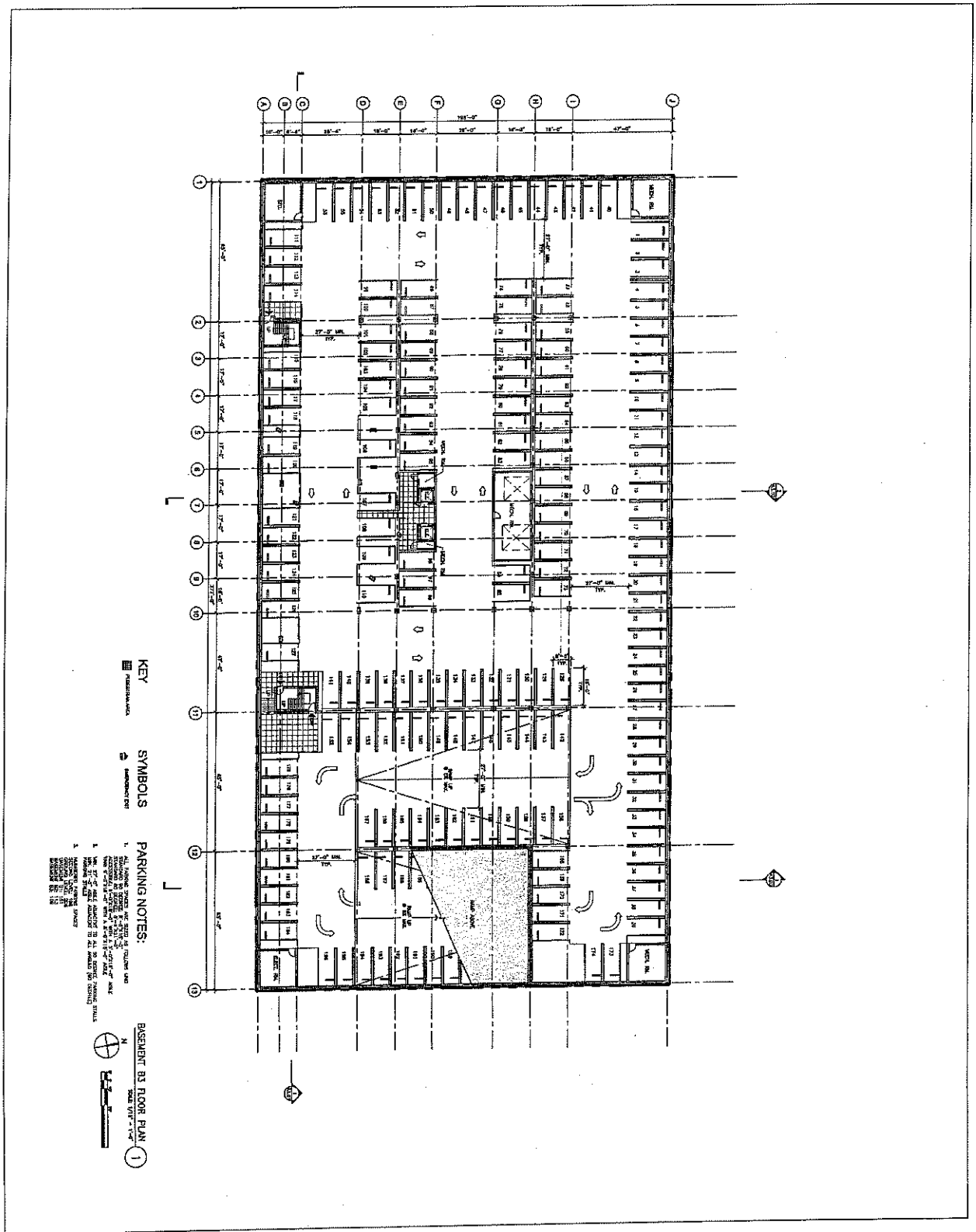
PARKING STRUCTURE

NOT FOR CONSTRUCTION

SITE PLAN

A0.01


SKIP
SKIP
WARNER DRIVE
GENERAL NOTES
ROOF SITE PLAN
1
N
PARKING STRUCTURE
NOT FOR CONSTRUCTION
ROOF SITE PLAN
A0.02



KEY

SYMBOLS

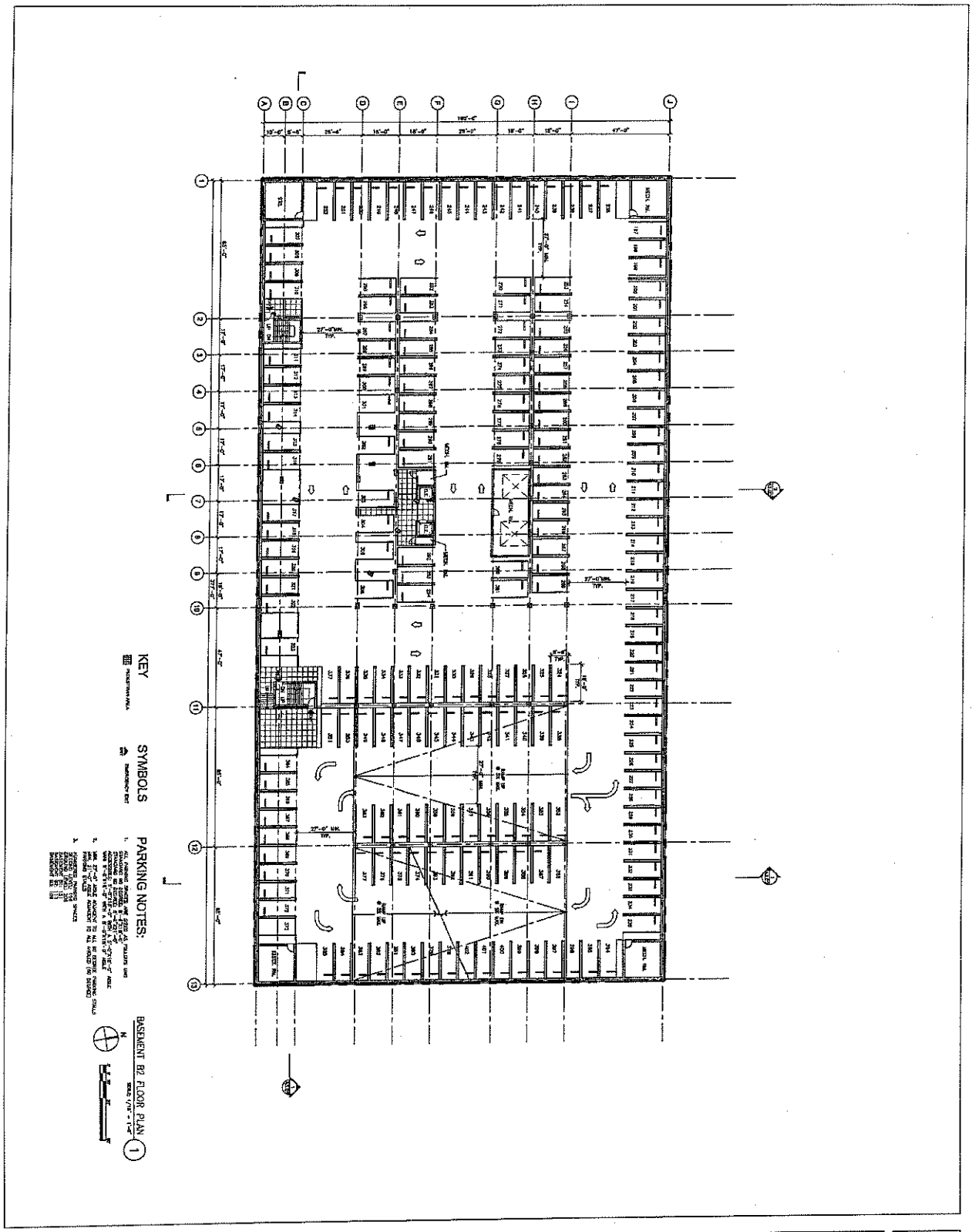
PARKING NOTES:

BASEMENT B3 FLOOR PLAN

PARKING STRUCTURE

BASEMENT LEVEL B3 FLOOR PLAN

A1.01



KEY

SYMBOLS

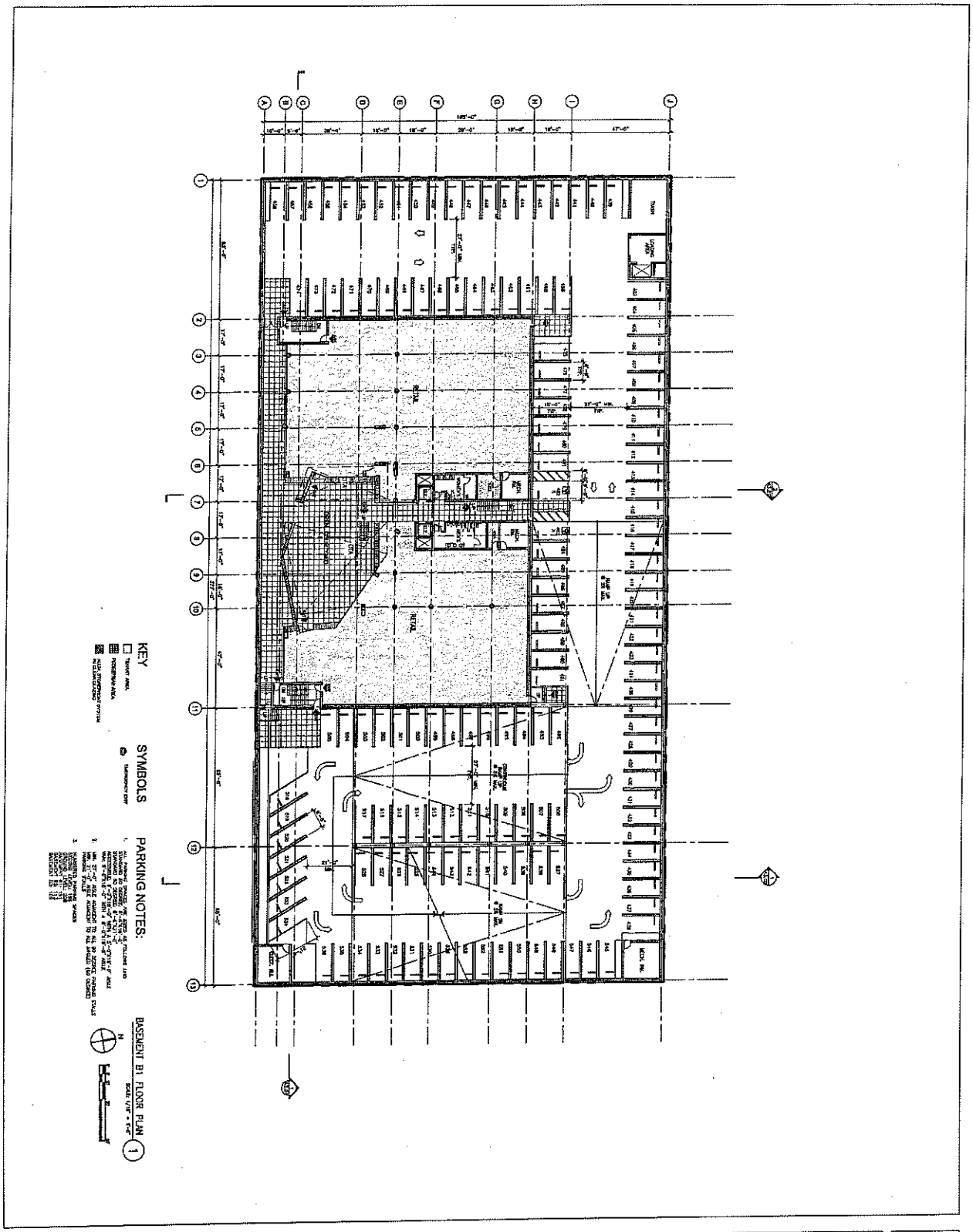
PARKING NOTES:

BASEMENT B2 FLOOR PLAN

PARKING STRUCTURE

BASEMENT LEVEL B2 FLOOR PLAN

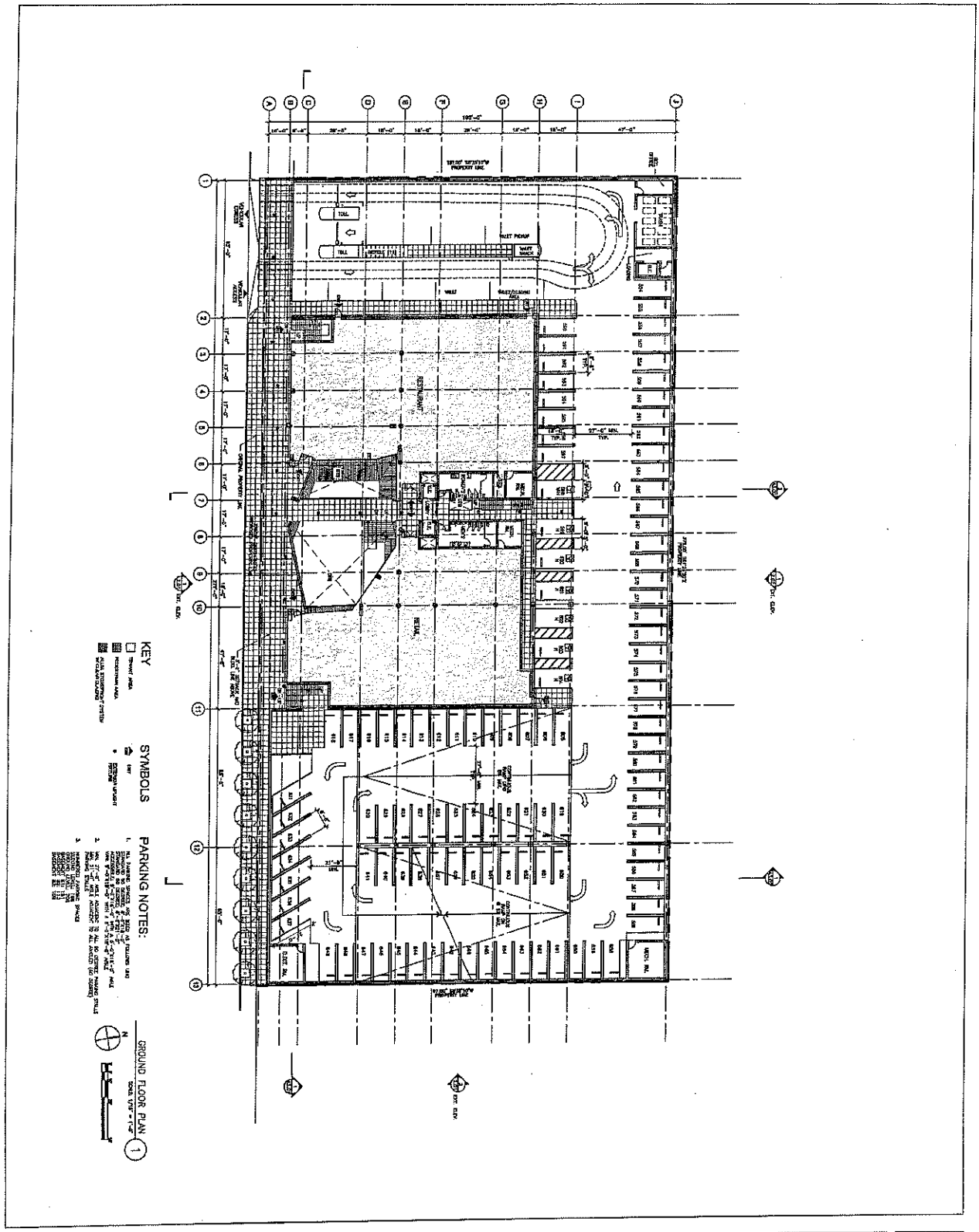
A1.02



PARKING STRUCTURE

BASEMENT LEVEL B1 FLOOR PLAN

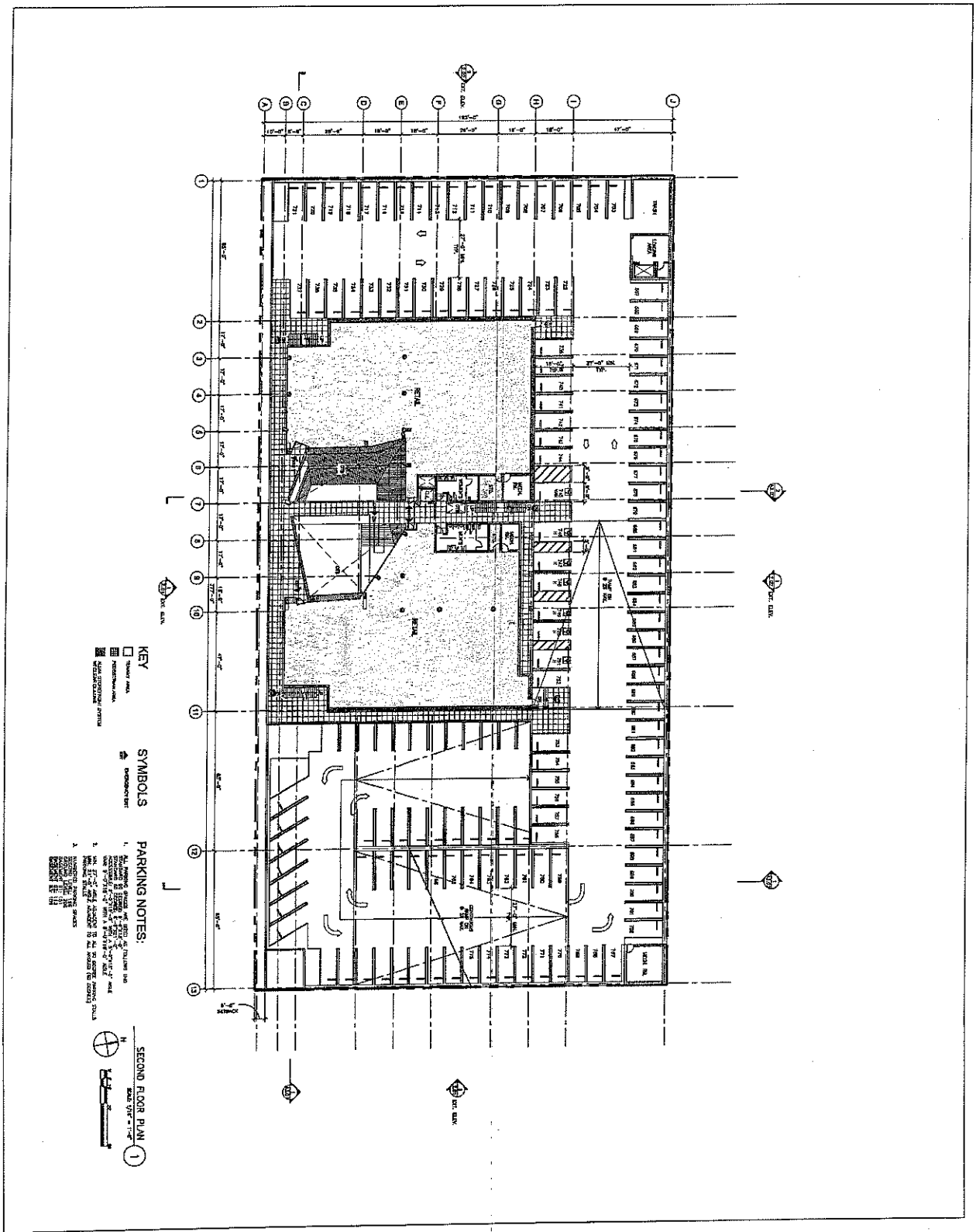
A1.03



PARKING STRUCTURE

GROUND FLOOR PLAN

A1.04

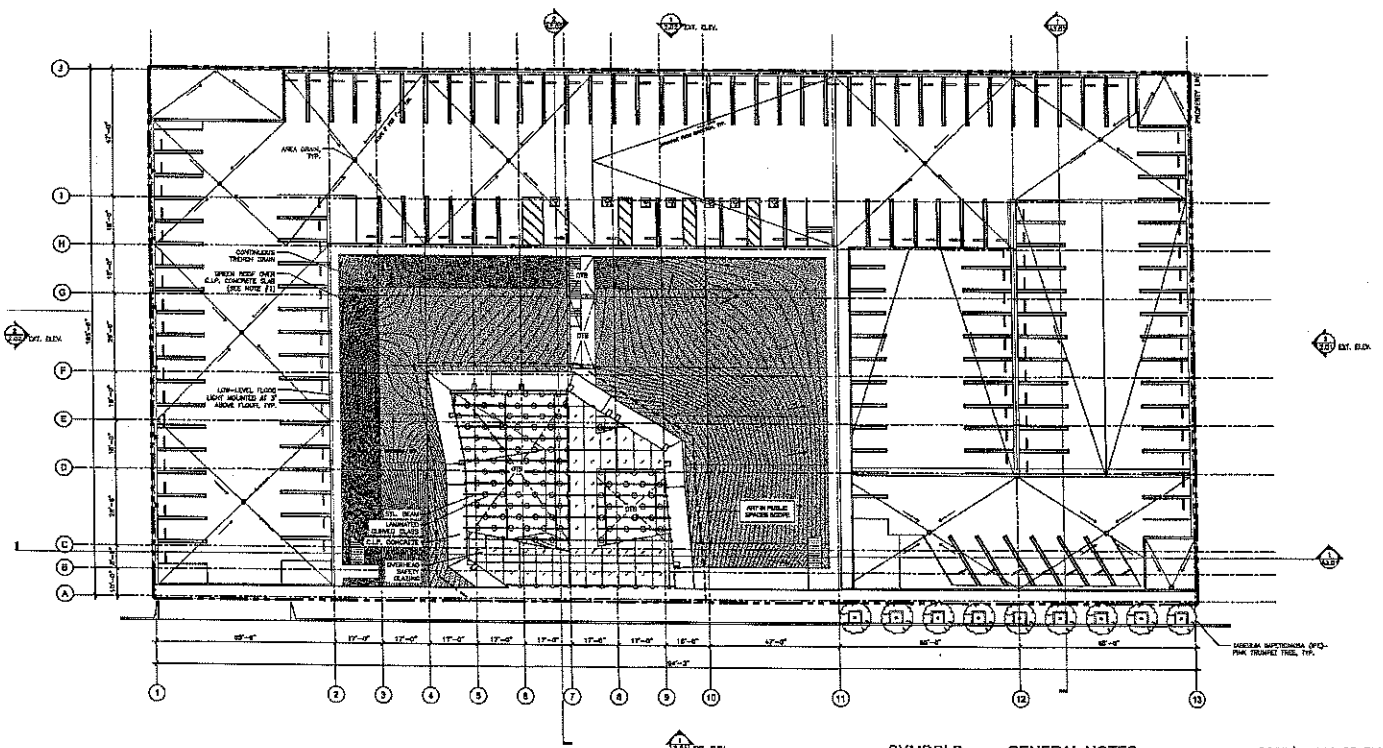


PARKING STRUCTURE

SECOND FLOOR PLAN

A1.05

ATTACHMENT NO. 8



SYMBOLS

- ▭ DRAIN
- ▭ EXTERIOR LIGHT FIXTURE

GENERAL NOTES:

1. RANCHWAY-STYLE IRRIGATED GREEN ROOF WITH LOW PROFILE PLANTING (NATIVE AND LOW, SPREADING GROUND AND SUN TOLERANT PLANT SPECIES). PLANT SPECIES INCLUDE:
   - ECHEVERIA SP.
   - EUPHORBIA CHARACIAS- SANTA BARBARA DAISY
   - DELOSPERMA SP.
   - SEDUM SP.- LOW, SPREADING SEDUM SP.
   - SEDUM SP.- STONECROP
   - STACHYS BYZANTINA- LAMB'S EARS
   - THYMUS SP.- THYME
2. ALL SITE DRAINAGE TO BE ROUTED TO CITY STORM DRAIN SYSTEM.
3. ALL SITE SPECIFICATIONS TO CONFORM WITH CULVER CITY MASTER PREP PROGRAM.

ROOF/LANDSCAPE PLAN 1
SCALE: 1/16" = 1'-0"

N

PARKING STRUCTURE

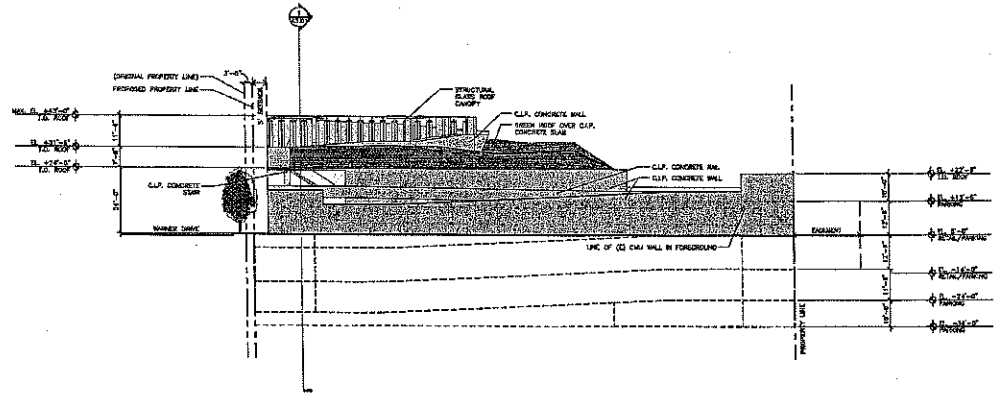
NOT FOR CONSTRUCTION

Mark	Date	Description
1	12-17-08	APPLICATION FOR ENTITLEMENTS
2	9-30-09	APPLICATION FOR ENTITLEMENTS

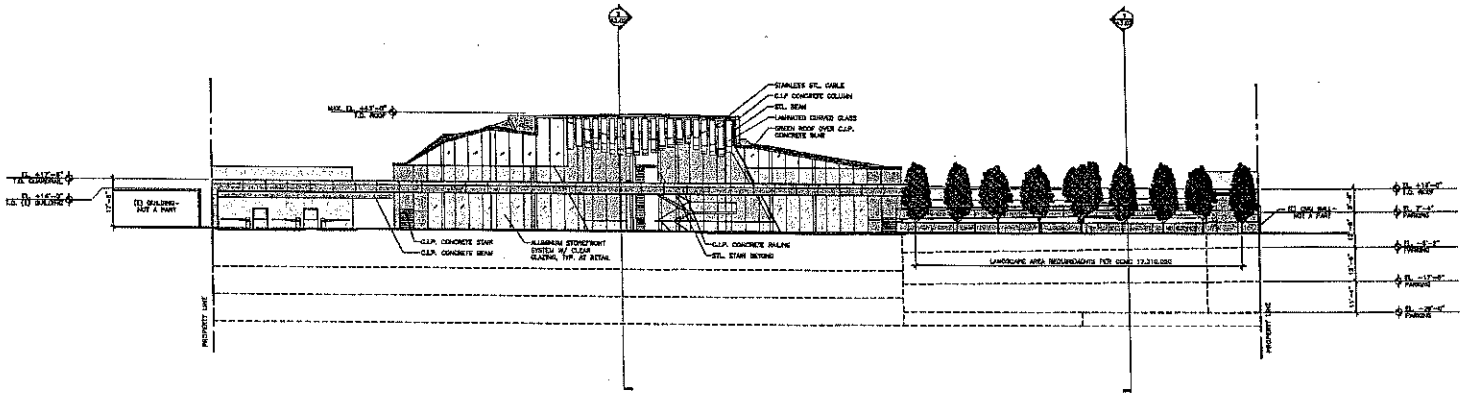
ROOF/ LANDSCAPE PLAN

Scale: AS NOTED

Sheet No.
A1.06



EAST ELEVATION (2)



SOUTH ELEVATION (1)

GENERAL NOTES:

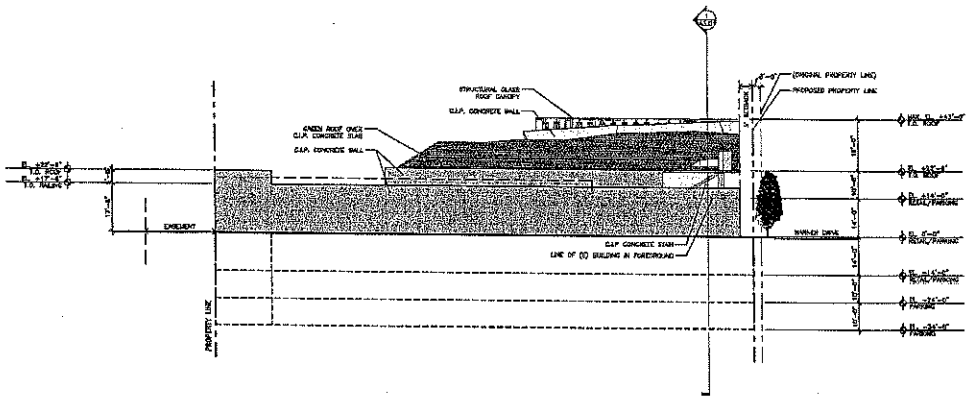
1. ALL GUARDRAILS AND ARCH. FEATURES SHALL SUPPORT A MOMENT OF 200LBS./SQ.FT.
2. RAILING ELEVATION ABOVE GRADE IS MAX. 42".

PARKING STRUCTURE

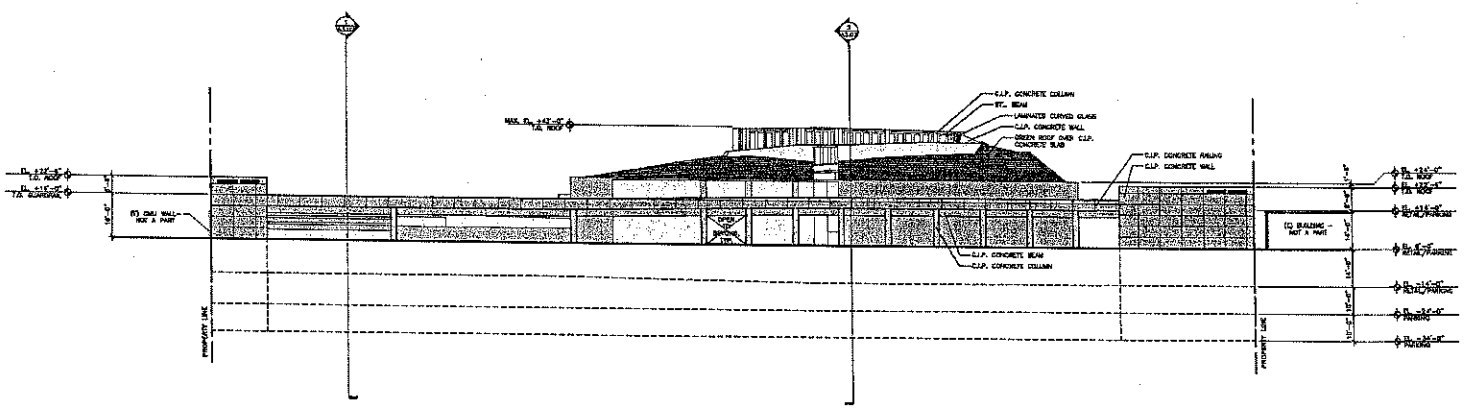
NOT FOR CONSTRUCTION

ELEVATIONS

A2.01



WEST ELEVATION (2)
SCALE: 1/16" = 1'-0"



NORTH ELEVATION (1)
SCALE: 1/16" = 1'-0"

GENERAL NOTES:

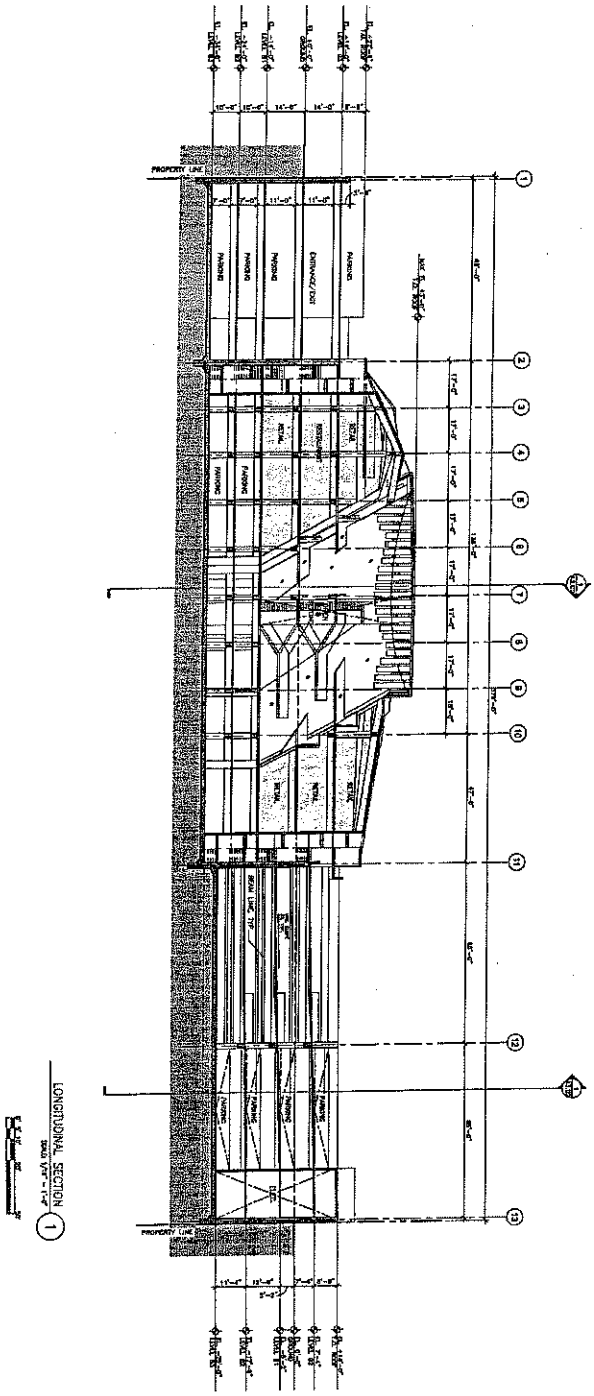
1. ALL GUARDRAILS AND ARCH. FEATURES SHALL SUPPORT A WEIGHT OF 250LBS./SQ.FT.
2. RAILING ELEVATION ABOVE GRADE IS MAX. 42".

PARKING STRUCTURE

NOT FOR CONSTRUCTION

ELEVATIONS

A2.02



LONGITUDINAL SECTION
SCALE: 1/16" = 1'-0"
1

NOT FOR CONSTRUCTION

PARKING STRUCTURE

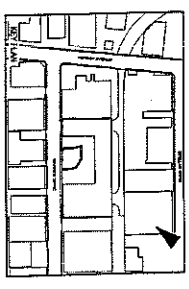
BUILDING SECTION

A3.01

ATTACHMENT NO. 8

8511 WARNER DRIVE
PARKING STRUCTURE

PHOTO SIMULATION
NORTH EAST AERIAL VIEW



ATTACHMENT NO. 8

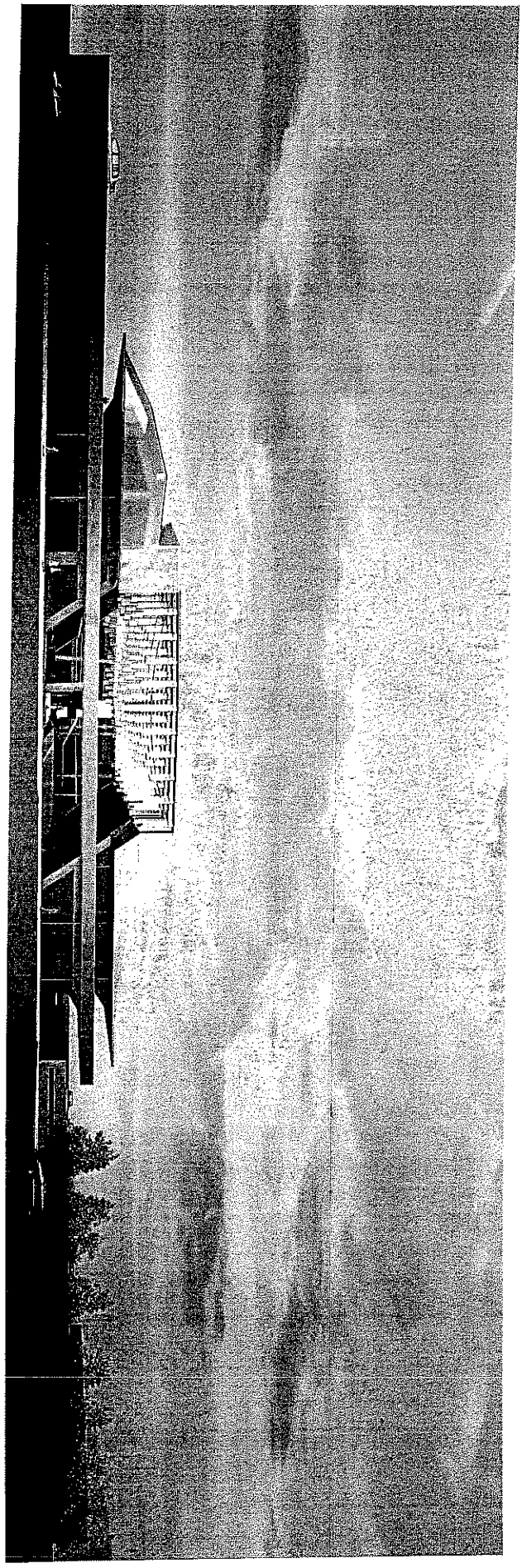
8511 WARNER DRIVE
PARKING STRUCTURE

PHOTO SIMULATION
SOUTH AERIAL VIEW

ATTACHMENT NO. 8

8511 WARNER DRIVE
PARKING STRUCTURE

PHOTO SIMULATION
WARNER DRIVE VIEW



8511 WARNER DRIVE
PARKING STRUCTURE

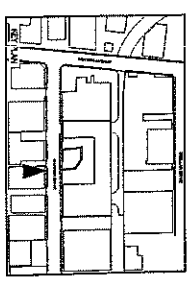



PHOTO SIMULATION
WARNER DRIVE SOUTH VIEW