

## TRANSPORTATION ASSESSMENT FOR ELDERCARE FACILITY PROJECT

Located at  
16151 - 16201 VENTURA BOULEVARD  
in the  
Ventura/Cahuenga Boulevard Corridor Specific Plan  
City of Los Angeles



Prepared by:  
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October 29, 2019

Mr. Vicente Cordero P.E.  
Transportation Engineer  
6262 Van Nuys Boulevard, 3rd Floor  
Van Nuys, CA 91401

RE: Traffic Assessment for Proposed Eldercare (assisted living) Residential Project  
(16151 – 16201 W. Ventura Boulevard)

Dear Mr. Cordero,

Overland Traffic Consultants has prepared this updated analysis and assessment of transportation impacts for a proposed assisted senior living residential project located at 16161 – 16201 Ventura Boulevard in the Encino Community Plan Area, see Figure 1 for the project location.

#### Background

The Los Angeles Department of Transportation (LADOT) previously reviewed and approved a residential project for the site (June 26, 2018, DOT Case No. VEN17 - 106049). The approved project consisted of removing the existing commercial uses and constructing 114 apartments (103 market rate apartments plus 11 affordable units). No significant traffic impacts were identified in the review of this residential project (approval letter attached).

The proposed modified project proposes an assisted living residential project consisting of 107 assisted living dwelling units (128 beds) and 16 memory care rooms (17 beds).

The purpose of this assessment is to document the decrease in traffic associated with the assisted living residential project and to include a Vehicle Miles Traveled (VMT) calculation per the new CEQA criteria for determining transportation impacts.

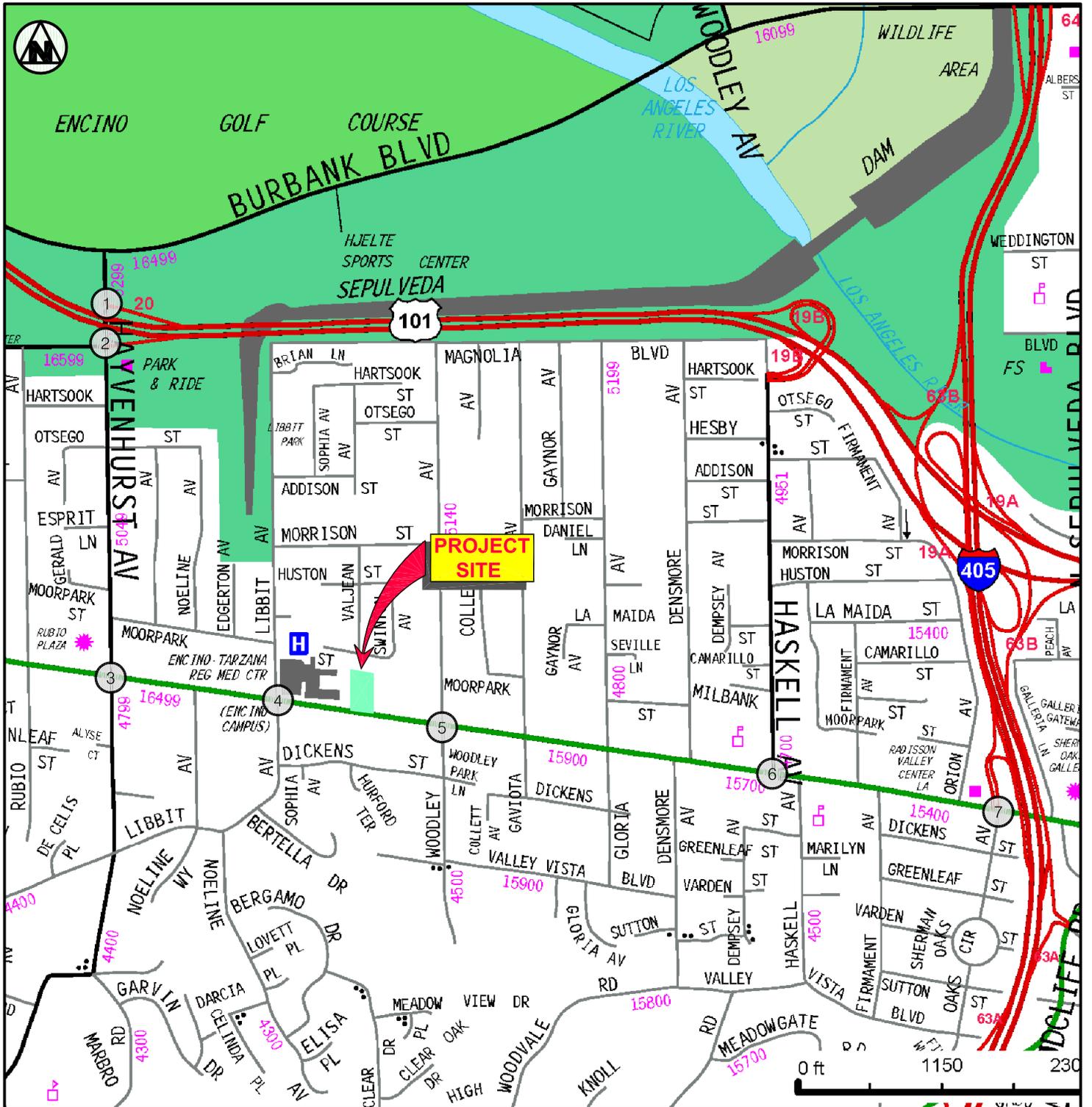


FIGURE 1

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**PROJECT LOCATION**

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Below is a comparison table showing the net traffic generation after removing the existing commercial of the approved project and the proposed modified project. As indicated below the modified eldercare project generates less traffic than the previously approved residential project.

<u>Approved vs Modified Project</u>			
<u>Net Trip Generation</u>			
	<u>Daily Trips</u>	<u>AM Peak Hour Trips</u>	<u>PM Peak Hour Trips</u>
Modified Project	-60	1	-4
Approved Project	221	26	20

Modified Project Summary

The project is located at 16151 – 16201 W. Ventura Boulevard in the Encino - Tarzana Community Plan area of Los Angeles. The site is approximately 0.9 acres (39,421 square feet) in size and contains two currently occupied commercial buildings.

A 6 - story eldercare building with assisted living and memory care uses over one subterranean parking level is proposed. The eldercare facility consists of 107 assisted living dwelling units (128 beds) and 16 memory care rooms (17 beds). Existing structures and surface parking lot will be removed as part of the project development.

The proposed project complies with the parking required pursuant to LAMC Section 12.21.A.4(u) and the Bicycle Parking Reduction (LAMC Section 12.21A.4). The project will provide 78 automotive parking spaces and 34 bike parking spaces (23 long term and 11 short term spaces) in a subterranean parking garage with one level of parking.

Vehicle access to the parking garage will be provided via one driveway on Ventura Boulevard along the west side of the facility. Separate commercial loading and residential drop off / pick up areas will be located on the ground level via the access driveway.

Figures 2a thru 2d illustrate the project site plan.

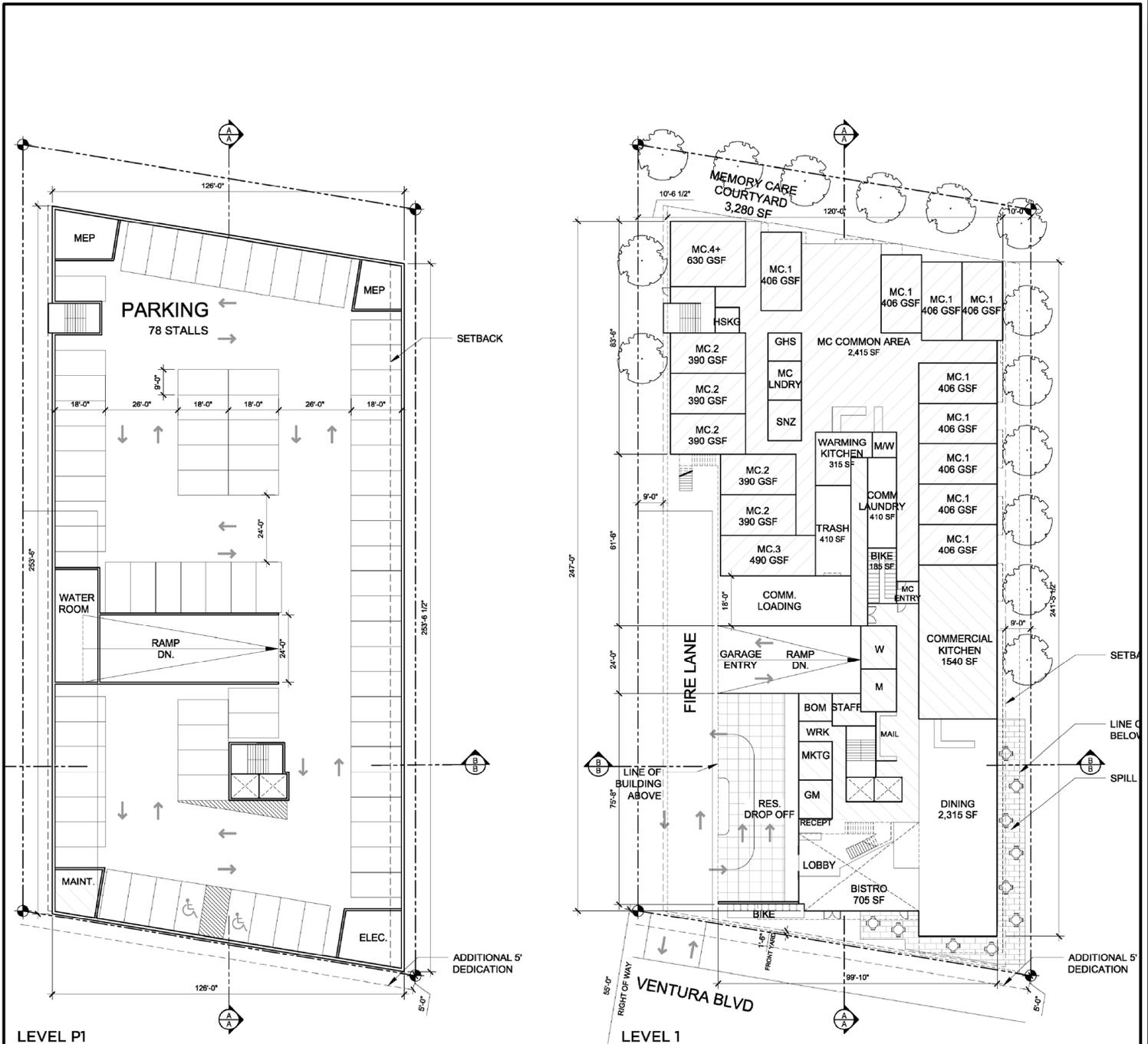
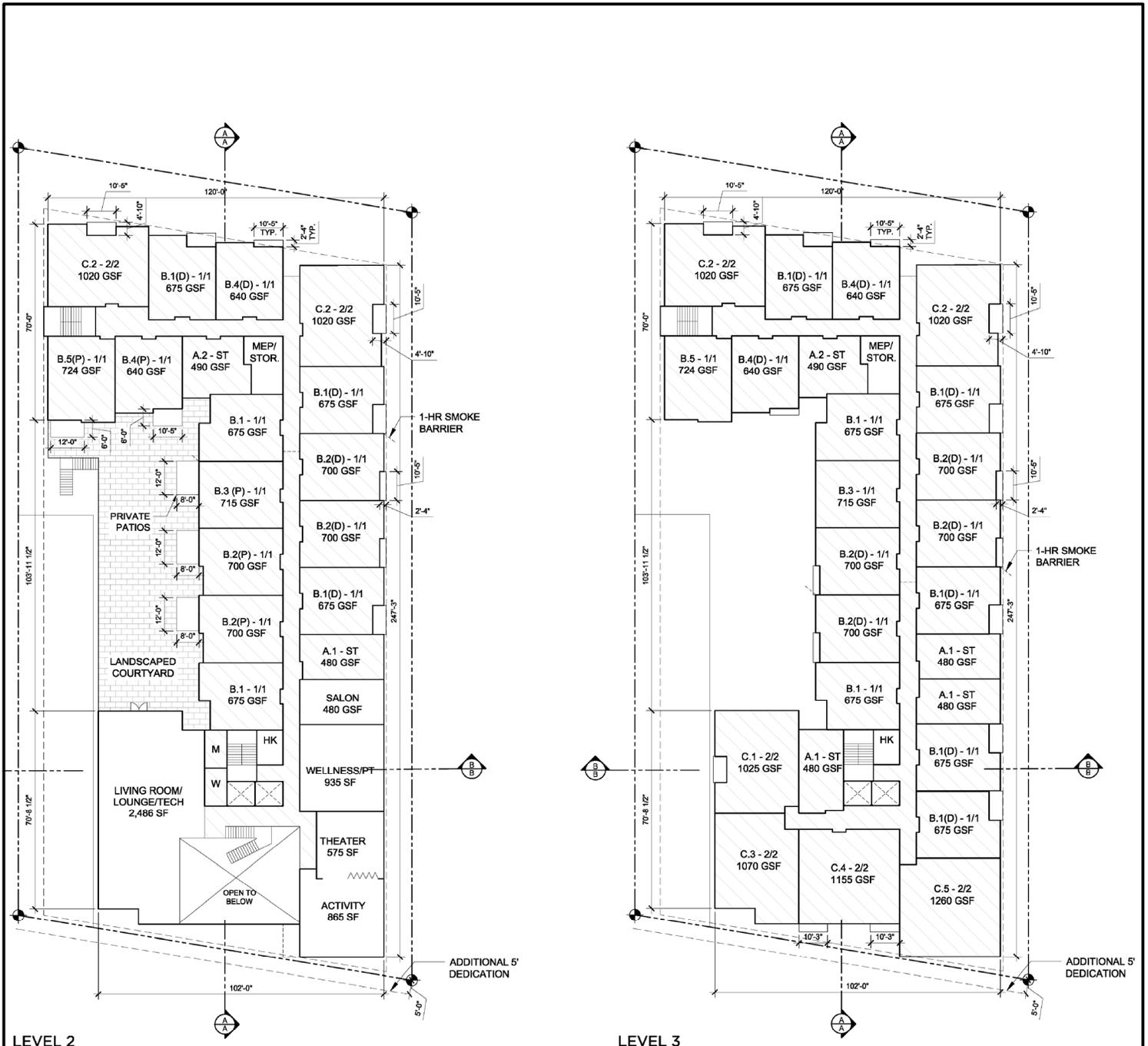


FIGURE 2a

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**PROJECT SITE PLAN**  
**P1 PARKING LEVEL AND GROUND FLOOR**

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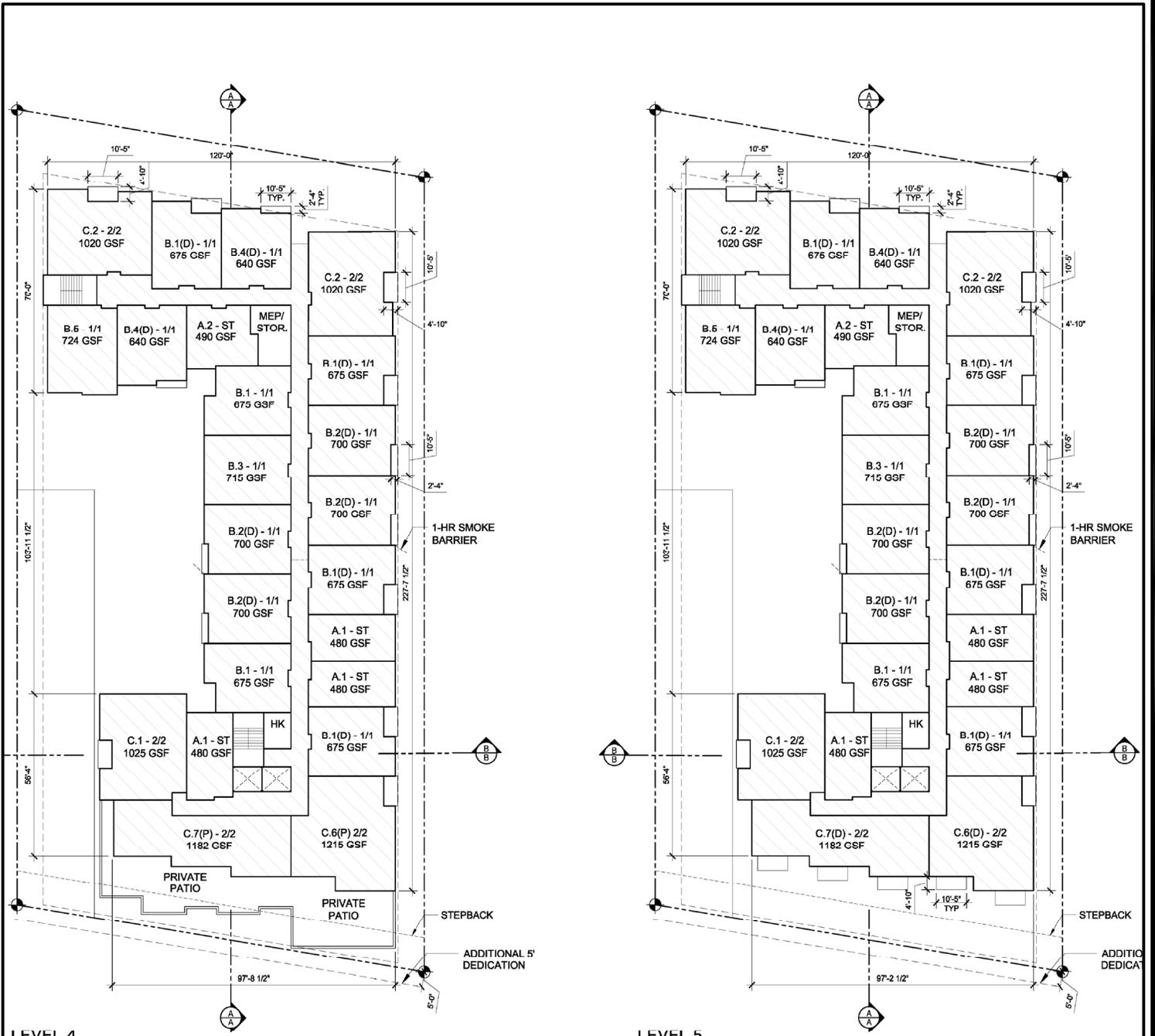
**SRM VENTURA ASSISTED LIVING**  
 ENCINO, CA  
 LEVEL 2 & 3  
 SCALE: 1" = 20'-0"  
 PROJECT # 19-001  
 10-18-2019

FIGURE 2b

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**PROJECT SITE PLAN**  
**LEVEL 2 AND 3**


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LEVEL 4

LEVEL 5

# SRM VENTURA ASSISTED LIVING

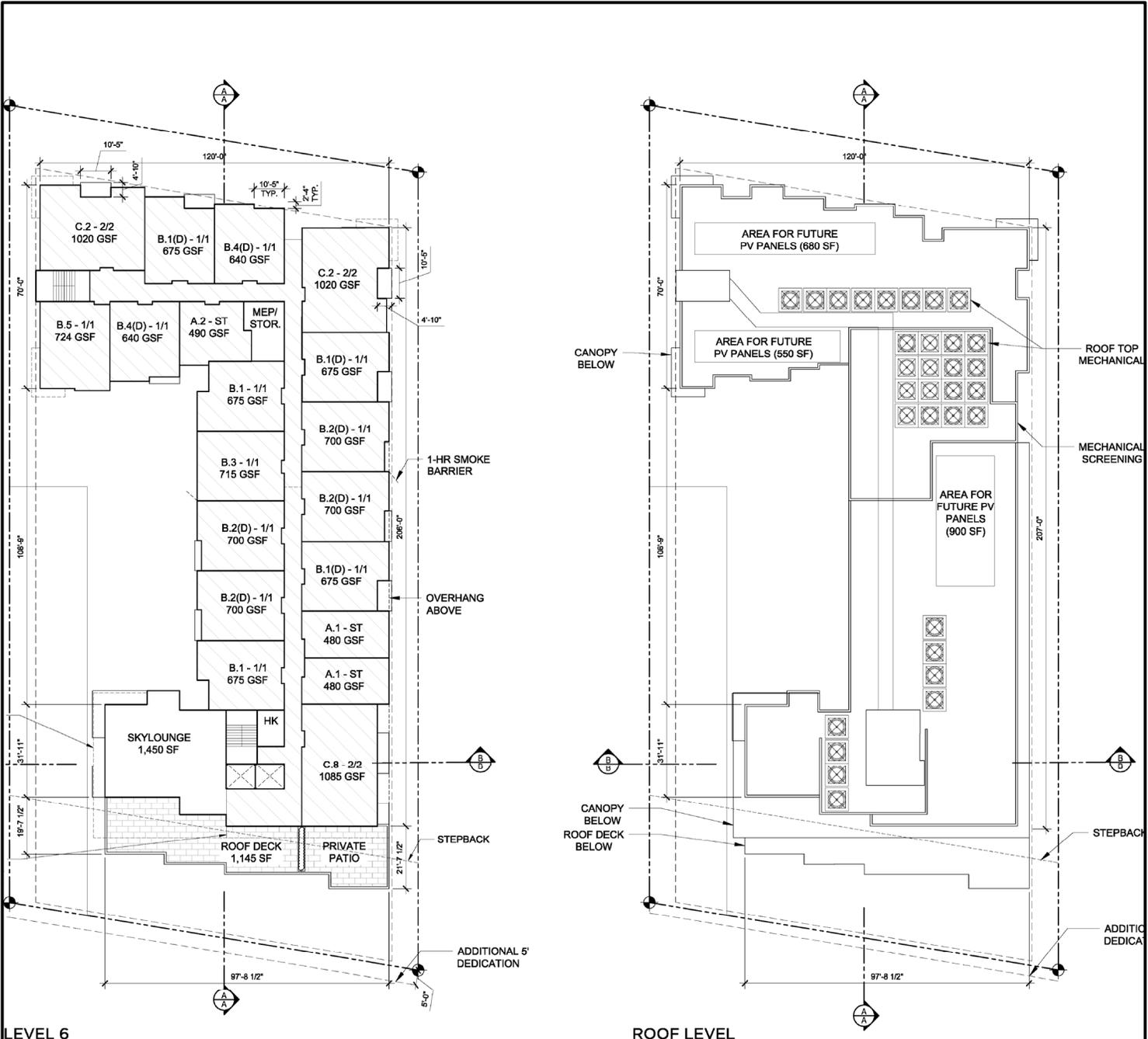
ENCINO, CA  
 LEVEL 4 & 5  
 SCALE: 1" = 20'-0"  
 PROJECT # 19-001  
 10-18-2019

FIGURE 2c

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## PROJECT SITE PLAN LEVEL 4 AND 5

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LEVEL 6

ROOF LEVEL

**SRM VENTURA ASSISTED LIVING**

ENCINO, CA  
 LEVEL 6 & ROOF  
 SCALE: 1" = 20'-0"  
 PROJECT # 19-001  
 10-18-2019

FIGURE 2d

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**PROJECT SITE PLAN  
 LEVEL 6 AND ROOFTOP**

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### **CEQA ANALYSIS OF TRANSPORTATION IMPACTS**

Amendments to the California Environmental Quality Act (CEQA) related to transportation impacts have been adopted by the State of California and the City of Los Angeles. Senate Bill (SB) 743 amendments update the environmental checklist questions used to conduct the environmental review.

Pursuant to the new CEQA Section 15064.3, the Significance of Transportation Impacts shall be determined using the vehicle miles traveled (VMT) metric rather than Level of Service (LOS) which measures vehicle delay.

Pursuant to the LADOT Transportation Assessment Guidelines (TAG), any discretionary project that is estimated to generate a net increase of 250 or more daily vehicle trips will be required to prepare a transportation assessment. It should be noted that this eldercare project does not exceed this 250 daily trip threshold as documented below.

A transportation assessment includes an analysis and identification of project generated impacts or deficiencies to the circulation system as well as the identification of feasible measures or corrective conditions to offset any impacts or deficiencies identified.

#### **CEQA Checklist Thresholds**

- I. **Environmental Checklist Threshold T - 1:** Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit roadway, bicycle and pedestrian facilities?

Projects shall be evaluated for conformance with adopted City's transportation plans and policies for all travel modes. Projects that generally conform with and do not conflict with the City's development policies and standards addressing the circulation system, including vehicular, transit, bicycle and pedestrian facilities will generally be considered consistent.

### **Screening Criteria for Threshold T - 1**

If the development project requires a discretionary action, and the answer is yes to any of the following threshold questions, further analysis will be required to assess whether the proposed project would negatively affect existing pedestrian, bicycle, or transit facilities:

1.1 Would the project generate a net increase of 250 or more daily vehicle trips?

**No**, Using the VMT calculator for screening purposes, the proposed project will generate 149 net reduction in daily vehicle trips (336 - 485) without any TDM strategies (VMT worksheets attached).

1.2. Is the project proposing to, or required to make any voluntary or required, modifications to the public right-of-way (i.e. street dedications, reconfigurations of curb lines, etc.)?

**Yes**, Pursuant to the Mobility Element street standards, a 5 - foot street dedication is required for Ventura Boulevard but no roadway widening adjacent to the project site.

1.3 Is the project on a lot that is ½ acre or more in total gross area, or is the project's frontage along a street classified as an Avenue or Boulevard (as designated in the Mobility Plan 2035) 250 linear feet or more, or is the project's frontage encompassing an entire block along an Avenue or Boulevard (as designated in the Mobility Plan 2035)?

**No**, The site is approximately 0.9 acres (39,421 square feet). Ventura Boulevard is designated a Boulevard II street. The project's Ventura Boulevard frontage is 142.58 feet.

### **Threshold T - 1 Finding**

The project reduces the daily trip generation by 149 daily trips without any TDM strategies. An updated project trip analysis provided by this assessment demonstrates that no significant circulation deficiencies have been identified which is consistent with the prior traffic impact analysis conducted and approved by LADOT in June 2018 (June 26, 2018, DOT Case No. VEN17 - 106049).

The proposed project does not obstruct or conflict with the City development policies and standards for the transportation system. Therefore, the project does not have a significant transportation impact under Threshold T-1.

- II. **Environmental Checklist Threshold T - 2.1:** Does the project conflict or would it be inconsistent with California Environmental Quality Act (CEQA) Guidelines section 15064.3 subdivision (b)?

The intent of this threshold is to assess whether a land use project causes substantial vehicle miles traveled VMT. LADOT has developed the following screening and impact criteria to address this question.

**Screening Criteria for Threshold T - 2.1**

2.1-1 Would the project generate a net increase of 250 or more daily vehicle trips?

**No,** Using the VMT calculator for screening purposes, the proposed project will generate 149 net reduction in vehicle trips (336 - 485) without any TDM strategies.

2.1-2. Would the project generate a net increase in daily VMT?

**No,** The VMT Calculator estimated the existing commercial uses generate 4,402 VMT and the proposed eldercare use would generate 3,008 VMT, a reduction of 1,394 VMT. Note that TDM strategies are not considered for the purpose of screening.

Considering the inclusion of the bike parking would further reduce the VMT by an additional 19 VMT (2,989 - 3,008) for a total VMT reduction of 1,413 VMT. (VMT worksheets attached).

### **Threshold T - 2.1 Finding**

The updated project trip analysis provided by this assessment, as documented in the following non – CEQA access and circulation review, found no system deficiencies or any project - generated adverse effects on the environment.

LADOT has identified thresholds for significant VMT impacts for each of the 7 Area Planning Commission (APC) sub-areas. The project is in the South Valley APC sub - area which has a daily household VMT per capita threshold of 9.4 and a work VMT per employee of 11.6 (15% below the existing VMT per capita for the South Valley APC).

The results of the VMT evaluation show that the proposed project has a household VMT per capita value of 6.8 and a 6.4 work VMT per employee with the bike parking TDM strategy. VMT worksheets are provided in Attachment B.

A TDM measure has been included as part of the project to further reduce the project VMT. The project's TDM strategy is to provide bike provide short - term and long - term bicycle parking spaces in accordance with LAMC Section 12.21.A.4(u).

- III. **Environmental Checklist Threshold T- 3.1:** Does the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Impacts regarding the potential increase of hazards due to a geometric design feature generally relate to the design of access points to and from the project site, and may include safety, operational, or capacity impacts. Impacts can be related to vehicle conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a project site.

**Screening Criteria for Threshold T- 3.1**

3.1 Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?

**No,** The project is proposing to move the existing Ventura Boulevard driveway approximately 20 feet westerly. No additional driveways will be added to provide vehicular access to the site. An existing median left turn lane is provided on Ventura Boulevard for access to properties fronting Ventura Boulevard. Furthermore, the driveway is located mid-block approximately 650 feet from either adjacent intersection.

3.2 Is the project proposing to, or required to make any voluntary or required, modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)?

**Yes,** Pursuant to the Mobility Element street standards, a 5 - foot street dedication is required for Ventura Boulevard but no roadway widening is necessary adjacent to the project site.

**Threshold T - 3.1 Finding**

The project does not increase the number of vehicular conflict points but reduces the number of vehicle trips to the site which reduces future conflicts with other vehicles, pedestrian and bicycles. The project does not involve any design features that are unusual for the area or any incompatible uses. Vehicular access impacts will be less than significant.

The 5 - foot dedication would provide for a 15 - foot sidewalk along the project frontage.

## **NON - CEQA TRANSPORTATION ANALYSIS**

In addition to conducting a CEQA review of development projects pursuant to SB743, LAMC Section 16.05, Site Plan Review authorizes a non - CEQA transportation analysis of development projects to identify deficiencies that may have an adverse effect on the environment.

A delay-based analysis has been used to evaluate if the project would contribute to potential circulation and access deficiencies that require specific operational improvements to the circulation system.

To assist in the non - CEQA evaluation, the following information provides the environmental conditions in which the project is located.

### **ENVIRONMENTAL CONDITIONS**

#### **Land Use**

The project site is in the Encino – Tarzana Community Plan area located approximately 16 miles northwest of downtown Los Angeles. This community plan is generally bounded by Corbin Avenue on the west, Victory Boulevard on the north, Mulholland Drive on the south, and the San Diego Freeway on the east.

The Community Plan area contains 13,023 acres consisting of 6,931 acres (53.2 %) of residential use, 420 acres (3.3 %) of multi – family use, 339 acres (2.6 %) of commercial use, 27 acres (0.2 %) of industrial use, 3,728 acres (28.6 %) of open space/public facilities and 1,578 acres (12.1 %) for streets.

The project is also located in the Ventura/Cahuenga Boulevard Corridor Specific Plan area. The Encino - Tarzana Community Plan currently in effect was adopted in 1997. A community plan update process is actively underway.

Figure 3 provides an aerial photo of the project setting.

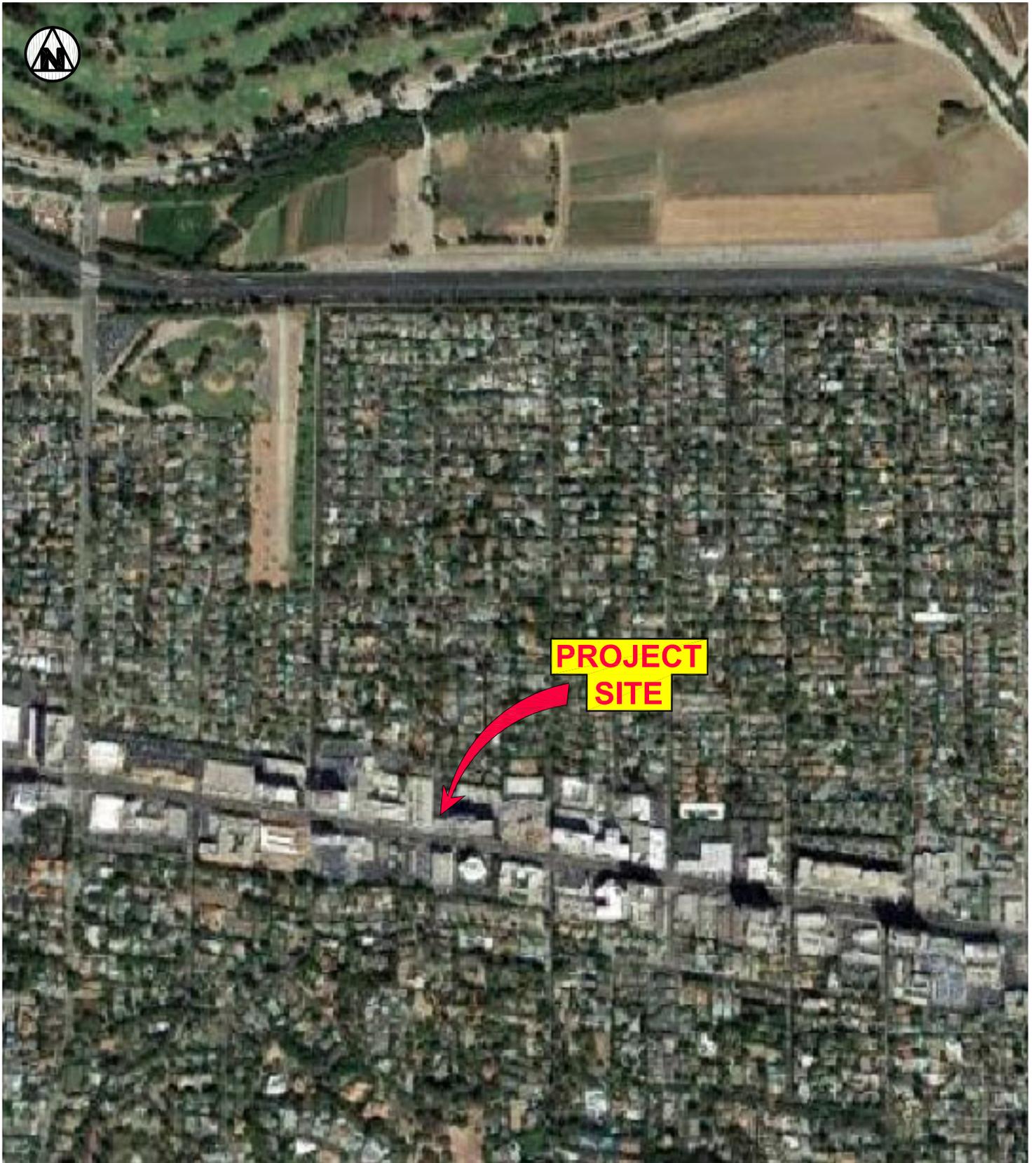


FIGURE 3

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PROJECT SETTING

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### Transportation Facilities

Regional access to project area is provided by the Ventura Freeway (US-101) and the north – south San Diego Freeway (I-405). The Ventura Freeway is regionally a north - south freeway but operates in the east - west direction in the San Fernando Valley.

Pursuant to the City of Los Angeles Mobility Element, arterial roadways are designated Boulevards and Avenues. Boulevards represent the City’s widest streets that typically provide regional access to major destinations; the roadway standard for a Boulevard II roadway is a right - of - way width of 110 feet and a roadway width of 80 feet. Avenues may vary in their land use context, with some streets passing through both residential and commercial areas; the roadway standard for an Avenue II roadway is a right - of - way width of 86 feet and a roadway width of 56 feet.

Non - arterial roadways connect arterial roadways to local residential neighborhoods or industrial areas. Non - arterial roadways are designated Collector or Local streets. The standard for a Collector street is a right - of - way width of 66 feet and a roadway width of 40 feet; and the standard for a Local street is a right - of - way width of 60 feet and a roadway width of 36 feet.

Ventura Boulevard is an east - west roadway designated as a Boulevard II, Scenic Highway, part of the Pedestrian Enhanced Network and Transit Enhanced Street in the Mobility Plan 2035. A Boulevard II roadway (formerly designated a major highway class II street) calls for an 80 - foot roadway on 110 feet of right - of - way (40 - foot half roadway and 55 - foot half right - of - way). Ventura Boulevard is currently developed to a 40 - foot half roadway and 50 - foot half right - of - way. Ventura Boulevard is also identified on the High Injury Network.

According to the Mobility Element Street standards for Ventura Boulevard, a 5 - foot dedication but no street widening would be required adjacent to the project site. The 5 - foot dedication would provide for a 15 - foot sidewalk along the project frontage.

### Transit Information

Multiple public transportation opportunities are provided in the project vicinity. Public transportation in the study area is provided by the Metropolitan Transportation Authority (Metro) and the City of Los Angeles Commuter Express.

The Metro Transit operates the Railway Orange Line north of the project along Oxnard Street. The Orange Line operates between Chatsworth, Warner Center, Van Nuys and North Hollywood. There is a stop at Balboa Boulevard and south of Victory Boulevard and at Woodley Avenue and south of Victory Boulevard. The Orange line connects to Metro Rapid Lines at Reseda Boulevard and Sepulveda Boulevard and to the Metro Red Line in North Hollywood.

Ventura Boulevard is identified as a Moderate Plus Transit Enhanced Street in the Mobility Plan 2035, a network of streets prioritized for transit. Along Ventura Boulevard, Metro operates a local line 150/240 and Rapid Lines 744 & 750. LADOT Commuter Express service operates line CE549 along Ventura Boulevard. Transfer opportunities are available to/from the project area by the local and regional lines.

A summary of these services is provided below:

- Metro Local Line 150/240 provides service eastbound to Studio City and westbound to Canoga Park via Ventura Boulevard and Reseda Boulevard. There is a stop at Ventura Boulevard and Libbit Avenue west of the project site and at Ventura Boulevard and Woodley Avenue east of the project site, both stops are approximately 700 feet away.
- Metro Rapid Line 744 provides minimum stops for faster service operations between Northridge, Encino, Sherman Oaks and Pacoima along Reseda Boulevard, Ventura Boulevard and Van Nuys Boulevard. There is a stop at Ventura Boulevard and Woodley Avenue.

- Metro Rapid Line 750 provides minimum stop services for faster operations between Universal City and Warner Center along Topanga Canyon Boulevard and Ventura Boulevard. There is a stop at Ventura Boulevard and Woodley Avenue.
- LADOT Commuter Express Line 549 operates along Ventura Boulevard in the study area with service between the San Fernando Valley, Burbank Media District, Glendale and Pasadena. There is a stop at Ventura Boulevard and Woodley Avenue.

### Complete Streets Mobility Networks (Vehicle, Bicycle, Transit, Neighborhood and Pedestrian Enhanced Districts)

The Mobility Plan Element establishes a layered network of street standards that are designed to emphasize mobility modes within the larger system. This approach maintains the primary function of the streets that exist but identifies streets for potential alternative transportation modes providing a range of options available when selecting the appropriate design elements. Street may be listed in several networks with the goal of selecting a variety of mobility enhancements.

Network layers have been created for the Complete Street Network that prioritizes a certain mode within each layer with the goal of providing better connectivity. The network layers are: Vehicle – Enhanced Network, Transit – Enhanced Network, Bicycle – Enhanced Network and Neighborhood – Enhanced Network. Definitions of these networks per the Complete Street Design Guidelines are provide below.

Vehicle – Enhanced Network (VEN) - The VEN includes a select number of arterials that carry high volume of traffic for long distance travel on corridors with freeway access. Moderate enhancements typically include technology upgrades and peak-hour restrictions for parking and turning movements. Comprehensive enhancements can include improvements to access management, all - day lane conversions of parking, and all - day turning movement restrictions or permanent access control.

- No study area streets have been identified in the VEN.

### Transit – Enhanced Network (TEN)

- Ventura Boulevard is designated a Moderate Plus Transit Enhanced street - An upgraded enhancement would include an exclusive bus lane during the peak travel period only.

Bicycle – Enhanced Network (BEN) – The BEN is comprised of a network of low – stressed protected bike lanes (Tier 1) and bike paths prioritize bicycle travel by providing specific bicycle facilities and improvements. The BEN also proposes bike facilities on arterial roadways with a striped separation. Tier 1 corresponds to protected bicycle lanes, and Tier 2 and Tier 3 bicycle lanes on arterial roads with a striped separation that are differentiated only by their potential implementation phasing - the difference between Tier 2 and Tier 3 implies probability that some lanes are not expected to be implemented by 2035.

Bicycle Path – A bicycle path is facility that is separated from the vehicular traffic for the exclusive use of the cyclist (although sometimes combined with a pedestrian lane). The designated path can be completely separated from vehicular traffic or cross the vehicular traffic with right - of - way assigned through signals or stop signs.

- Bike paths are identified in the Sepulveda Basin Recreation Area Park.

Bicycle Lane – A bicycle lane is typically provided on street with a designated lane stripped on the street for the exclusive use of the cyclist. The bicycle lanes are occasionally curbside, outside the parking lane, or along a right turn lane at intersections.

- Balboa Boulevard between Ventura Boulevard and Burbank Boulevard is listed on the Bicycle Lane Network map as Tier 2 bicycle lane street.
- Ventura Boulevard are listed on the Bicycle Lane Network map as Tier 3 bicycle lane streets.

Bicycle Route – A bicycle route is a designated route in a cycling system where the cyclist shares the lane with the vehicle. Cyclist would follow the route and share the right - of - way with the vehicle.

Neighborhood Enhanced Network (NEN) - NEN is comprised of local streets intended to benefit from pedestrian and bicycle related safety enhancements for more localized travel of slower means of travel while preserving the connectivity of local streets to other enhanced networks. These enhancements encourage lower vehicle speeds providing added safety for pedestrians and bicyclists.

- Hayvenhurst Avenue, Moorpark Street, Libbit Avenue, Woodley Avenue, and Dickens Street in the study area have been identified in the NEN.

#### Pedestrian Enhanced District (PEDs)

In addition to these street networks, many arterial streets that could benefit from additional pedestrian features to provide better walking connections are identified as Pedestrian Enhanced Districts.

Ventura Boulevard within the study area has been identified in the pedestrian enhanced district maps with the goal of providing a more attractive environment to promote walking for shorter trips. Adding residential projects and pedestrian design features such as street trees encourages people to take trips on foot instead of by car. This helps to reduce the volume of cars on the road and emissions, increase economic vitality, and make the City feel like a more vibrant place.

#### High Injury Network

Vision Zero Los Angeles identified a strategic plan to reduce traffic deaths to zero by focusing on engineering, enforcement, education and evaluation. The priority identified in the report is safety with a goal to make the streets of the City of Los Angeles the safest in the nation. As part of an effort to achieve this goal, LADOT identified a High Injury

Network (HIN) of city streets. The HIN identifies streets with a high number of traffic - related severe injuries and deaths across all modes of travel with emphasis on those involving pedestrians and cyclists.

Ventura Boulevard from Van Nuys Boulevard to Amestoy Avenue is part of the HIN. LADOT requires that projects along HIN roadways assist in reducing traffic related injuries around new development to the extent possible. An eldercare facility that reduces vehicular travel to and from the site has a beneficial effect of reducing VMT and vehicular conflicts with pedestrians, bikes and transit service.

## **PEDESTRIAN, BICYCLE, AND TRANSIT ACCESS ASSESSMENT**

Purpose - The pedestrian, bicycle, and transit facilities assessments are intended to determine a project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the proposed project. The deficiencies could be physical (through removal, modification, or degradation of facilities) or demand-based (by adding pedestrian or bicycle demand to inadequate facilities).

### **Removal or Degradation of Facilities**

The project will not remove, modify or degrade any pedestrian, bicycle, and transit facilities in the vicinity of the proposed project. In fact, any damaged or off-grade sidewalk, curb and gutter along the property frontage will be repaired under Section 12.37 of the Los Angeles Municipal Code (LAMC).

### **Project Use Intensification of Use**

The project is located on Ventura Boulevard which is designated a Boulevard II roadway and is included in the Transit Enhanced Network, Bicycle – Enhanced Network and Pedestrian District. There are two Rapid transit, one local and one commuter express line within 660 feet of the project site at Woodley Avenue and Ventura Boulevard. The projected level of transit increase is not expected to adversely affect the current ridership of the transit services in the area. No bike facilities are currently located along this segment of Ventura Boulevard.

This elderly care facility will not overburden any pedestrian, bike or transit facilities.

**PROJECT ACCESS, SAFETY AND CIRCULATION EVALUATION**

Purpose – Project access and circulation is evaluated for safety, operational, and capacity constraints using vehicle level of service to identify circulation and access deficiencies that may require specific operational improvements. CEQA analysis for other subject areas, such as air quality analysis, may also continue to rely on vehicle level of service analysis.

Evaluation Findings - A circulation evaluation has been reviewed by providing an update to the June 2018 approved traffic study for the site. The results of this evaluation show that the eldercare project will not create any circulation and access deficiencies on the existing streets or near - by intersections, pedestrian, bicycle, and transit facilities.

Non - CEQA Analysis - The circulation evaluation has been calculated using the LADOT Critical Movement Analysis (CMA) method at 7 intersections reviewed under the prior approval. The CMA analysis method quantifies the operating conditions of an intersection as described in Table 1 below.

Table 1  
Level of Service Definitions

<u>Level of Service</u>	<u>Description of Operating Condition</u>	<u>V/C Ratio</u>
A	Free flow conditions with low traffic density.	0.000 - 0.600
B	A stable flow of traffic.	0.601 - 0.700
C	Light congestion but stable, occasional backups behind left-turning vehicles.	0.701 - 0.800
D	Approaching instability, drivers are restricted in freely changing lanes. Vehicles may be required to wait through more than one cycle.	0.801 - 0.900
E	At or near capacity with possible long queues for left-turning vehicles. Blockage of intersection may occur if traffic signal does not provide for protected turning movements.	0.901 - 1.000
F	Jammed conditions with stoppages of long duration.	> 1.000

The updated evaluation study area includes the following intersections:

1. Hayvenhurst Avenue and Ventura Freeway Westbound Off Ramp;
2. Hayvenhurst Avenue and Ventura Freeway Eastbound On Ramp / Magnolia Boulevard;
3. Ventura Boulevard and Hayvenhurst Avenue;
4. Ventura Boulevard and Libbit Avenue;
5. Ventura Boulevard and Woodley Avenue;
6. Ventura Boulevard and Haskell Avenue (west); and,
7. Ventura Boulevard and the 405 Freeway Southbound On Ramp / 101 Freeway Eastbound Off Ramp / Sherman Oaks Avenue.

**Project Traffic Generation**

The eldercare project’s traffic generation has been updated as provided in Table 2 for the modified project.

**Table 2  
Modified Project Traffic Generation**

ITE Code	Description	Size	Daily Traffic	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<b>Proposed Project</b>									
254	Assisted Living (per bed*)	145 beds	377	18	10	28	14	24	38
<b>Existing Use</b>									
710	Office	12,818 sf	141	18	2	20	3	16	19
	Transit*	10%	(14)	(2)	(0)	(2)	(0)	(2)	(2)
720	Medical Office	2,831 sf	102	5	2	7	3	7	10
	Transit*	10%	(10)	(1)	(0)	(1)	(0)	(1)	(1)
826	Specialty Retail (per 1,000 s.f.)	2,235 sf	99	2	1	3	3	3	6
	Transit*	10%	(10)	(0)	(0)	(0)	(0)	(0)	(0)
	Pass-by	10%	(9)	(0)	(0)	(0)	(0)	(0)	(0)
932	Restaurant (closed am)	1,500 sf	191	0	0	0	9	6	15
	Transit*	10%	(19)	0	0	0	(1)	(1)	(2)
	Pass-by	20%	(34)	0	0	0	(2)	(1)	(3)
	Vacant	4,607 sf							
	<b>Subtotal Existing</b>	<b>22,133 sf</b>	<b>437</b>	<b>22</b>	<b>5</b>	<b>27</b>	<b>15</b>	<b>27</b>	<b>42</b>
<b>Net Trips (Proposed - Existing)</b>			<b>-60</b>	<b>-4</b>	<b>5</b>	<b>1</b>	<b>-1</b>	<b>-3</b>	<b>-4</b>

\* 17 studio, 69 1-bedroom, 21 2-bedroom and 17 memory care beds

**Analysis of Future Project Traffic Conditions**

Future traffic volumes have been developed to analyze future traffic conditions after completion of the project. The updated project's traffic impact has been calculated by adding the project traffic volumes to the existing traffic and future cumulative traffic volume. The tables below show that the project's traffic will not significantly add to the circulation deficiencies in the area.

Table 3  
Existing + Project Traffic Conditions

No.	Intersection	Peak Hour	Existing		Existing + Project	
			CMA	LOS	CMA	LOS
1	Hayvenhurst Ave. & 101 Fwy. WB Off Ramp	AM	0.835	D	0.835	D
		PM	0.605	B	0.605	B
2	Hayvenhurst Ave. & 101 Fwy. EB On Ramp / Magnolia Bd.	AM	0.813	D	0.813	D
		PM	0.657	B	0.657	B
3	Hayvenhurst Ave. & Ventura Bd.	AM	0.985	E	0.985	E
		PM	0.786	C	0.786	C
4	Ventura Bd. & Libbit Ave.	AM	0.715	C	0.714	C
		PM	0.670	B	0.669	B
5	Ventura Bd. & Woodley Ave.	AM	0.659	B	0.660	B
		PM	0.615	B	0.615	B
6	Ventura Bd. & Haskell Ave.	AM	0.749	C	0.750	C
		PM	0.608	B	0.607	B
7	Ventura Bd. & 405 Fwy. SB On / 101 Fwy. EB Off / Sherman Oaks Ave.	AM	0.913	E	0.914	E
		PM	1.107	F	1.107	F

**Table 4  
Future Cumulative + Project Traffic Conditions**

No.	Intersection	Peak Hour	Future (2022) Without Project		Future (2022) + Project	
			CMA	LOS	CMA	LOS
1	Hayvenhurst Ave. & 101 Fwy. WB Off Ramp	AM	0.943	E	0.942	E
		PM	0.685	B	0.685	B
2	Hayvenhurst Ave. & 101 Fwy. EB On Ramp / Magnolia Bd.	AM	0.919	E	0.918	D
		PM	0.743	C	0.742	C
3	Hayvenhurst Ave. & Ventura Bd.	AM	1.144	F	1.143	F
		PM	0.923	E	0.923	D
4	Ventura Bd. & Libbit Ave.	AM	0.840	D	0.840	D
		PM	0.808	D	0.808	C
5	Ventura Bd. & Woodley Ave.	AM	0.769	C	0.770	C
		PM	0.729	C	0.729	C
6	Ventura Bd. & Haskell Ave.	AM	0.874	D	0.874	D
		PM	0.740	C	0.740	C
7	Ventura Bd. & 405 Fwy. SB On / 101 Fwy. EB Off / Sherman Oaks Ave.	AM	1.136	F	1.136	F
		PM	1.339	F	1.339	F

Updated traffic volume figures from the previous study for the am and pm peak hours and CMA worksheets are provided in Attachment C.

Please call me if you have questions.

Sincerely,



Jerry T. Overland

Attachments

**ATTACHMENT A**

**LADOT APPROVAL LETTER PRIOR PROJECT  
(June 26, 2018 DOT Case No. VEN 17 - 106049)**

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

16161 Ventura Boulevard  
DOT Case No. VEN 17-106049  
DOT Project ID No. 46155

Date: June 26, 2018

To: Sarah Hounsell, City Planner  
Department of City Planning

for Scout Gordon

From: Sergio D. Valdez, Transportation Engineer  
Department of Transportation

Subject: **REVISED TRAFFIC ASSESSMENT FOR THE PROPOSED  
APARTMENT AT 16161 VENTURA BOULEVARD**

The Department of Transportation (DOT) has completed a revised traffic assessment for the proposed apartment building located at 16161 Ventura Boulevard in the Encino area of the City of Los Angeles. This traffic analysis is based on a traffic study prepared by Overland Traffic Consultants, Inc. dated June 14, 2017. Based on DOT’s traffic impact criteria, the traffic study included the detailed analysis of seven intersections and determined that none of the study intersections would be significantly impacted by project-related traffic. This revised traffic assessment supersedes the previous traffic assessment dated February 5, 2018. The results of the traffic impact analysis are summarized in **Attachment 1**.

**DISCUSSION AND FINDINGS**

A. Project Description

The project proposes to demolish an existing 12,818 square-foot office, a 2,831 square-foot medical office, a 2,235 square-foot retail, and a 1,500 square-foot restaurant, and build 114 unit apartment. The project is expected to be completed by 2020.

B. Trip Generation

The project is estimated to generate a net increase of approximately 221 daily trips, 26 trips during the a.m. peak hour, and 20 trips during the p.m. peak hour. These estimates were derived using trip generation rates from the Institute of Transportation Engineers (ITE) “Trip Generation Handbook, 9<sup>th</sup> Edition, 2012”.

Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
<b>Proposed Project</b>								
Apartment	103 units	685	11	42	53	42	22	64
Transit	10%	-68	-1	-4	-5	-4	-2	-6
Affordable Units	11	45	2	4	6	2	2	4
Transit	10%	-4	0	-1	-1	0	0	0
<b>Existing Use</b>								
Office	12,818 sf	141	18	2	20	3	16	19

Office	12,818 sf	141	18	2	20	3	16	19
Transit	10%	-14	-2	0	-2	0	-2	-2
Medical Office	2,831 sf	102	5	2	7	3	7	10
Transit	10%	-10	-1	0	-1	0	-1	-1
Retail	2,235 sf	99	2	1	3	3	3	6
Transit	10%	-10	0	0	0	0	0	0
Pass-by Trips	10%	-9	0	0	0	0	0	0
Restaurant (closed am)	1,500 sf	191	0	0	0	9	6	15
Transit	10%	-19	0	0	0	-1	-1	-2
Pass-by Trips	20%	-34	0	0	0	-2	-1	-3
<b>Total Net Trips</b>		<b>221</b>	<b>-10</b>	<b>36</b>	<b>26</b>	<b>25</b>	<b>-5</b>	<b>20</b>

## PROJECT REQUIREMENTS

### C. Highway Dedication and Street Widening Requirements

Pursuant to Section 10 of the Ventura/Cahuenga Boulevard Corridor Specific Plan, the applicant shall offer all required street and highway dedications and improvements to the satisfaction of DOT and the Department of Public Works, Bureau of Engineering.

Ventura Boulevard is a designated Boulevard II in the Street and Highways Element of the City's Mobility Plan. North side of Ventura Boulevard currently consists of a 50-foot half right-of-way with a 40-foot half roadway, and a 10-foot sidewalk. The standard cross section for Boulevard II is a 55-foot half right-of-way with a 40-foot half roadway, and a 15-foot sidewalk. The applicant shall dedicate 5 feet of land along the entire proposed project frontage on Ventura Boulevard.

The applicant should contact Bureau of Engineering, Department of Public Works to determine any other required street improvements. All required street improvements shall be guaranteed through the B-permit process of BOE before the issuance of any building permit for this project.

### D. Project Impact Assessment (PIA) Fee:

Pursuant to Section 11 of the Ventura/Cahuenga Boulevard Corridor Specific Plan, the applicant shall pay or guarantee to pay a PIA Fee to DOT before the issuance of any building permit. The gross PIA Fee for this project is calculated below and can be paid in either a single payment or through a deferred payment plan. The gross PIA Fee has been reduced based upon evidence provided by the applicant that a legally permitted use existed for a minimum of one year between November 9, 1985 and the date of this letter. The PIA Fee shall be indexed annually; therefore, the PIA Fee may change depending on the actual date when payment is made.

#### **Proposed Land Use (PIA Fee in Encino):**

Residential Floor Area	=	108,636 square-feet
PIA Fee Rate (Category A)	=	\$1.80 per square-foot of floor area
	=	108,636 x \$1.80
<b>Proposed Project PIA Fee</b>	=	<b>\$195,544.80</b>

**Existing Land Use (PIA Fee in Encino):**

Office Floor Area	=	12,818 square-feet
PIA Fee Rate (Category B)	=	\$3.39 per square-foot of floor area
	=	12,818 x \$3.39
Existing Use Credit	=	\$43,453.02
Medical Office Floor Area	=	2,831 square-feet
PIA Fee Rate (Category D)	=	\$6.96 per square-foot of floor area
	=	2,831 x \$6.96
Existing Use Credit	=	\$19,703.76
Retail Floor Area	=	2,235 square-feet
PIA Fee Rate (Category C)	=	\$6.17 per square-foot of floor area
	=	2,235 x \$6.17
Existing Use Credit	=	\$13,789.95
Restaurant Floor Area	=	1,500 square-feet
PIA Fee Rate (Category D)	=	\$6.96 per square-foot of floor area
	=	1,500 x \$6.96
Existing Use Credit	=	\$10,440.00
Retail Floor Area (Demolished)	=	1,500 square-feet
PIA Fee Rate (Category C)	=	\$6.17 per square-foot of floor area
	=	1,500 x \$6.17
Existing Use Credit	=	\$9,255.00
Office Floor Area (Demolished)	=	3,107 square-feet
PIA Fee Rate (Category B)	=	\$3.39 per square-foot of floor area
	=	3,107 x \$3.39
Existing Use Credit	=	\$10,532.73
<b>Total Existing Use Credit</b>	=	<b>\$107,174.46</b>
<b>Proposed Project PIA Fee</b>	=	<b>\$195,544.80</b>
<b>Existing Use Credit</b>	=	<b>- \$107,174.46</b>
<b>Net PIA Fee</b>	=	<b>\$88,370.34</b>

E. Driveway Access and Circulation

This determination does not include approval of the project's driveways, internal circulation, or parking scheme. Final DOT approval shall be obtained prior to issuance of any building permits. This should be accomplished by submitting detailed site and driveway plans with a minimum scale of 1"=40', to DOT's Valley Development Review Section at 6262 Van Nuys Boulevard, Suite 320, Van Nuys, CA 91401. All driveways should be 30 feet and 16 feet wide for two-way and one-way operations, respectively or to the satisfaction of DOT. All delivery truck loading and unloading should take place on site with no vehicles having to back into public right-of-way via any of the project driveways.

If you have any further questions, you may contact Albert Isagulian of my staff at (818) 374-4699.

A: 16161VenturaBlvdRev .doc

c: Aviv Kleinman, Fifth Council District  
Ken Firoozmand, DOT West Valley District  
Quyên Phan, Bureau of Engineering  
Ali Nahass, Bureau of Engineering Valley District  
Jerry Overland, Overland Traffic Consultants, Inc.

# ATTACHMENT 1

## 16161 Ventura Boulevard Summary of Volume to Capacity Ratios (V/C) and Levels of Service (LOS)

Intersection	Peak Hour	Year 2016 Existing		Year 2016 Existing w/ Project		Year 2020 w/o Project		Year 2020 w/ Project		Project Impact	Significant Impact
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	$\Delta$ V/C	
1. Hayvenhurst Ave. & 101 Fwy W/B Off-Ramp.	AM	0.835	D	0.835	D	0.906	E	0.906	E	0.000	NO
	PM	0.605	B	0.607	B	0.658	B	0.660	B	0.002	NO
2. Hayvenhurst Ave. & 101 Fwy E/B On-Ramp	AM	0.813	D	0.813	D	0.883	D	0.883	D	0.000	NO
	PM	0.657	B	0.657	B	0.713	C	0.713	C	0.000	NO
3. Ventura Blvd. & Hayvenhurst Ave.	AM	0.985	E	0.985	E	1.100	F	1.100	F	0.000	NO
	PM	0.786	C	0.786	C	0.889	D	0.889	D	0.000	NO
4. Ventura Blvd. & Libbit Ave.	AM	0.715	C	0.715	C	0.809	D	0.809	D	0.000	NO
	PM	0.670	B	0.670	B	0.780	C	0.780	C	0.000	NO
5. Woodley Ave. & Ventura Blvd.	AM	0.659	B	0.662	B	0.741	C	0.743	C	0.002	NO
	PM	0.615	B	0.619	B	0.703	C	0.705	C	0.002	NO
6. Haskell Ave. & Ventura Blvd.	AM	0.749	C	0.753	C	0.841	D	0.844	D	0.003	NO
	PM	0.608	B	0.614	B	0.713	C	0.719	D	0.006	NO
7. 405 Fwy SB, Ramps, Sherman Oaks Ave, & Ventura Blvd.	AM	0.913	E	0.918	E	1,097	F	1.101	F	0.004	NO
	PM	1.107	F	1.109	F	1.291	F	1,293	F	0.002	NO

### DOT Significant Transportation Impact Thresholds

Level of Service (LOS)	Projected Future Volume to Capacity Ratio (V/C), Including Project	Project-Related Impact ( $\Delta$ V/C)
C	between 0.701 and 0.800	$\geq 0.040$
D	between 0.801 and 0.900	$\geq 0.020$
E, F	$\geq 0.901$	$\geq 0.010$

**ATTACHMENT B**

**VMT REPORTs**

**Existing Trips  
Proposed Project Trips  
Proposed Project VMT**

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.0

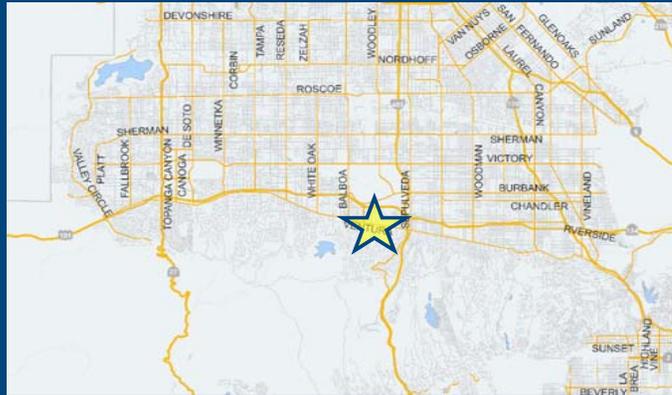


## Project Information

Project:

Scenario: Existing [WWW](#)

Address: 16161 W VENTURA BLVD, 91436 [Q](#)



Land Use Type	Value	Unit	
Office   Medical Office	2.831	ksf	+
Retail   General Retail	2.235	ksf	
Retail   High-Turnover Sit-Down Restaurant	1.5	ksf	
Office   General Office	12.818	ksf	
Office   Medical Office	2.831	ksf	

Click here to add a single custom land use type (will be included in the above list)

## TDM Strategies

Select each section to show individual strategies  
Use  to denote if the TDM strategy is proposed part of the project or is a mitigation strategy

**A** **Parking**

Reduce Parking Supply  Proposed Prj  Mitigation

100 city code parking provision for the project site

74 actual parking provision for the project site

Unbundle Parking  Proposed Prj  Mitigation

225 monthly parking cost (dollar) for the project site

Parking Cash-Out  Proposed Prj  Mitigation

50 percent of employees eligible

Price Workplace Parking  Proposed Prj  Mitigation

6.00 daily parking charge (dollar)

50 percent of employees subject to priced parking

Residential Area Parking Permits  Proposed Prj  Mitigation

200 cost (dollar) of annual permit

- B** Transit
- C** Education & Encouragement
- D** Commute Trip Reductions
- E** Shared Mobility
- F** Bicycle Infrastructure
- G** Neighborhood Enhancement

## Analysis Results

Proposed Project	With Mitigation
<b>485</b> Daily Vehicle Trips	<b>485</b> Daily Vehicle Trips
<b>4,402</b> Daily VMT	<b>4,402</b> Daily VMT
<b>0.0</b> Household VMT per Capita	<b>0.0</b> Household VMT per Capita
<b>12.1</b> Work VMT per Employee	<b>12.1</b> Work VMT per Employee
<b>Significant VMT Impact?</b>	
<b>Household: No</b> Threshold = 9.4 15% Below APC	<b>Household: No</b> Threshold = 9.4 15% Below APC
<b>Work: Yes</b> Threshold = 11.6 15% Below APC	<b>Work: Yes</b> Threshold = 11.6 15% Below APC



# CITY OF LOS ANGELES VMT CALCULATOR Version 1.0

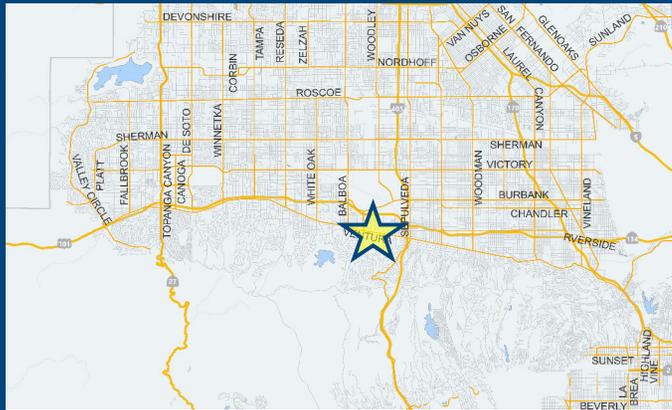


## Project Information

Project:

Scenario:

Address:



## TDM Strategies

Select each section to show individual strategies  
 Use  to denote if the TDM strategy is proposed part of the project or is a mitigation strategy

- A** Parking
- B** Transit
- C** Education & Encouragement
- D** Commute Trip Reductions
- E** Shared Mobility
- F** Bicycle Infrastructure
  - Implement/Improve On-street Bicycle Facility  Proposed Prj  Mitigation
  - Select Proposed Prj or Mitigation to include this strategy
  - Include Bike Parking Per LAMC  Proposed Prj  Mitigation
  - Select Proposed Prj or Mitigation to include this strategy
  - Include Secure Bike Parking and Showers  Proposed Prj  Mitigation
  - Select Proposed Prj or Mitigation to include this strategy
- G** Neighborhood Enhancement

## Analysis Results

Proposed Project	With Mitigation
<b>336</b> Daily Vehicle Trips	<b>336</b> Daily Vehicle Trips
<b>3,008</b> Daily VMT	<b>3,008</b> Daily VMT
<b>6.8</b> Household VMT per Capita	<b>6.8</b> Household VMT per Capita
<b>6.5</b> Work VMT per Employee	<b>6.5</b> Work VMT per Employee
Significant VMT Impact?	
<b>Household: No</b> Threshold = 9.4 15% Below APC	<b>Household: No</b> Threshold = 9.4 15% Below APC
<b>Work: No</b> Threshold = 11.6 15% Below APC	<b>Work: No</b> Threshold = 11.6 15% Below APC

Land Use Type	Value	Unit
Office   Medical Office		ksf
(custom) Eldercare   Daily	377	Trips
(custom) Eldercare   HBW-Attraction Split	10	Percent
(custom) Eldercare   HBO-Attraction Split	25	Percent
(custom) Eldercare   NHB-Attraction Split	15	Percent
(custom) Eldercare   HBW-Production Split	10	Percent
(custom) Eldercare   HBO-Production Split	25	Percent
(custom) Eldercare   NHB-Production Split	15	Percent
(custom) Eldercare   Daily	145	Residents
(custom) Eldercare   Daily	45	Employees
(custom) Eldercare   Daily	Retail	Retail/Non-Retail

Click here to add a single custom land use type (will be included in the above list)



# CITY OF LOS ANGELES VMT CALCULATOR Version 1.0

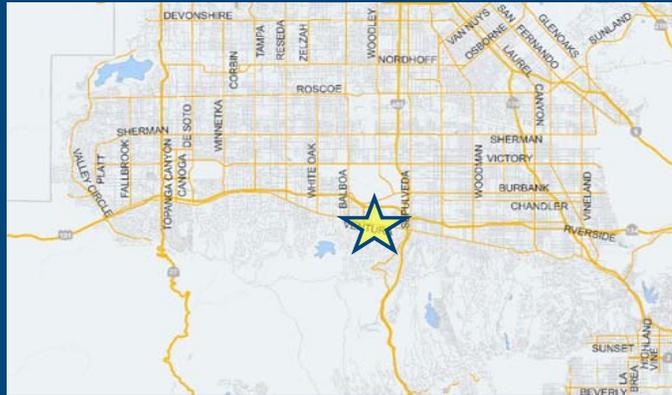


## Project Information

Project:

Scenario:  [WWW](#)

Address:  [Q](#)



Land Use Type	Value	Unit
Office   Medical Office		ksf <a href="#">+</a>
(custom) Eldercare   Daily	377	Trips
(custom) Eldercare   HBW-Attraction Split	10	Percent
(custom) Eldercare   HBO-Attraction Split	25	Percent
(custom) Eldercare   NHB-Attraction Split	15	Percent
(custom) Eldercare   HBW-Production Split	10	Percent
(custom) Eldercare   HBO-Production Split	25	Percent
(custom) Eldercare   NHB-Production Split	15	Percent
(custom) Eldercare   Daily	145	Residents
(custom) Eldercare   Daily	45	Employees
(custom) Eldercare   Daily	Retail	Retail/Non-R

Click here to add a single custom land use type (will be included in the above list)

## TDM Strategies

Select each section to show individual strategies  
Use  to denote if the TDM strategy is proposed part of the project or is a mitigation strategy

- A** Parking
- B** Transit
- C** Education & Encouragement
- D** Commute Trip Reductions
- E** Shared Mobility
- F** Bicycle Infrastructure
  - Implement/Improve On-street Bicycle Facility Select Proposed Prj or Mitigation to include this strategy  
 Proposed Prj  Mitigation
  - Include Bike Parking Per LAMC Select Proposed Prj or Mitigation to include this strategy  
 Proposed Prj  Mitigation
  - Include Secure Bike Parking and Showers Select Proposed Prj or Mitigation to include this strategy  
 Proposed Prj  Mitigation
- G** Neighborhood Enhancement

## Analysis Results

Proposed Project	With Mitigation
<b>334</b> Daily Vehicle Trips	<b>334</b> Daily Vehicle Trips
<b>2,989</b> Daily VMT	<b>2,989</b> Daily VMT
<b>6.8</b> Household VMT per Capita	<b>6.8</b> Household VMT per Capita
<b>6.4</b> Work VMT per Employee	<b>6.4</b> Work VMT per Employee
<b>Significant VMT Impact?</b>	
<b>Household: No</b> Threshold = 9.4 15% Below APC	<b>Household: No</b> Threshold = 9.4 15% Below APC
<b>Work: No</b> Threshold = 11.6 15% Below APC	<b>Work: No</b> Threshold = 11.6 15% Below APC



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: October 28, 2019

Project Name:

Project Scenario: Eldercare Project

Project Address: 16161 W VENTURA BLVD, 91436



Version 1.0

Project Information			
	Land Use Type	Value	Units
Housing	Single Family	0	DU
	Multi Family	0	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	0	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	0.000	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down	0.000	ksf
	Restaurant	0.000	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement Superstore	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	0	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
Other	Eldercare	377	Trips

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: October 28, 2019

Project Name:

Project Scenario: Eldercare Project

Project Address: 16161 W VENTURA BLVD, 91436



Version 1.0

<b>Analysis Results</b>			
<i>Total Employees: 45</i> <i>Total Population: 145</i>			
<b>Proposed Project</b>		<b>With Mitigation</b>	
334	Daily Vehicle Trips	334	Daily Vehicle Trips
2,989	Daily VMT	2,989	Daily VMT
6.8	Household VMT per Capita	6.8	Household VMT per Capita
6.4	Work VMT per Employee	6.4	Work VMT per Employee
<b>Significant VMT Impact?</b>			
<i>APC: South Valley</i>			
Impact Threshold: 15% Below APC Average Household = 9.4 Work = 11.6			
<b>Proposed Project</b>		<b>With Mitigation</b>	
<i>VMT Threshold</i>	<i>Impact</i>	<i>VMT Threshold</i>	<i>Impact</i>
<i>Household &gt; 9.4</i>	No	<i>Household &gt; 9.4</i>	No
<i>Work &gt; 11.6</i>	No	<i>Work &gt; 11.6</i>	No

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: October 28, 2019

Project Name:

Project Scenario: Eldercare Project

Project Address: 16161 W VENTURA BLVD, 91436



Version 1.0

TDM Strategy Inputs				
Strategy Type	Description	Proposed Project	Mitigations	
Parking	Reduce parking supply	City code parking provision (spaces)	0	0
		Actual parking provision (spaces)	0	0
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$0
	Parking cash-out	Employees eligible (%)	0%	0%
		Daily parking charge (\$)	\$0.00	\$0.00
	Price workplace parking	Employees subject to priced parking (%)	0%	0%
		Residential area parking permits	Cost of annual permit (\$)	\$0

(cont. on following page)



TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
<b>Transit</b>	Reduce transit headways	Reduction in headways (increase in frequency) (%)	0%	
		Existing transit mode share (as a percent of total daily trips) (%)	0%	
	Implement neighborhood shuttle	Lines within project site improved (<50%, >=50%)	0	0
		Degree of implementation (low, medium, high)	0	0
<b>Education &amp; Encouragement</b>	Transit subsidies	Employees and residents eligible (%)	0%	
		Amount of transit subsidy per passenger (daily equivalent) (\$)	\$0.00	
<b>Education &amp; Encouragement</b>	Voluntary travel behavior change program	Employees and residents participating (%)	0%	
		Promotions and marketing	0%	
(cont. on following page)				



TDM Strategy Inputs, Cont.				
	Strategy Type	Description	Proposed Project	Mitigations
<b>Commuter Trip Reductions</b>	Required commute trip reduction program	Employees participating (%)	0%	0%
	Employer sponsored vanpool or shuttle	Degree of implementation (low, medium, high)	0	0
		Employees eligible (%)	0%	0%
	Ride-share program	Employer size (small, medium, large)	0	0
Employees eligible (%)		0%	0%	
<b>Shared Mobility</b>	Car share	Car share project setting (Urban, Suburban, All Other)	0	0
	Bike share	Within 600 feet of existing bike share station - OR - implementing new bike share station (Yes/No)	0	0
		School carpool program	Level of implementation (Low, Medium, High)	0
(cont. on following page)				



TDM Strategy Inputs, Cont.				
	Strategy Type	Description	Proposed Project	Mitigations
<b>Bicycle Infrastructure</b>	Implement/Improve on-street bicycle facility	Provide bicycle facility along site (Yes/No)	0	0
	Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	0	0
<b>Neighborhood Enhancement</b>	Traffic calming improvements	Streets with traffic calming improvements (%)	0%	0%
		Intersections with traffic calming improvements (%)	0%	0%
	Pedestrian network improvements	Included (within project and connecting off-site/within project only)	0	0

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: October 28, 2019

Project Name:

Project Scenario: Eldercare Project

Project Address: 16161 W VENTURA BLVD, 91436



Version 1.0

### TDM Adjustments by Trip Purpose & Strategy

Place type: Suburban Center

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
<b>Parking</b>	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Appendix B, Parking sections 1 - 6
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
<b>Transit</b>	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Appendix B, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
<b>Education &amp; Encouragement</b>	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Appendix B, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
<b>Commute Trip Reductions</b>	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Appendix B, Commute Trip Reductions sections 1 - 4
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
<b>Shared Mobility</b>	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	Appendix B, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: October 28, 2019

Project Name:

Project Scenario: Eldercare Project

Project Address: 16161 W VENTURA BLVD, 91436



Version 1.0

### TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban Center

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
		<b>Bicycle Infrastructure</b>	Implement/Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
<b>Neighborhood Enhancement</b>	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	Appendix B, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

### Final Combined & Maximum TDM Effect

	Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
	<b>COMBINED TOTAL</b>	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
<b>MAX. TDM EFFECT</b>	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%

$$= \text{Minimum}(X\%, 1 - (1-[a]) * (1-[b]))$$

where: X%=

	urban center	75%
<b>PLACE</b>	urban	75%
<b>TYPE</b>	compact infill	40%
<b>MAX:</b>	suburban center	20%
	suburban	15%

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 4: MXD Methodology

Date: October 28, 2019

Project Name:  
Project Scenario: Eldercare Project  
Project Address: 16161 W VENTURA BLVD, 91436



Version 1.0

### MXD Methodology - Existing Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	38	-19.3%	30	10.6	399	322
Home Based Other Production	94	-11.3%	84	8.0	754	669
Non-Home Based Other Production	57	-6.6%	53	10.2	579	541
Home-Based Work Attraction	38	-15.7%	32	9.1	344	291
Home-Based Other Attraction	94	-10.0%	85	9.0	850	766
Non-Home Based Other Attraction	57	-6.6%	53	7.9	449	419

### MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-0.6%	30	320	-0.6%	30	320
Home Based Other Production	-0.6%	83	665	-0.6%	83	665
Non-Home Based Other Production	-0.6%	52	538	-0.6%	52	538
Home-Based Work Attraction	-0.6%	32	289	-0.6%	32	289
Home-Based Other Attraction	-0.6%	84	761	-0.6%	84	761
Non-Home Based Other Attraction	-0.6%	52	416	-0.6%	52	416

### MXD VMT Methodology Per Capita & Per Employee

Total Population: 145

Total Employees: 45

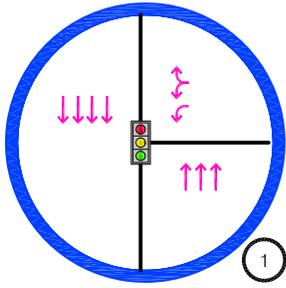
APC: South Valley

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	<b>985</b>	<b>985</b>
<i>Total Home Based Work Attraction VMT</i>	<b>289</b>	<b>289</b>
<i>Total Home Based VMT Per Capita</i>	<b>6.8</b>	<b>6.8</b>
<i>Total Work Based VMT Per Employee</i>	<b>6.4</b>	<b>6.4</b>

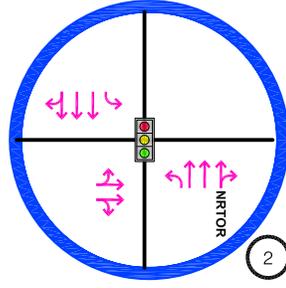


**ATTACHMENT C**

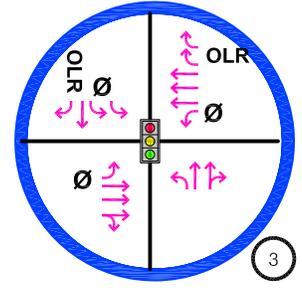
**TRAFFIC VOLUME FIGURES AND CMA WORKSHEETS**



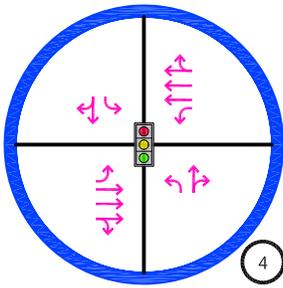
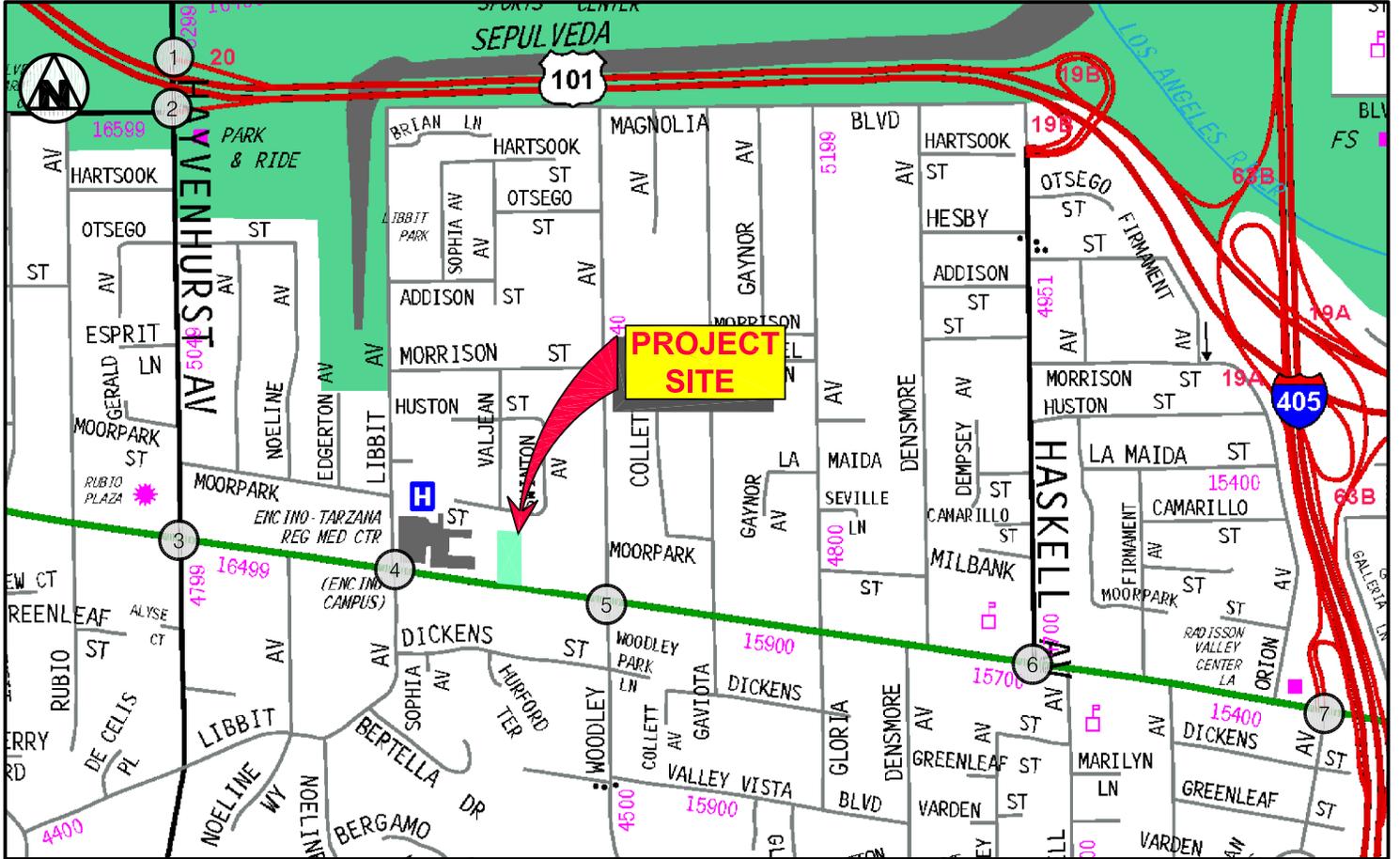
HAYVENHURST AVENUE &  
101 FWY WB OFF RAMP



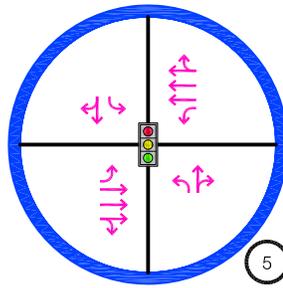
HAYVENHURST AVENUE &  
101 FWY EB ON RAMP / MAGNOLIA BOULEVARD



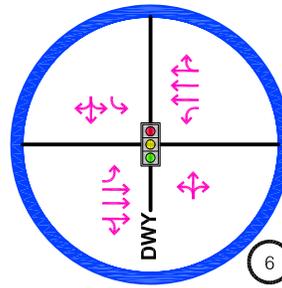
HAYVENHURST AVENUE &  
VENTURA BOULEVARD



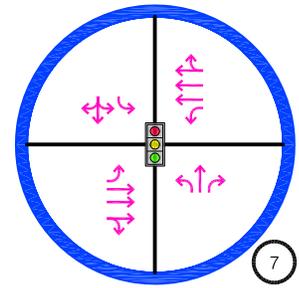
LIBBIT AVENUE &  
VENTURA BOULEVARD



WOODLEY AVENUE &  
VENTURA BOULEVARD



HASKELL AVENUE &  
VENTURA BOULEVARD



405 FWY SB ON / 101 FWY EB OFF  
RAMP / SHERMAN OAKS AVENUE &  
VENTURA BOULEVARD

**OLR - OVERLAP RIGHT TURN PHASE**  
**NRTOR - NO RIGHT TURN ON RED**  
**DWY - DRIVEWAY**  
**Ø - LEFT TURN ARROW**

**FIGURE 4**

10/2019

**INTERSECTION CHARACTERISTICS**

**Overland Traffic Consultants, Inc.**

952 Manhattan Beach Bl. #100, Manhattan Beach, CA 90266  
(661) 799 - 8423, OTC@overlandtraffic.com

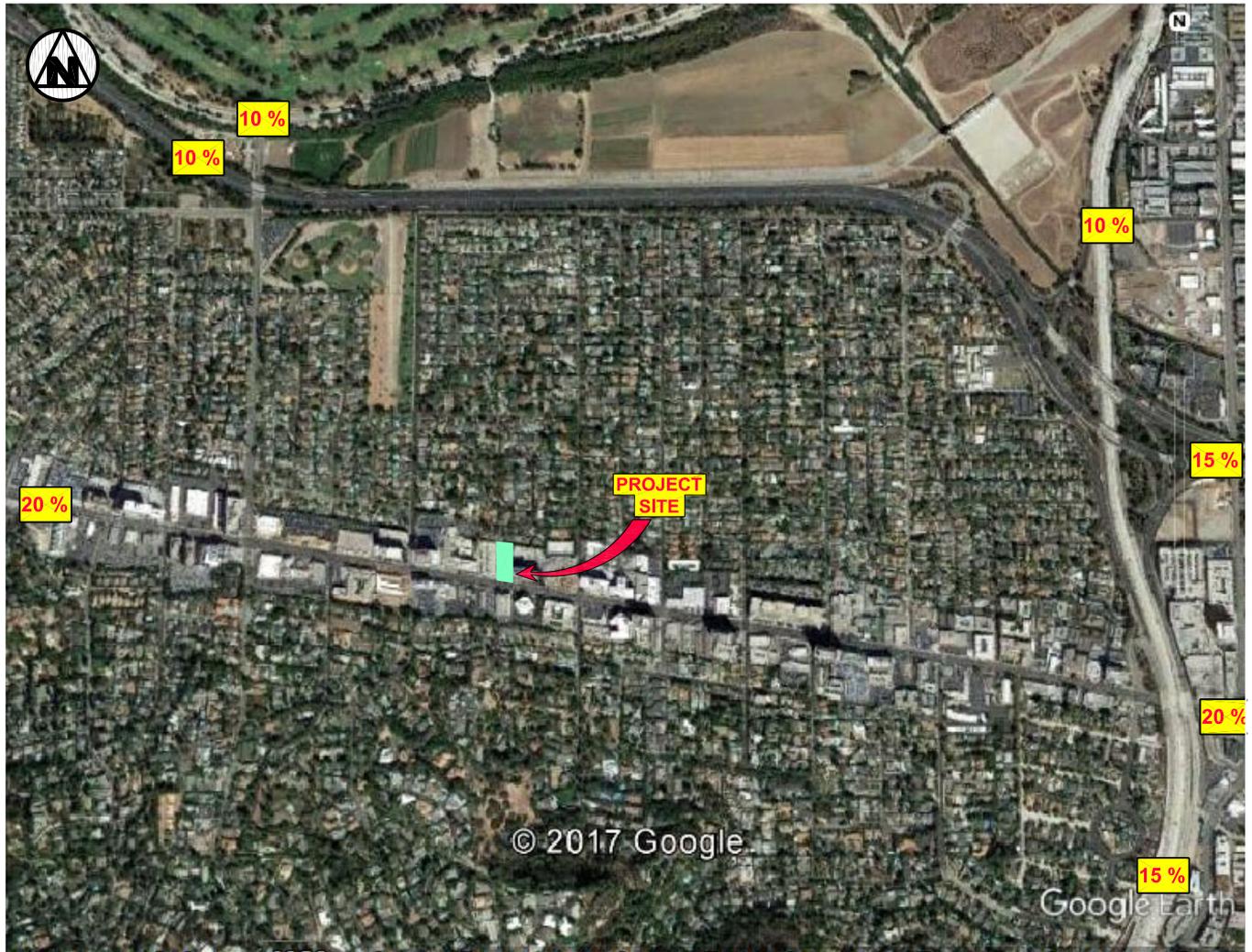
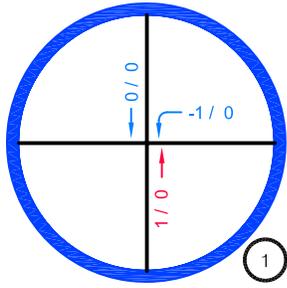


FIGURE 5

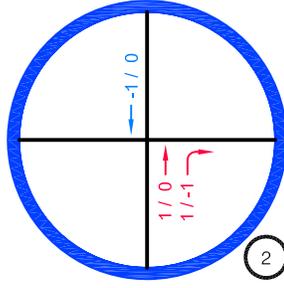
10/2019

PROJECT TRAFFIC DISTRIBUTION

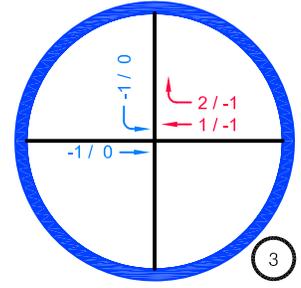

**Overland Traffic Consultants, Inc.**  
 24325 Main Street #202, Santa Clarita, CA 91321  
 (661) 799 - 8423, [OTC@overlandtraffic.com](mailto:OTC@overlandtraffic.com)



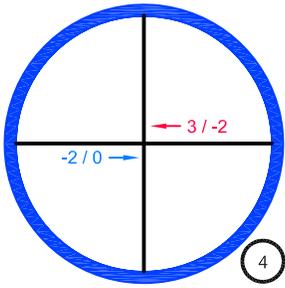
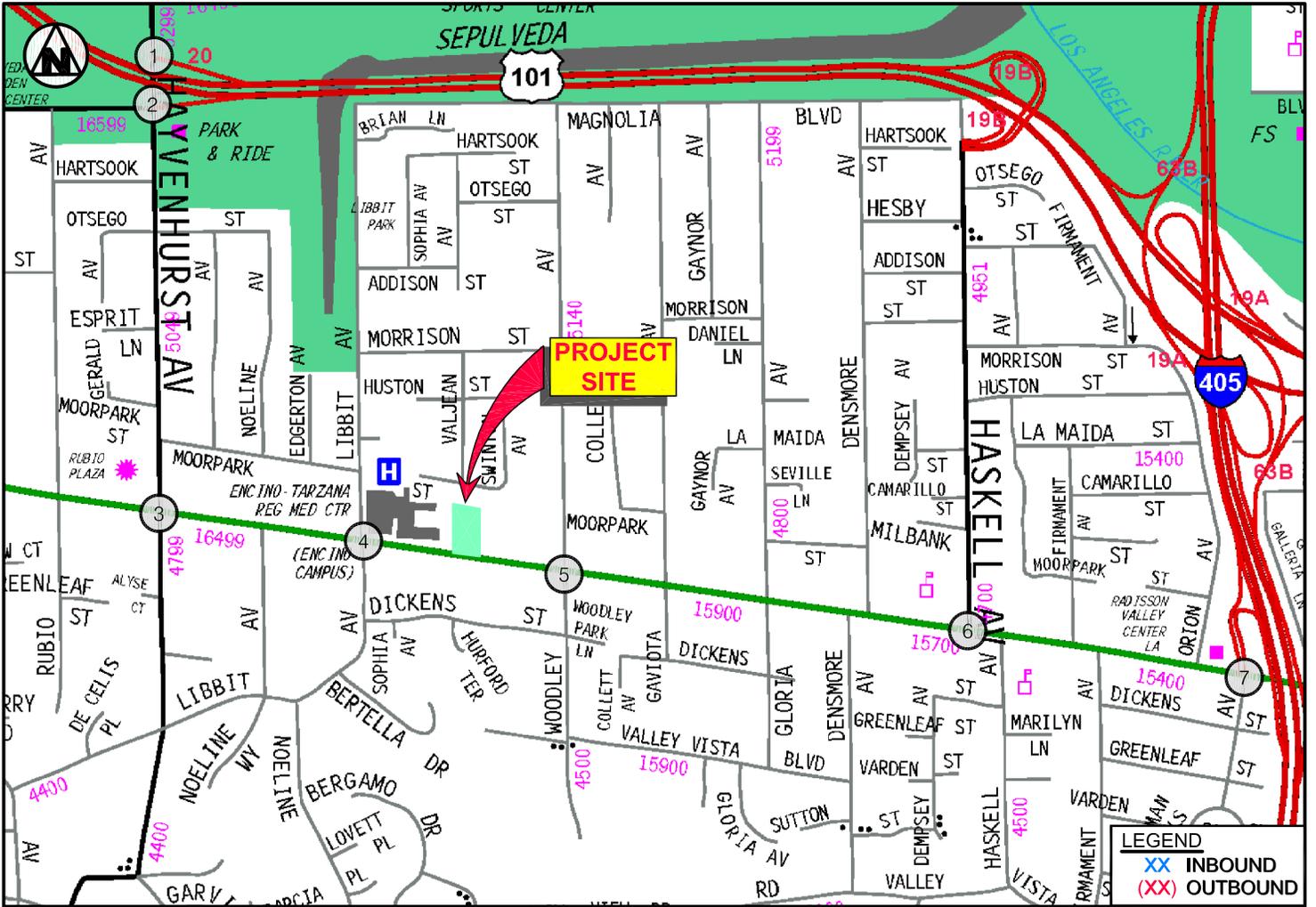
HAYVENHURST AVENUE & 101 FWY WB OFFRAMP



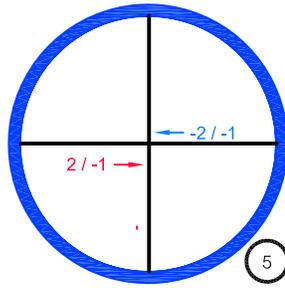
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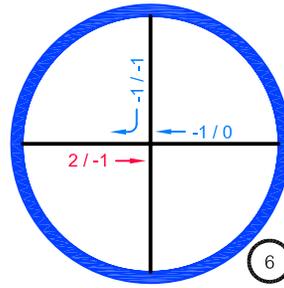
HAYVENHURST AVENUE & VENTURA BOULEVARD



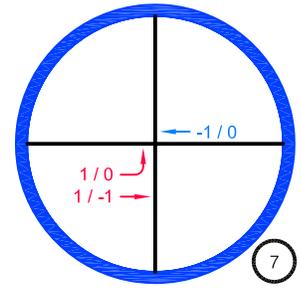
LIBBIT AVENUE & VENTURA BOULEVARD



WOODLEY AVENUE & VENTURA BOULEVARD



HASKELL AVENUE & VENTURA BOULEVARD



405 FWY SB ON / 101 FWY EB OFF RAMP / SHERMAN OAKS AVENUE & VENTURA BOULEVARD

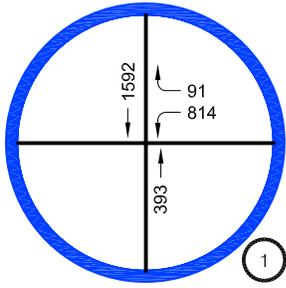
FIGURE 6

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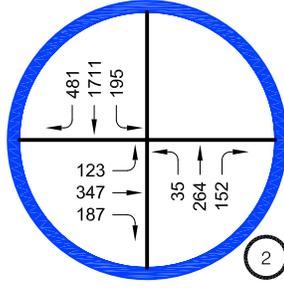
**PROJECT TRAFFIC ASSIGNMENT  
AM / PM PEAK HOUR**

**Overland Traffic Consultants, Inc.**

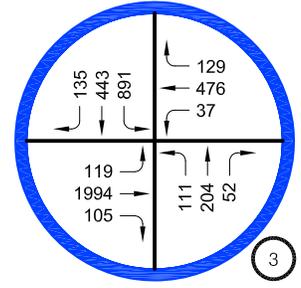
952 Manhattan Beach Bl. #100, Manhattan Beach, CA 90266  
(661) 799 - 8423, OTC@overlandtraffic.com



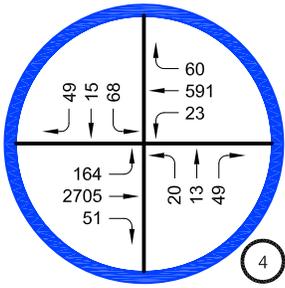
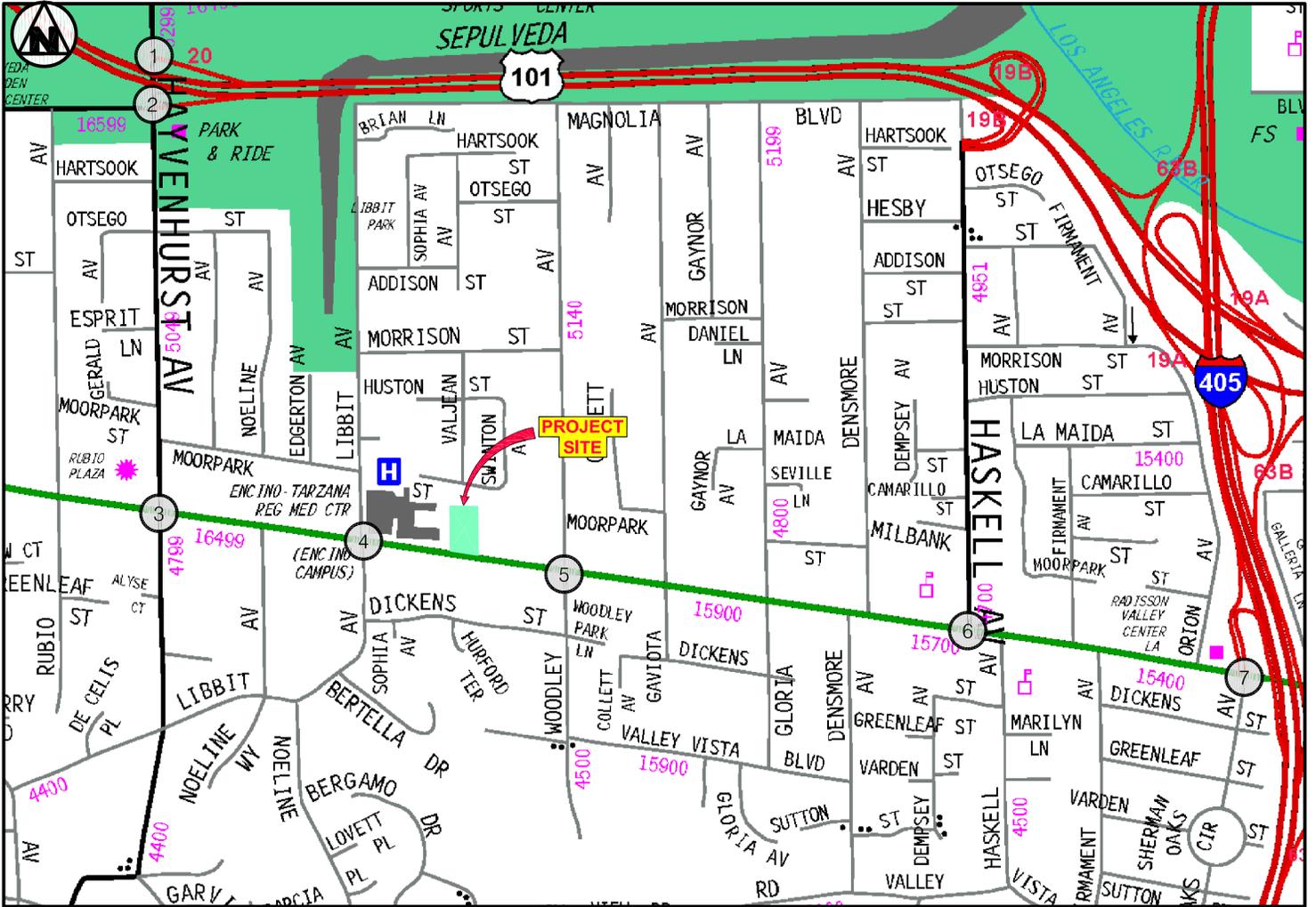
HAYVENHURST AVENUE & 101 FWY WB OFF RAMP



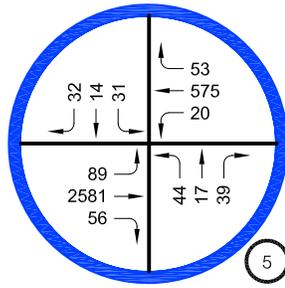
HAYVENHURST AVENUE & 101 FWY EB ON RAMP / MAGNOLIA BOULEVARD



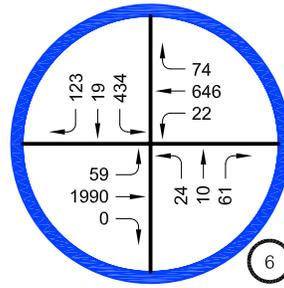
HAYVENHURST AVENUE & VENTURA BOULEVARD



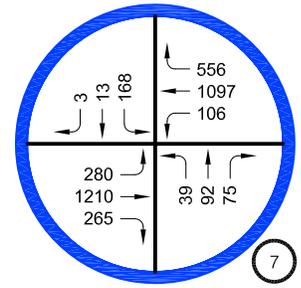
VENTURA BOULEVARD & LIBBIT AVENUE



VENTURA BOULEVARD & WOODLEY AVENUE



VENTURA BOULEVARD & HASKELL AVENUE



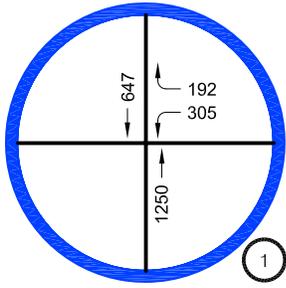
VENTURA BOULEVARD & 405 FWY SB ON / 101 FWY EB OFF RAMP / SHERMAN OAKS AVENUE

FIGURE 7

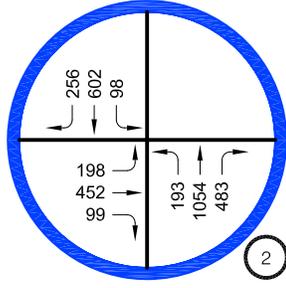
10/2019

EXISTING TRAFFIC VOLUMES  
AM PEAK HOUR

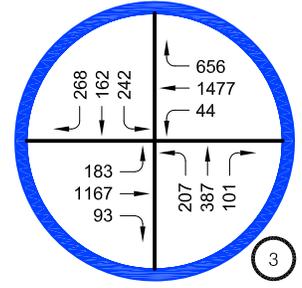
**Overland Traffic Consultants, Inc.**  
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(661) 799 - 8423, OTC@overlandtraffic.com



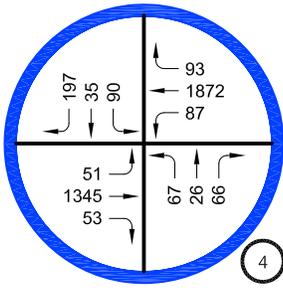
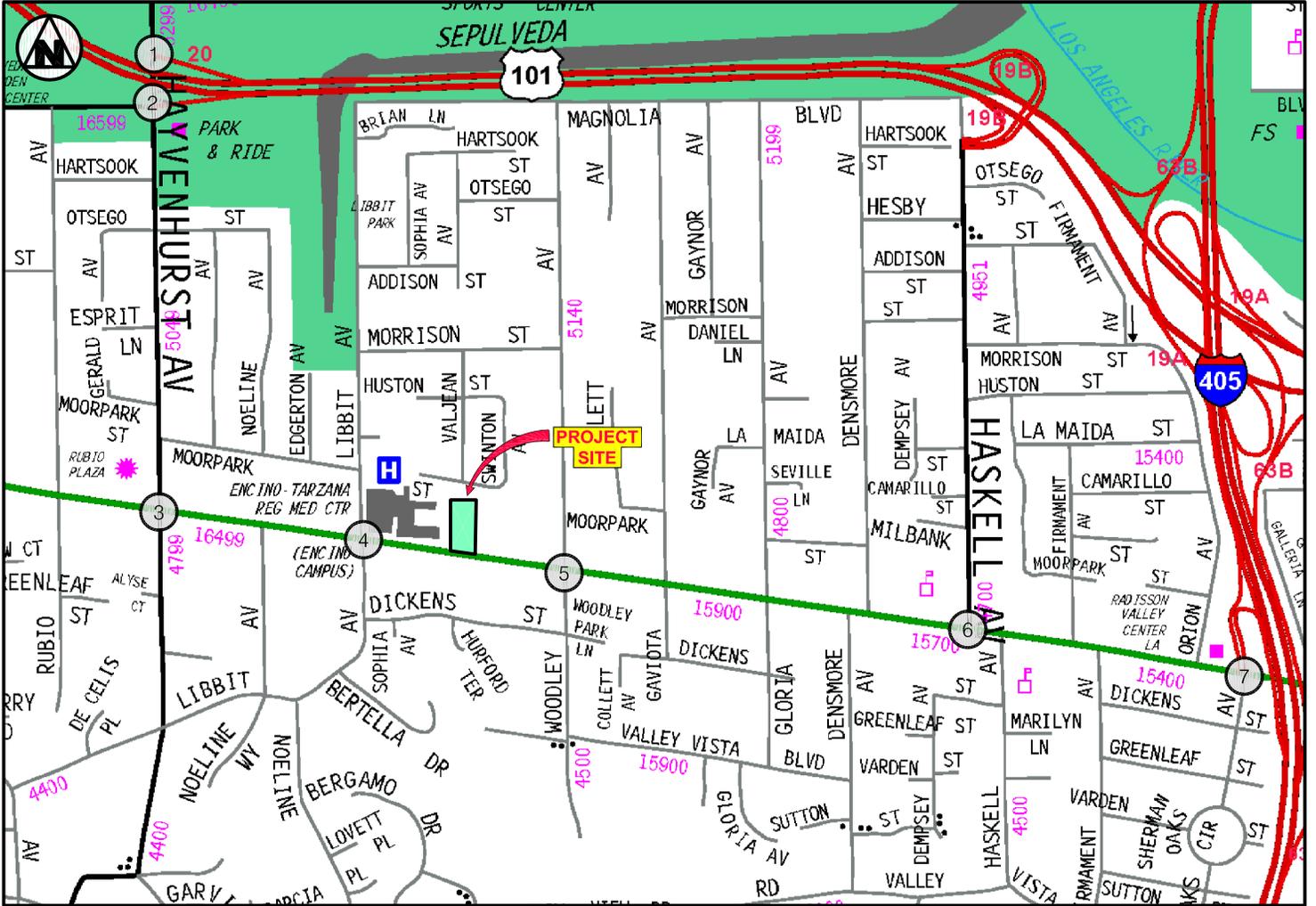
HAYVENHURST AVENUE & 101 FWY WB OFF RAMP



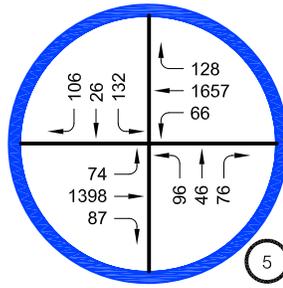
HAYVENHURST AVENUE & 101 FWY EB ON RAMP / MAGNOLIA BOULEVARD



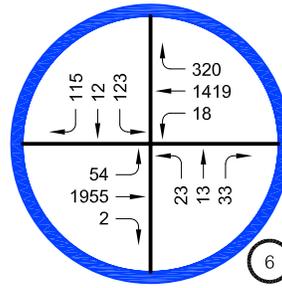
HAYVENHURST AVENUE & VENTURA BOULEVARD



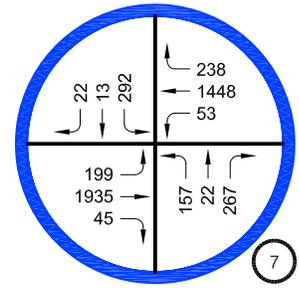
VENTURA BOULEVARD & LIBBIT AVENUE



VENTURA BOULEVARD & WOODLEY AVENUE



VENTURA BOULEVARD & HASKELL AVENUE



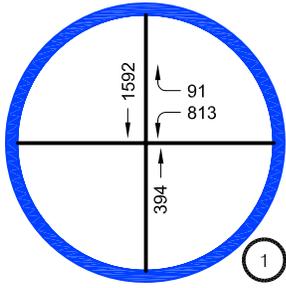
VENTURA BOULEVARD & 405 SB ON / 101 FWY EB OFF RAMP / SHERMAN OAKS AVENUE

FIGURE 8

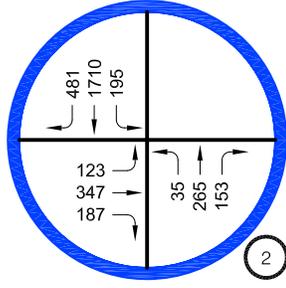
10/2019

EXISTING TRAFFIC VOLUMES  
PM PEAK HOUR

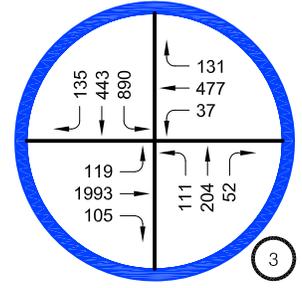
**Overland Traffic Consultants, Inc.**  
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(661) 7799 - 8423, OTC@overlandtraffic.com



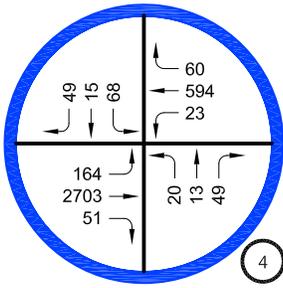
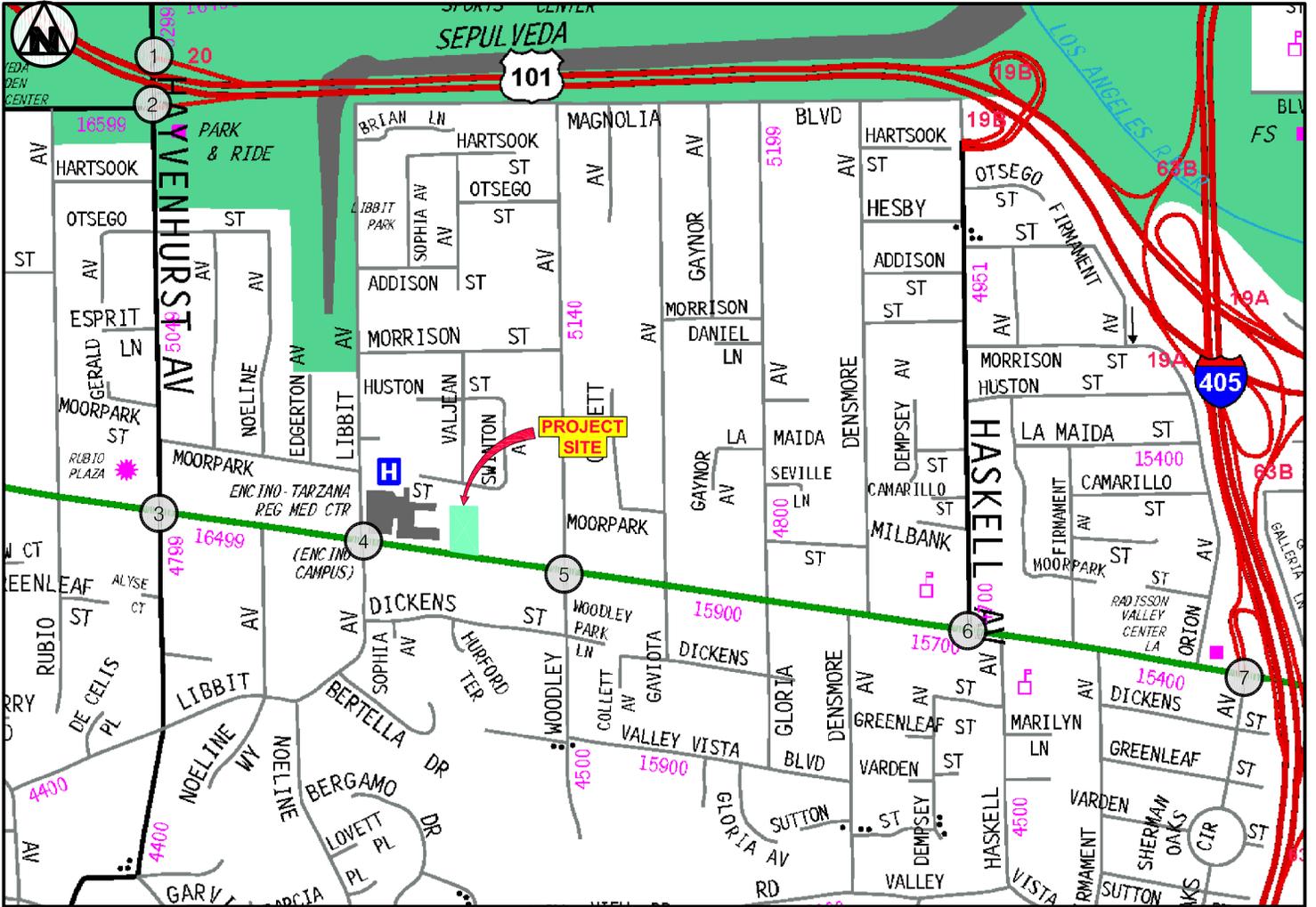
HAYVENHURST AVENUE & 101 FWY WB OFF RAMP



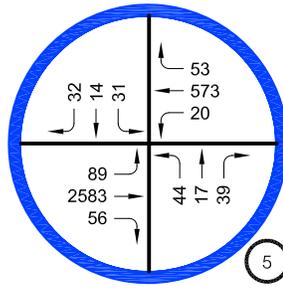
HAYVENHURST AVENUE & 101 FWY EB ON RAMP / MAGNOLIA BOULEVARD



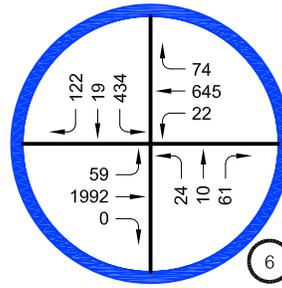
HAYVENHURST AVENUE & VENTURA BOULEVARD



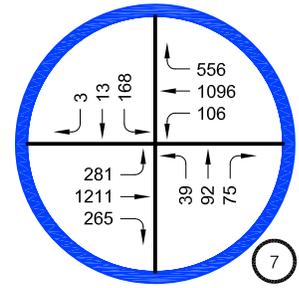
VENTURA BOULEVARD & LIBBIT AVENUE



VENTURA BOULEVARD & WOODLEY AVENUE



VENTURA BOULEVARD & HASKELL AVENUE



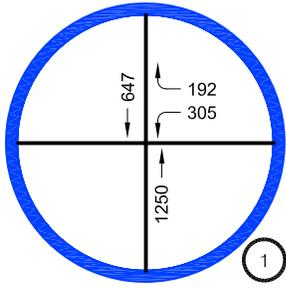
VENTURA BOULEVARD & 405 FWY SB ON / 101 FWY EB OFF RAMP / SHERMAN OAKS AVENUE

FIGURE 9

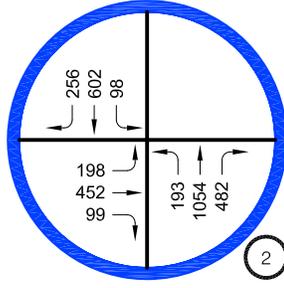
10/2019

**EXISTING + PROJECT TRAFFIC VOLUMES  
AM PEAK HOUR**

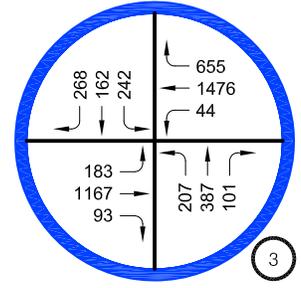
**Overland Traffic Consultants, Inc.**  
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(661) 799 - 8423, OTC@overlandtraffic.com



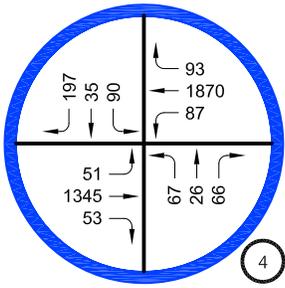
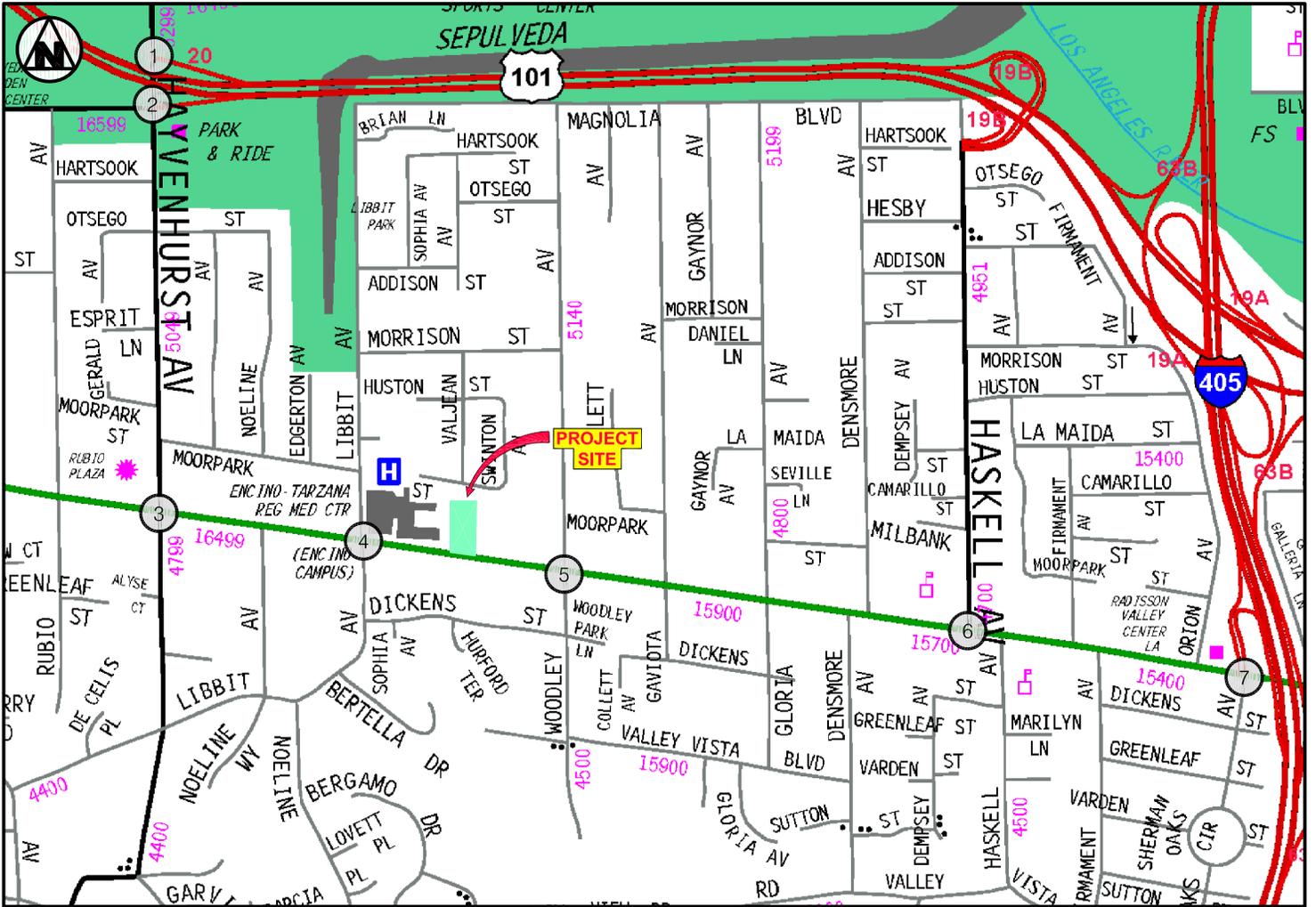
HAYVENHURST AVENUE & 101 FWY WB OFF RAMP



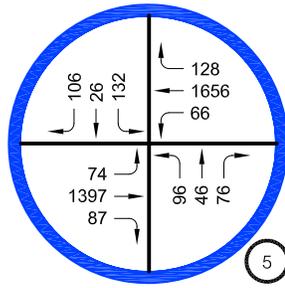
HAYVENHURST AVENUE & 101 FWY EB ON RAMP / MAGNOLIA BOULEVARD



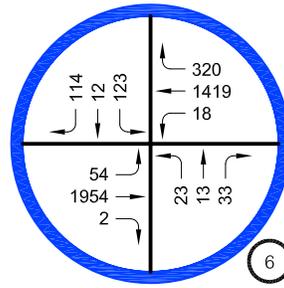
HAYVENHURST AVENUE & VENTURA BOULEVARD



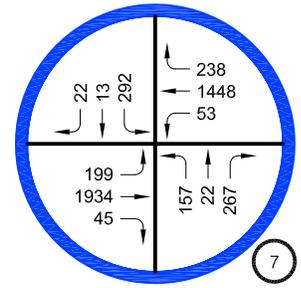
VENTURA BOULEVARD & LIBBIT AVENUE



VENTURA BOULEVARD & WOODLEY AVENUE



VENTURA BOULEVARD & HASKELL AVENUE



VENTURA BOULEVARD & 405 SB ON / 101 FWY EB OFF RAMP / SHERMAN OAKS AVENUE

FIGURE 10

10/2019

**EXISTING + PROJECT TRAFFIC VOLUMES  
PM PEAK HOUR**

**Overland Traffic Consultants, Inc.**  
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(661) 7799 - 8423, OTC@overlandtraffic.com

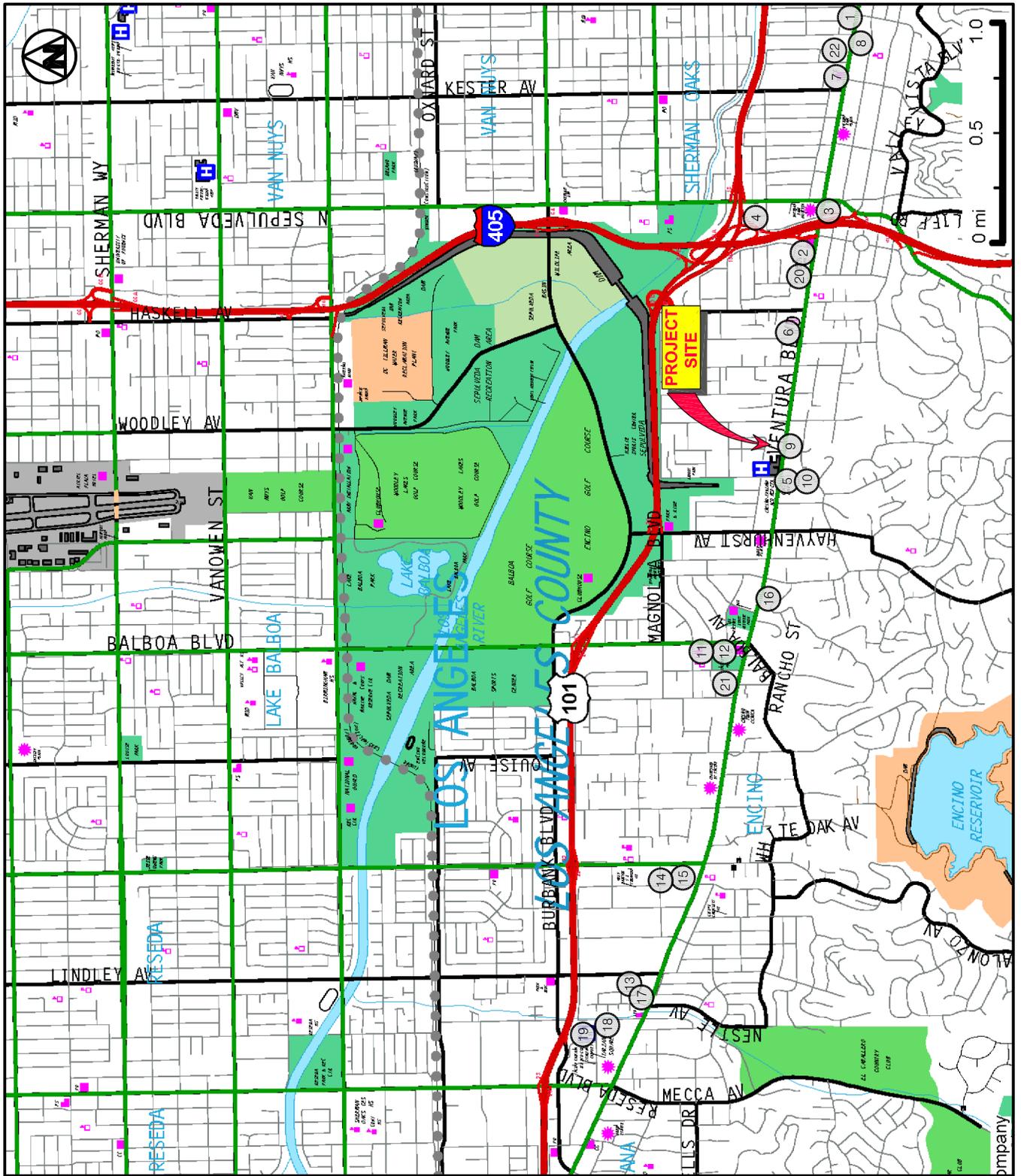
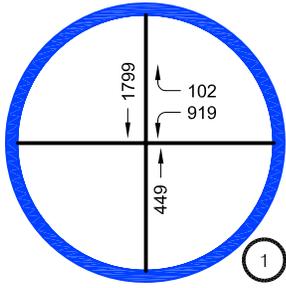


FIGURE 11

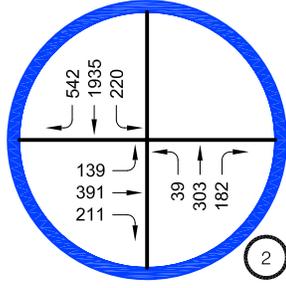
10/2019

**RELATED PROJECTS LOCATION MAP  
RELATED PROJECT # 20 ADDED**

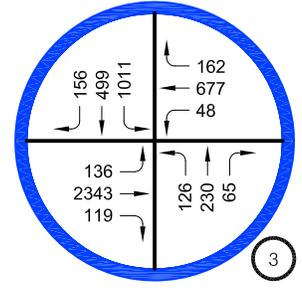
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 (661) 799 - 8423, otc@overlandtraffic.com



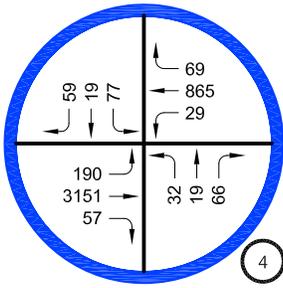
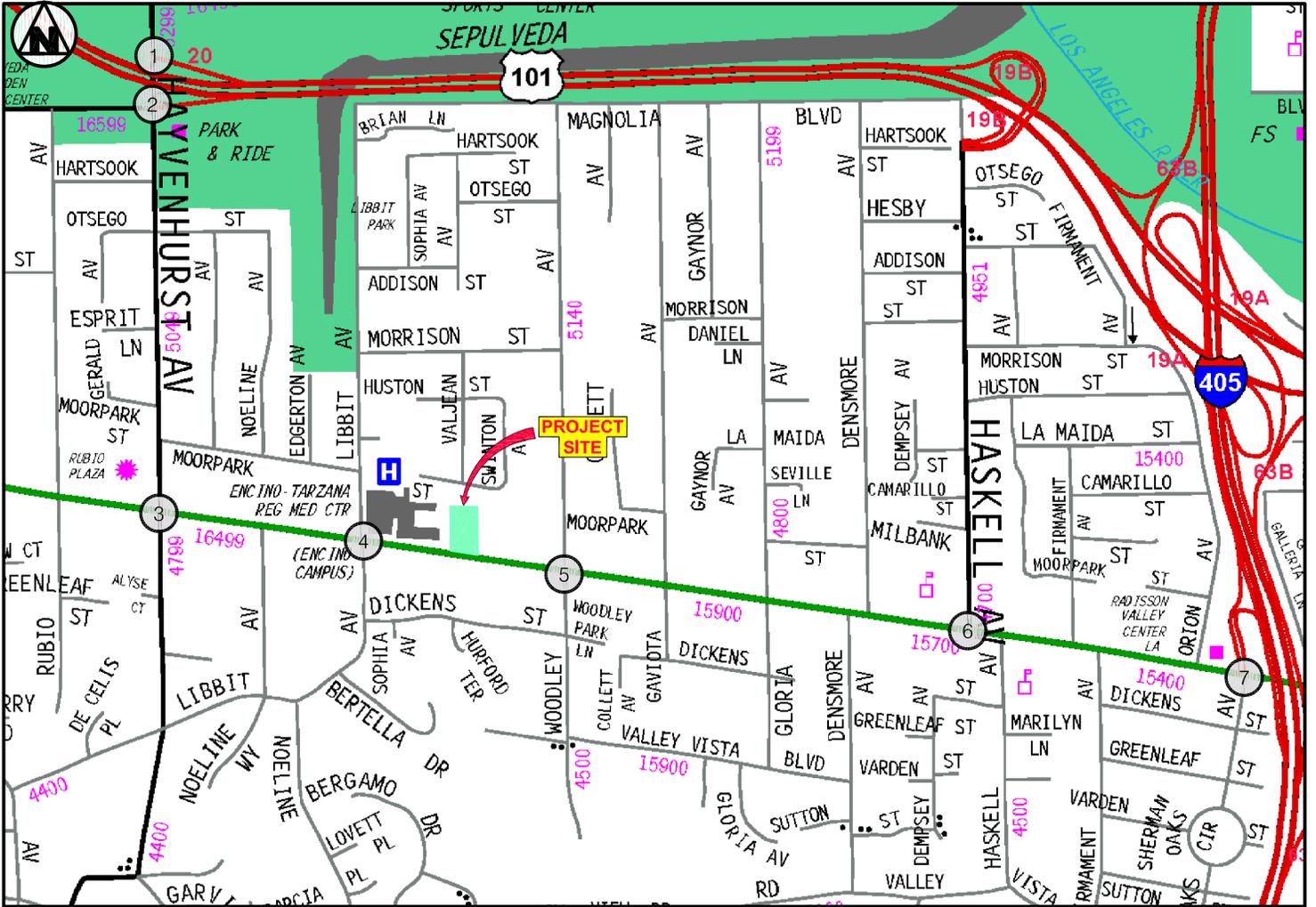
HAYVENHURST AVENUE & 101 FWY WB OFF RAMP



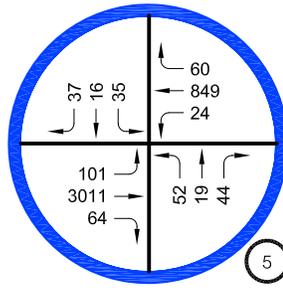
HAYVENHURST AVENUE & 101 FWY EB ON RAMP / MAGNOLIA BOULEVARD



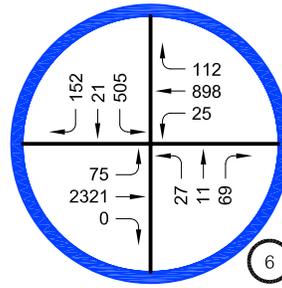
HAYVENHURST AVENUE & VENTURA BOULEVARD



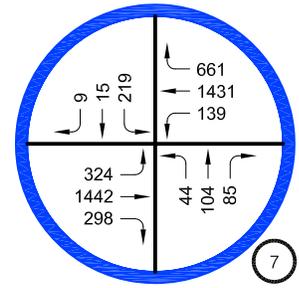
VENTURA BOULEVARD & LIBBIT AVENUE



VENTURA BOULEVARD & WOODLEY AVENUE



VENTURA BOULEVARD & HASKELL AVENUE



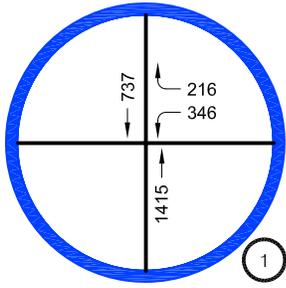
VENTURA BOULEVARD & 405 FWY SB ON / 101 FWY EB OFF RAMP / SHERMAN OAKS AVENUE

FIGURE 12

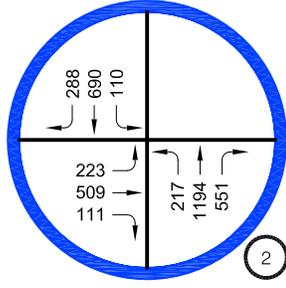
10/2019

**FUTURE TRAFFIC VOLUMES WITHOUT PROJECT AM PEAK HOUR**

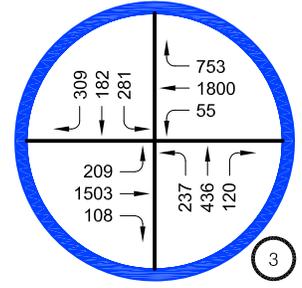
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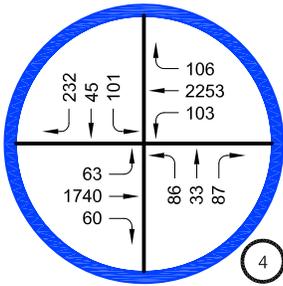
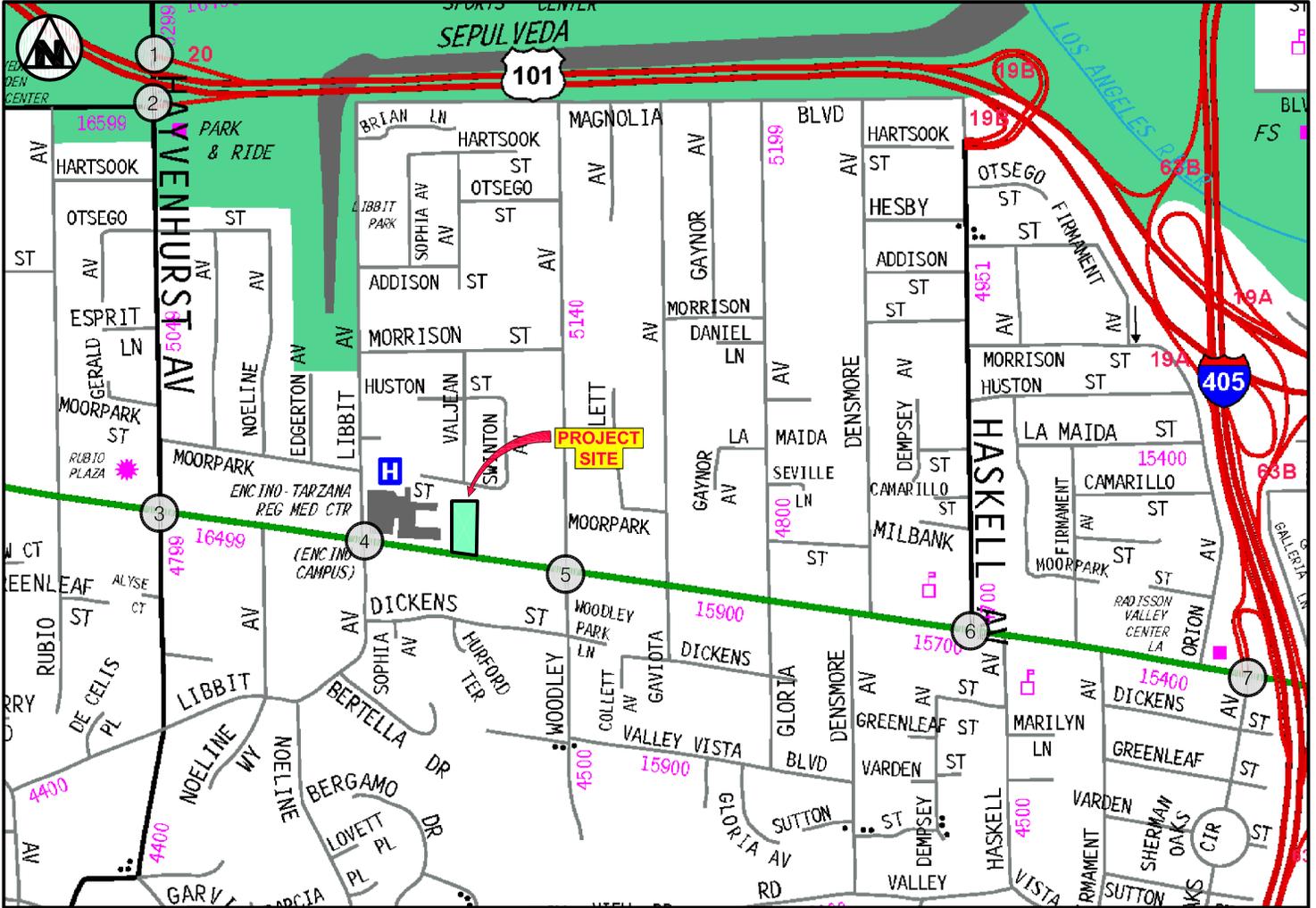
HAYVENHURST AVENUE & 101 FWY WB OFF RAMP



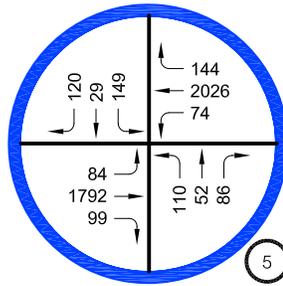
HAYVENHURST AVENUE & 101 FWY EB ON RAMP / MAGNOLIA BOULEVARD



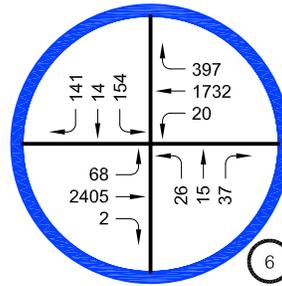
HAYVENHURST AVENUE & VENTURA BOULEVARD



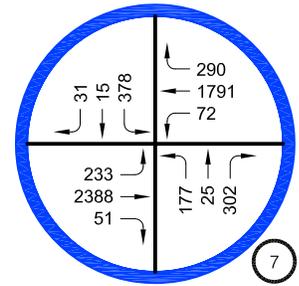
VENTURA BOULEVARD & LIBBIT AVENUE



VENTURA BOULEVARD & WOODLEY AVENUE



VENTURA BOULEVARD & HASKELL AVENUE



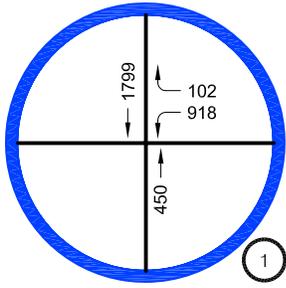
VENTURA BOULEVARD & 405 SB ON / 101 FWY EB OFF RAMP / SHERMAN OAKS AVENUE

FIGURE 13

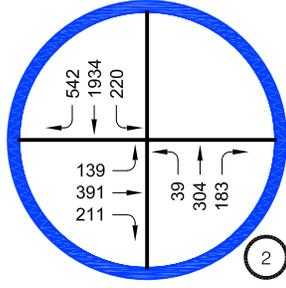
10/2019

**FUTURE TRAFFIC VOLUMES  
WITHOUT PROJECT  
PM PEAK HOUR**

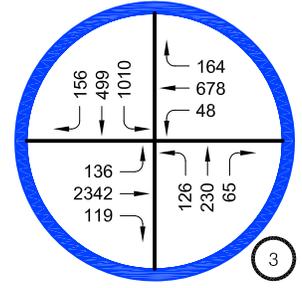
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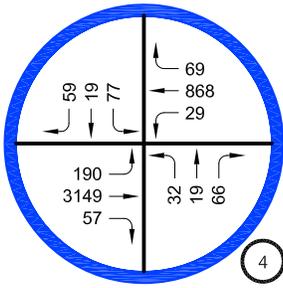
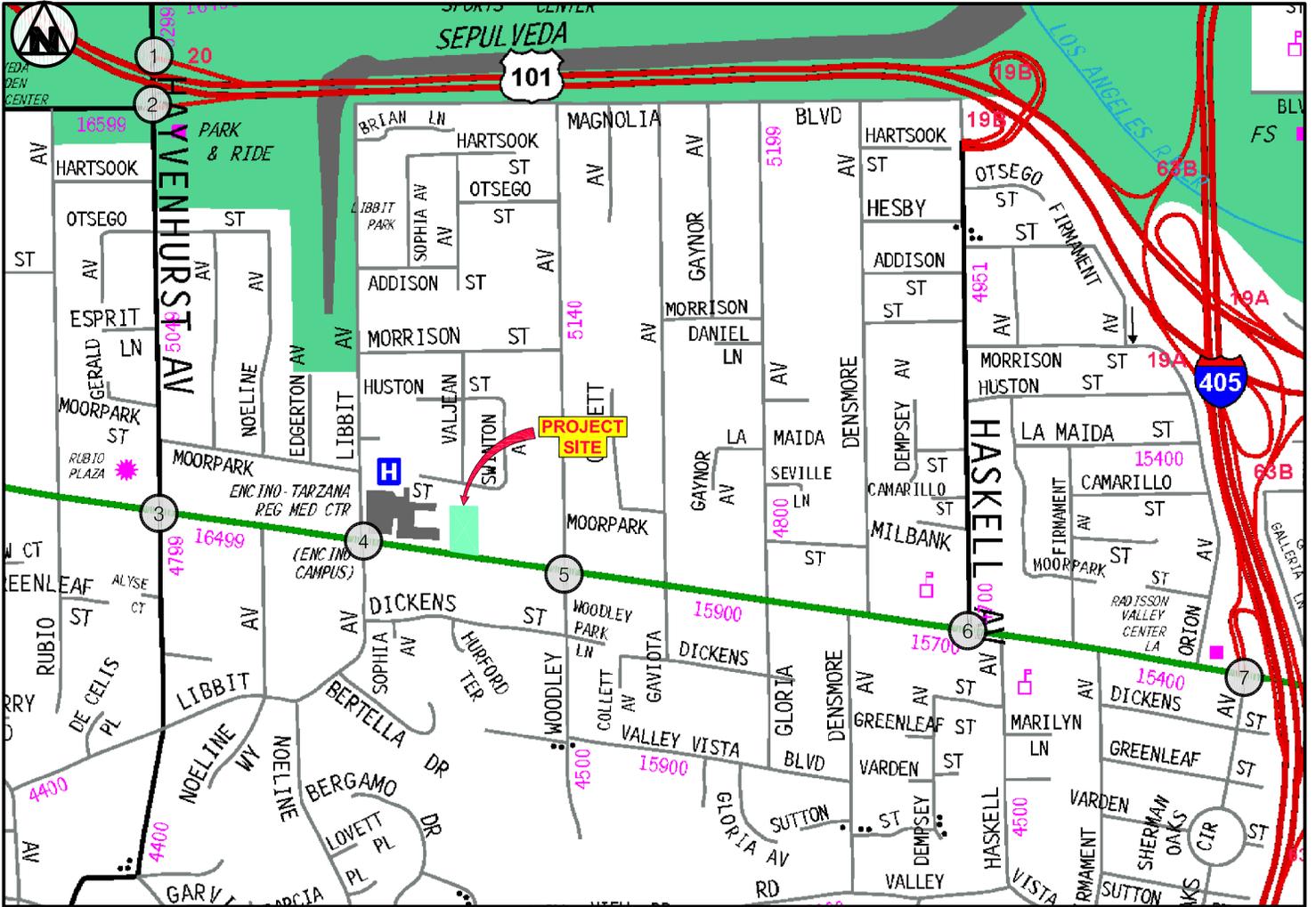
HAYVENHURST AVENUE & 101 FWY WB OFF RAMP



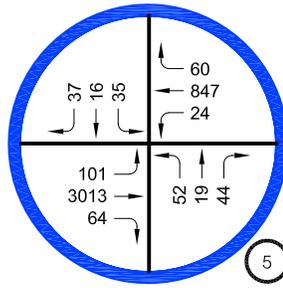
HAYVENHURST AVENUE & 101 FWY EB ON RAMP / MAGNOLIA BOULEVARD



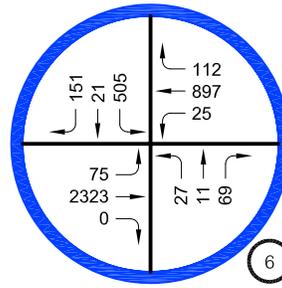
HAYVENHURST AVENUE & VENTURA BOULEVARD



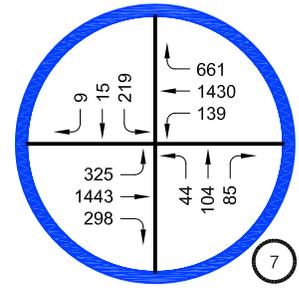
VENTURA BOULEVARD & LIBBIT AVENUE



VENTURA BOULEVARD & WOODLEY AVENUE



VENTURA BOULEVARD & HASKELL AVENUE



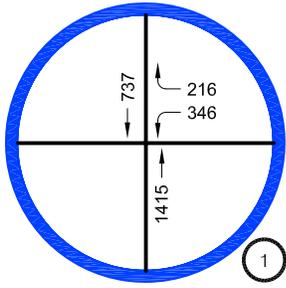
VENTURA BOULEVARD & 405 FWY SB ON / 101 FWY EB OFF RAMP / SHERMAN OAKS AVENUE

FIGURE 14

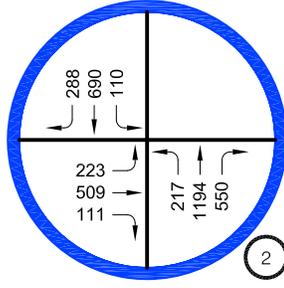
10/2019

**FUTURE TRAFFIC VOLUMES  
WITH PROJECT  
AM PEAK HOUR**

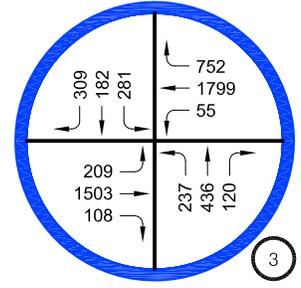
**Overland Traffic Consultants, Inc.**  
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(661) 799 - 8423, OTC@overlandtraffic.com



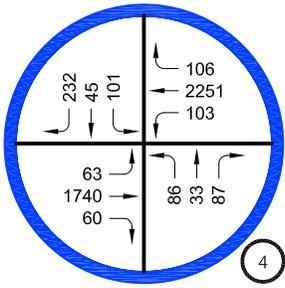
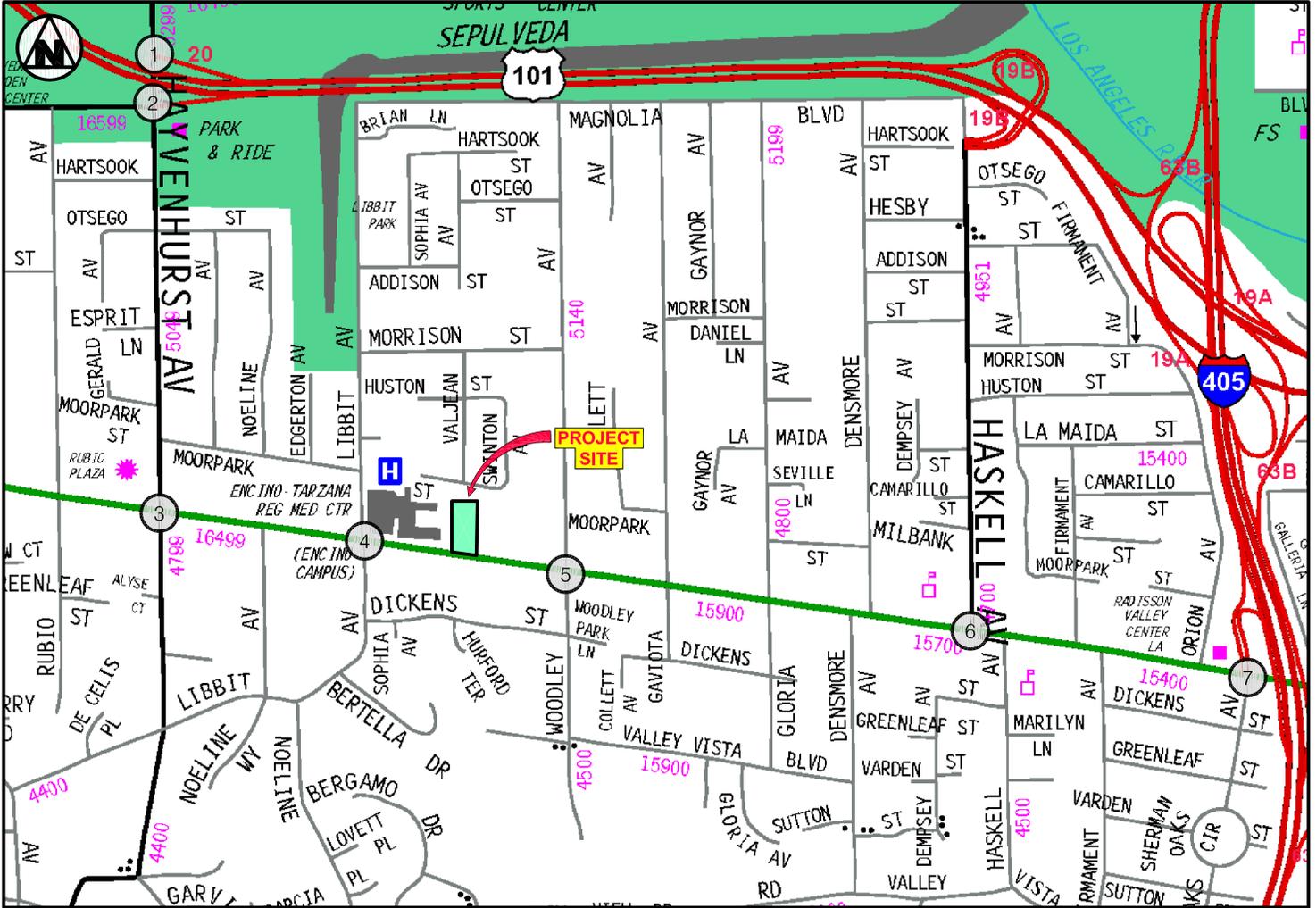
HAYVENHURST AVENUE & 101 FWY WB OFF RAMP



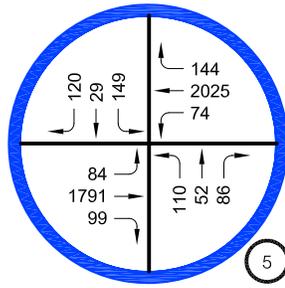
HAYVENHURST AVENUE & 101 FWY EB ON RAMP / MAGNOLIA BOULEVARD



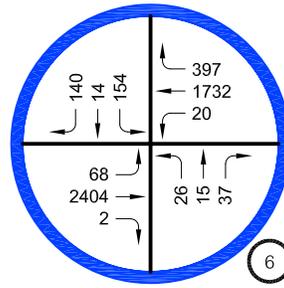
HAYVENHURST AVENUE & VENTURA BOULEVARD



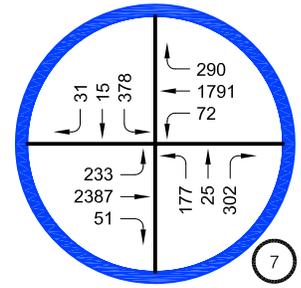
VENTURA BOULEVARD & LIBBIT AVENUE



VENTURA BOULEVARD & WOODLEY AVENUE



VENTURA BOULEVARD & HASKELL AVENUE



VENTURA BOULEVARD & 405 SB ON / 101 FWY EB OFF RAMP / SHERMAN OAKS AVENUE

FIGURE 15

10/2019

**FUTURE TRAFFIC VOLUMES  
WITH PROJECT  
PM PEAK HOUR**

**Overland Traffic Consultants, Inc.**  
952 Manhattan Beach Bl. #100, Manhattan Beach, CA 90266  
(661) 7799 - 8423, OTC@overlandtraffic.com

# Level of Service Worksheet (Circular 212 Method)

I/S #: <b>1</b>	North-South Street:	<b>HAYVENHURST AV</b>		Year of Count:	<b>2016</b>		Ambient Growth: (%):	<b>2</b>		Conducted by:	<b>JTO</b>		Date:	<b>10/24/2019</b>					
	East-West Street:	<b>101 FWY WB OFF RAMP</b>		Projection Year:	<b>2022</b>		Peak Hour:	<b>AM</b>		Reviewed by:			Project:	<b>16161 VENTURA</b>					
No. of Phases		0		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		ATSAC-1 or ATSAC+ATCS-2?		0		Override Capacity		1100	
NB--		0		SB--		0		NB--		0		SB--		0		NB--		0	
EB--		0		WB--		0		EB--		0		WB--		0		EB--		0	
EXISTING CONDITION		EXISTING PLUS PROJECT		FUTURE CONDITION W/O PROJECT		FUTURE CONDITION W/ PROJECT		FUTURE W/ PROJECT W/ MITIGATION											
MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0																
	Through	393	3	131	1	394	131	6	449	3	150	1	450	3	150	0	450	3	150
	Through-Right		0																
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0																
SOUTHBOUND	Pre - Left	195	0	0	0	195	0	0	220	0	0	0	220	0	0	0	220	0	0
	Left-Through		0																
	Through	1397	3	466	0	1397	466	6	1579	3	526	0	1579	3	526	0	1579	3	526
	Through-Right		0																
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0																
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0																
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0																
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0																
WESTBOUND	Left	814	1	453	-1	813	452	2	919	1	511	-1	918	1	510	0	918	1	510
	Left-Through		0																
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0																
	Right	91	0	453	0	91	452	0	102	0	511	0	102	0	510	0	102	0	510
	Left-Through-Right		0																
CRITICAL VOLUMES		North-South: 466		North-South: 466		North-South: 526		North-South: 526		North-South: 526		North-South: 526		North-South: 526		North-South: 526		North-South: 526	
		East-West: 453		East-West: 452		East-West: 511		East-West: 511		East-West: 510		East-West: 510		East-West: 510		East-West: 510		East-West: 510	
		SUM: 919		SUM: 918		SUM: 1037		SUM: 1037		SUM: 1036		SUM: 1036		SUM: 1036		SUM: 1036		SUM: 1036	
VOLUME/CAPACITY (V/C) RATIO:		0.835		0.835		0.943		0.943		0.942		0.942		0.942		0.942		0.942	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.835		0.835		0.943		0.943		0.942		0.942		0.942		0.942		0.942	
LEVEL OF SERVICE (LOS):		<b>D</b>		<b>D</b>		<b>E</b>		<b>E</b>		<b>E</b>		<b>E</b>		<b>E</b>		<b>E</b>		<b>E</b>	

REMARKS: Capacity reduced due to upstream volume and delay

Version: 1i Beta; 8/4/2011

### PROJECT IMPACT

Change in v/c due to project:	<b>-0.001</b>	Δv/c after mitigation:	<b>-0.001</b>
Significant impacted?	<b>NO</b>	Fully mitigated?	<b>N/A</b>

# Level of Service Worksheet (Circular 212 Method)

<b>I/S #:</b> 1	North-South Street:	<b>HAYVENHURST AV</b>	Year of Count:	<b>2016</b>	Ambient Growth: (%):	<b>2</b>	Conducted by:	<b>JTO</b>	Date:	<b>10/24/2019</b>				
	East-West Street:	<b>101 FWY WB OFF RAMP</b>	Projection Year:	<b>2022</b>	Peak Hour:	<b>PM</b>	Reviewed by:		Project:	<b>16161 VENTURA</b>				
No. of Phases		0	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	ATSAC-1 or ATSAC+ATCS-2?		0	Override Capacity		1100
NB--		0	SB--		0	NB--		0	SB--		0	NB--		0
EB--		0	WB--		0	EB--		0	WB--		0	EB--		0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
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		0			0			0			0			0
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		0			0			0			0			0
		0			0			0						

# Level of Service Worksheet (Circular 212 Method)

I/S #:	North-South Street:	<b>HAYVENHURST AV</b>	Year of Count:	2016	Ambient Growth: (%):	2		Conducted by:	JTO		Date:	10/24/2019							
	East-West Street:	<b>101 FWY EB ON RAMP / MAGNOLIA</b>	Projection Year:	2022	Peak Hour:	AM		Reviewed by:		Project:	16161 VENTURA								
No. of Phases		2	2		2		2		2		2								
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0		0								
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2 SB-- 0 EB-- 0 WB-- 0	NB-- 2 SB-- 0 EB-- 0 WB-- 0		NB-- 2 SB-- 0 EB-- 0 WB-- 0		NB-- 2 SB-- 0 EB-- 0 WB-- 0		NB-- 2 SB-- 0 EB-- 0 WB-- 0		NB-- 2 SB-- 0 EB-- 0 WB-- 0								
ATSAC-1 or ATSAC+ATCS-2?		0	0		0		0		0		0								
Override Capacity		0	0		0		0		0		0								
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	35	1	35	0	35	35	0	39	1	39	0	39	1	39	0	39	1	39
	Left-Through		0							0				0				0	
	Through	264	2	132	1	265	133	6	303	2	152	1	304	2	152	0	304	2	152
	Through-Right		1							1				1				1	
	Right	152	0	152	1	153	153	11	182	0	182	1	183	0	183	0	183	0	183
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	195	1	195	0	195	195	0	220	1	220	0	220	1	220	0	220	1	220
	Left-Through		0							0				0				0	
	Through	1711	2	856	-1	1710	855	8	1935	2	968	-1	1934	2	967	0	1934	2	967
	Through-Right		0							0				0				0	
	Right	481	1	481	0	481	481	0	542	1	542	0	542	1	542	0	542	1	542
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	123	0	123	0	123	123	0	139	0	139	0	139	0	139	0	139	0	139
	Left-Through		1							1				1				1	
	Through	347	0	329	0	347	329	0	391	0	371	0	391	0	371	0	391	0	371
	Through-Right		1							1				1				1	
	Right	187	0	329	0	187	329	0	211	0	371	0	211	0	371	0	211	0	371
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 891 East-West: 329 SUM: 1220	North-South: 890 East-West: 329 SUM: 1219	North-South: 1007 East-West: 371 SUM: 1378	North-South: 1006 East-West: 371 SUM: 1377	North-South: 1006 East-West: 371 SUM: 1377	North-South: 1006 East-West: 371 SUM: 1377												
VOLUME/CAPACITY (V/C) RATIO:		0.813	0.813	0.919	0.918	0.918	0.918												
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.813	0.813	0.919	0.918	0.918	0.918												
LEVEL OF SERVICE (LOS):		D	D	E	E	E	E												

REMARKS: S/B capacity reduced to account for lane drop, i.e., 2 thru + rt turn lane

Version: 1i Beta; 8/4/2011

### PROJECT IMPACT

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

# Level of Service Worksheet (Circular 212 Method)

I/S #:	North-South Street:	<b>HAYVENHURST AV</b>	Year of Count:	2016	Ambient Growth: (%):	2	Conducted by:	JTO		Date:	10/24/2019								
	East-West Street:	<b>101 FWY EB ON RAMP / MAGNOLIA</b>	Projection Year:	2022	Peak Hour:	PM	Reviewed by:		Project:	16161 VENTURA									
No. of Phases		2		2		2		2		2									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0									
ATSAC-1 or ATSAC+ATCS-2?		0		0		0		0		0									
Override Capacity		0		0		0		0		0									
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	193	1	193	0	193	193	0	217	1	217	0	217	1	217	0	217	1	217
	Left-Through		0							0				0				0	
	Through	1054	2	512	0	1054	512	7	1194	2	582	0	1194	2	581	0	1194	2	581
	Through-Right		1							1				1				1	
	Right	483	0	483	-1	482	482	7	551	0	551	-1	550	0	550	0	550	0	550
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	98	1	98	0	98	98	0	110	1	110	0	110	1	110	0	110	1	110
	Left-Through		0							0				0				0	
	Through	602	2	301	0	602	301	12	690	2	345	0	690	2	345	0	690	2	345
	Through-Right		0							0				0				0	
	Right	256	1	256	0	256	256	0	288	1	288	0	288	1	288	0	288	1	288
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	198	0	198	0	198	198	0	223	0	223	0	223	0	223	0	223	0	223
	Left-Through		1							1				1				1	
	Through	452	0	375	0	452	375	0	509	0	422	0	509	0	422	0	509	0	422
	Through-Right		1							1				1				1	
	Right	99	0	375	0	99	375	0	111	0	422	0	111	0	422	0	111	0	422
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 610			North-South: 610			North-South: 692				North-South: 691				North-South: 691			
		East-West: 375			East-West: 375			East-West: 422				East-West: 422				East-West: 422			
		SUM: 985			SUM: 985			SUM: 1114				SUM: 1113				SUM: 1113			
VOLUME/CAPACITY (V/C) RATIO:		0.657			0.657			0.743				0.742				0.742			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.657			0.657			0.743				0.742				0.742			
LEVEL OF SERVICE (LOS):		<b>B</b>			<b>B</b>			<b>C</b>				<b>C</b>				<b>C</b>			

REMARKS: S/B capacity reduced to account for lane drop, i.e., 2 thru + rt turn lane

Version: 1i Beta; 8/4/2011

### PROJECT IMPACT

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

# Level of Service Worksheet (Circular 212 Method)

<b>I/S #:</b> 3	North-South Street: <b>HAYVENHURST AV</b>		Year of Count: <b>2016</b>		Ambient Growth: (%): <b>2</b>		Conducted by: <b>JTO</b>		Date: <b>10/24/2019</b>											
	East-West Street: <b>VENTURA BL</b>		Projection Year: <b>2022</b>		Peak Hour: <b>AM</b>		Reviewed by:		Project: <b>16161 VENTURA</b>											
No. of Phases			4		4		4		4											
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1		1		1		1											
Right Turns: FREE-1, NRTOR-2 or OLA-3?			3		3		3		3											
ATSAC-1 or ATSAC+ATCS-2?			0		0		0		0											
Override Capacity			0		0		0		0											
<b>MOVEMENT</b>			EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
			Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	Left	111	1	111	0	111	111	1	126	1	126	0	126	1	126	0	126	1	126	
	Left-Through	204	1	128	0	204	128	0	230	1	148	0	230	1	148	0	230	1	148	
	Through-Right	52	0	52	0	52	52	6	65	0	65	0	65	0	65	0	65	0	65	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>SOUTHBOUND</b>	Left	891	2	490	-1	890	490	8	1011	2	556	-1	1010	2	556	0	1010	2	556	
	Left-Through	443	1	443	0	443	443	0	499	1	499	0	499	1	499	0	499	1	499	
	Through-Right	135	1	16	0	135	16	4	156	1	20	0	156	1	20	0	156	1	20	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>EASTBOUND</b>	Left	119	1	119	0	119	119	2	136	1	136	0	136	1	136	0	136	1	136	
	Left-Through	1994	2	700	-1	1993	699	97	2343	2	821	-1	2342	2	820	0	2342	2	820	
	Through	105	0	105	0	105	105	1	119	0	119	0	119	0	119	0	119	0	119	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>WESTBOUND</b>	Left	37	1	37	0	37	37	6	48	1	48	0	48	1	48	0	48	1	48	
	Left-Through	476	3	159	1	477	159	141	677	3	226	1	678	3	226	0	678	3	226	
	Through	129	2	0	2	131	0	17	162	2	0	2	164	2	0	0	164	2	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>CRITICAL VOLUMES</b>			North-South: 618 East-West: 737 SUM: 1355		North-South: 618 East-West: 736 SUM: 1354		North-South: 704 East-West: 869 SUM: 1573				North-South: 704 East-West: 868 SUM: 1572				North-South: 704 East-West: 868 SUM: 1572					
<b>VOLUME/CAPACITY (V/C) RATIO:</b>			0.985		0.985		1.144				1.143				1.143					
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>			0.985		0.985		1.144				1.143				1.143					
<b>LEVEL OF SERVICE (LOS):</b>			<b>E</b>		<b>E</b>		<b>F</b>				<b>F</b>				<b>F</b>					

REMARKS: capacity reduced due to up stream volumes and delays

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

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

# Level of Service Worksheet (Circular 212 Method)

<b>I/S #:</b> 3	North-South Street: <b>HAYVENHURST AV</b>		Year of Count: <b>2016</b>		Ambient Growth: (%): <b>2</b>		Conducted by: <b>JTO</b>		Date: <b>10/24/2019</b>											
	East-West Street: <b>VENTURA BL</b>		Projection Year: <b>2022</b>		Peak Hour: <b>PM</b>		Reviewed by:		Project: <b>16161 VENTURA</b>											
No. of Phases			4		4		4		4											
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1		1		1		1											
Right Turns: FREE-1, NRTOR-2 or OLA-3?			3		3		3		3											
ATSAC-1 or ATSAC+ATCS-2?			0		0		0		0											
Override Capacity			0		0		0		0											
<b>MOVEMENT</b>			EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT			FUTURE CONDITION W/ PROJECT			FUTURE W/ PROJECT W/ MITIGATION					
			Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	Left	207	1	207	0	207	207	4	237	1	237	0	237	1	237	0	237	1	237	
	Left-Through	387	1	244	0	387	244	0	436	1	278	0	436	1	278	0	436	1	278	
	Through-Right	101	0	101	0	101	101	6	120	0	120	0	120	0	120	0	120	0	120	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>SOUTHBOUND</b>	Left	242	2	133	0	242	133	8	281	2	155	0	281	2	155	0	281	2	155	
	Left-Through	162	1	162	0	162	162	0	182	1	182	0	182	1	182	0	182	1	182	
	Through-Right	268	1	85	0	268	85	7	309	1	100	0	309	1	100	0	309	1	100	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>EASTBOUND</b>	Left	183	1	183	0	183	183	3	209	1	209	0	209	1	209	0	209	1	209	
	Left-Through	1167	2	420	0	1167	420	189	1503	2	537	0	1503	2	537	0	1503	2	537	
	Through	93	0	93	0	93	93	3	108	0	108	0	108	0	108	0	108	0	108	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>WESTBOUND</b>	Left	44	1	44	0	44	44	5	55	1	55	0	55	1	55	0	55	1	55	
	Left-Through	1477	3	492	-1	1476	492	137	1800	3	600	-1	1799	3	600	0	1799	3	600	
	Through	656	2	228	-1	655	227	14	753	2	259	-1	752	2	259	0	752	2	259	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>CRITICAL VOLUMES</b>			North-South: 406	East-West: 675	SUM: 1081	North-South: 406	East-West: 675	SUM: 1081	North-South: 460	East-West: 809	SUM: 1269	North-South: 460	East-West: 809	SUM: 1269	North-South: 460	East-West: 809	SUM: 1269	North-South: 460	East-West: 809	SUM: 1269
<b>VOLUME/CAPACITY (V/C) RATIO:</b>			0.786			0.786			0.923			0.923			0.923			0.923		
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>			0.786			0.786			0.923			0.923			0.923			0.923		
<b>LEVEL OF SERVICE (LOS):</b>			<b>C</b>			<b>C</b>			<b>E</b>			<b>E</b>			<b>E</b>			<b>E</b>		

REMARKS: capacity reduced due to up stream volumes and delays

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

Change in v/c due to project:	0.000	Δv/c after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

# Level of Service Worksheet (Circular 212 Method)

<b>I/S #:</b> 4	North-South Street: <b>LIBBIT AVENUE</b>		Year of Count: <b>2016</b>		Ambient Growth: (%): <b>2</b>		Conducted by: <b>JTO</b>		Date: <b>10/24/2019</b>											
	East-West Street: <b>VENTURA BOULEVARD</b>		Projection Year: <b>2022</b>		Peak Hour: <b>AM</b>		Reviewed by:		Project: <b>16161 VENTURA</b>											
No. of Phases			2		2		2		2											
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0		0		0		0											
Right Turns: FREE-1, NRTOR-2 or OLA-3?			0		0		0		0											
ATSAC-1 or ATSAC+ATCS-2?			0		0		0		0											
Override Capacity			0		0		0		0											
<b>MOVEMENT</b>			EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
			Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	Left	20	1	20	0	20	20	9	32	1	32	0	32	1	32	0	32	1	32	
	Left-Through	13	0	62	0	13	62	4	19	0	85	0	19	0	85	0	19	0	85	
	Through-Right	49	0	0	0	49	0	11	66	0	0	0	66	0	0	0	66	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>SOUTHBOUND</b>	Left	68	1	68	0	68	68	0	77	1	77	0	77	1	77	0	77	1	77	
	Left-Through	15	0	64	0	15	64	2	19	0	78	0	19	0	78	0	19	0	78	
	Through-Right	49	0	0	0	49	0	4	59	0	0	0	59	0	0	0	59	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>EASTBOUND</b>	Left	164	1	164	0	164	164	5	190	1	190	0	190	1	190	0	190	1	190	
	Left-Through	2705	2	919	-2	2703	918	105	3151	2	1069	-2	3149	2	1069	0	3149	2	1069	
	Through	51	0	51	0	51	51	0	57	0	57	0	57	0	57	0	57	0	57	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>WESTBOUND</b>	Left	23	1	23	0	23	23	3	29	1	29	0	29	1	29	0	29	1	29	
	Left-Through	591	2	217	3	594	218	199	865	2	311	3	868	2	312	0	868	2	312	
	Through	60	0	60	0	60	60	1	69	0	69	0	69	0	69	0	69	0	69	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>CRITICAL VOLUMES</b>			North-South: 130	East-West: 942	SUM: 1072	North-South: 130	East-West: 941	SUM: 1071	North-South: 162	East-West: 1098	SUM: 1260	North-South: 162	East-West: 1098	SUM: 1260	North-South: 162	East-West: 1098	SUM: 1260			
<b>VOLUME/CAPACITY (V/C) RATIO:</b>			0.715			0.714			0.840				0.840				0.840			
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>			0.715			0.714			0.840				0.840				0.840			
<b>LEVEL OF SERVICE (LOS):</b>			<b>C</b>			<b>C</b>			<b>D</b>				<b>D</b>				<b>D</b>			

REMARKS: capacity reduced due to upstream volume and delay

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

Change in v/c due to project:	0.000	Δv/c after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

# Level of Service Worksheet (Circular 212 Method)

<b>I/S #:</b> 4	North-South Street:	<b>LIBBIT AVENUE</b>		Year of Count:	<b>2016</b>		Ambient Growth: (%):	<b>2</b>		Conducted by:	<b>JTO</b>		Date:	<b>10/24/2019</b>					
	East-West Street:	<b>VENTURA BOULEVARD</b>		Projection Year:	<b>2022</b>		Peak Hour:	<b>PM</b>		Reviewed by:			Project:	<b>16161 VENTURA</b>					
No. of Phases		2		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		ATSAC-1 or ATSAC+ATCS-2?		0		Override Capacity		0	
NB--		0		SB--		0		NB--		0		SB--		0		NB--		0	
EB--		0		WB--		0		EB--		0		WB--		0		EB--		0	
EXISTING CONDITION		EXISTING PLUS PROJECT		FUTURE CONDITION W/O PROJECT		FUTURE CONDITION W/ PROJECT		FUTURE W/ PROJECT W/ MITIGATION											
<b>MOVEMENT</b>		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	Left	67	1	67	0	67	67	11	86	1	86	0	86	1	86	0	86	1	86
	Left-Through	26	0	92	0	26	92	4	33	0	120	0	33	0	120	0	33	0	120
	Through-Right	66	1	0	0	66	0	13	87	0	0	0	87	0	0	0	87	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>SOUTHBOUND</b>	Left	90	1	90	0	90	90	0	101	1	101	0	101	1	101	0	101	1	101
	Left-Through	35	0	232	0	35	232	6	45	0	277	0	45	0	277	0	45	0	277
	Through-Right	197	1	0	0	197	0	10	232	1	0	0	232	1	0	0	232	1	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>EASTBOUND</b>	Left	51	1	51	0	51	51	6	63	1	63	0	63	1	63	0	63	1	63
	Left-Through	1345	2	466	0	1345	466	225	1740	2	600	0	1740	2	600	0	1740	2	600
	Through	53	1	53	0	53	53	0	60	1	60	0	60	1	60	0	60	1	60
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>WESTBOUND</b>	Left	87	1	87	0	87	87	5	103	1	103	0	103	1	103	0	103	1	103
	Left-Through	1872	2	655	-2	1870	654	145	2253	2	786	-2	2251	2	786	0	2251	2	786
	Through	93	1	93	0	93	93	1	106	1	106	0	106	1	106	0	106	1	106
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>CRITICAL VOLUMES</b>		North-South: 299		East-West: 706		SUM: 1005		North-South: 299		East-West: 705		SUM: 1004		North-South: 363		East-West: 849		SUM: 1212	
<b>VOLUME/CAPACITY (V/C) RATIO:</b>		0.670		0.669		0.808		0.808		0.808		0.808		0.808		0.808		0.808	
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>		0.670		0.669		0.808		0.808		0.808		0.808		0.808		0.808		0.808	
<b>LEVEL OF SERVICE (LOS):</b>		<b>B</b>		<b>B</b>		<b>D</b>		<b>D</b>		<b>D</b>		<b>D</b>		<b>D</b>		<b>D</b>		<b>D</b>	

REMARKS: Capacity reduced due to upstream volume and delay

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

Change in v/c due to project:	<b>0.000</b>	Δv/c after mitigation:	<b>0.000</b>
Significant impacted?	<b>NO</b>	Fully mitigated?	<b>N/A</b>

# Level of Service Worksheet (Circular 212 Method)

<b>I/S #:</b> 5	North-South Street:	<b>WOODLEY AVENUE</b>		Year of Count:	<b>2016</b>		Ambient Growth: (%):	<b>2</b>		Conducted by:	<b>JTO</b>		Date:	<b>10/24/2019</b>					
	East-West Street:	<b>VENTURA BOULEVARD</b>		Projection Year:	<b>2022</b>		Peak Hour:	<b>AM</b>		Reviewed by:			Project:	<b>16161 VENTURA</b>					
No. of Phases		2		2		2		2		2		2		2					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		0					
ATSAC-1 or ATSAC+ATCS-2?		0		0		0		0		0		0		0					
Override Capacity		0		0		0		0		0		0		0					
<b>MOVEMENT</b>		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	Left	44	1	44	0	44	44	2	52	1	52	0	52	1	52	0	52	1	52
	Left-Through	17	0	56	0	17	56	0	19	0	63	0	19	0	63	0	19	0	63
	Through-Right	39	1	0	0	39	0	0	44	1	0	0	44	1	0	0	44	1	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>SOUTHBOUND</b>	Left	31	1	31	0	31	31	0	35	1	35	0	35	1	35	0	35	1	35
	Left-Through	14	0	46	0	14	46	0	16	0	53	0	16	0	53	0	16	0	53
	Through-Right	32	1	0	0	32	0	1	37	1	0	0	37	1	0	0	37	1	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>EASTBOUND</b>	Left	89	1	89	0	89	89	1	101	1	101	0	101	1	101	0	101	1	101
	Left-Through	2581	2	879	2	2583	880	104	3011	2	1025	2	3013	2	1026	0	3013	2	1026
	Through	56	1	56	0	56	56	1	64	1	64	0	64	1	64	0	64	1	64
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>WESTBOUND</b>	Left	20	1	20	0	20	20	1	24	1	24	0	24	1	24	0	24	1	24
	Left-Through	575	2	209	-2	573	209	201	849	2	303	-2	847	2	302	0	847	2	302
	Through	53	1	53	0	53	53	0	60	1	60	0	60	1	60	0	60	1	60
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>CRITICAL VOLUMES</b>		North-South: 90		North-South: 90		North-South: 105		North-South: 105		North-South: 105		North-South: 105		North-South: 105					
		East-West: 899		East-West: 900		East-West: 1049		East-West: 1049		East-West: 1050		East-West: 1050		East-West: 1050					
		SUM: 989		SUM: 990		SUM: 1154		SUM: 1154		SUM: 1155		SUM: 1155		SUM: 1155					
<b>VOLUME/CAPACITY (V/C) RATIO:</b>		0.659		0.660		0.769		0.769		0.770		0.770		0.770					
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>		0.659		0.660		0.769		0.769		0.770		0.770		0.770					
<b>LEVEL OF SERVICE (LOS):</b>		<b>B</b>		<b>B</b>		<b>C</b>		<b>C</b>		<b>C</b>		<b>C</b>		<b>C</b>					

REMARKS: capacity reduced due to upstream volume and delay

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

Change in v/c due to project:	<b>0.001</b>	Δv/c after mitigation:	<b>0.001</b>
Significant impacted?	<b>NO</b>	Fully mitigated?	<b>N/A</b>

# Level of Service Worksheet (Circular 212 Method)

<b>I/S #:</b> 5	North-South Street:	<b>WOODLEY AVENUE</b>		Year of Count:	<b>2016</b>		Ambient Growth: (%):	<b>2</b>		Conducted by:	<b>JTO</b>		Date:	<b>10/24/2019</b>					
	East-West Street:	<b>VENTURA BOULEVARD</b>		Projection Year:	<b>2022</b>		Peak Hour:	<b>PM</b>		Reviewed by:			Project:	<b>16161 VENTURA</b>					
No. of Phases		2		2		2		2		2		2		2					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		0					
ATSAC-1 or ATSAC+ATCS-2?		0		0		0		0		0		0		0					
Override Capacity		0		0		0		0		0		0		0					
<b>MOVEMENT</b>		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	Left	96	1	96	0	96	96	2	110	1	110	0	110	1	110	0	110	1	110
	Left-Through	46	0	46	0	46	122	0	52	0	138	0	52	0	138	0	52	0	138
	Through-Right	76	1	77	0	77	0	0	86	1	87	0	86	1	87	0	86	1	87
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>SOUTHBOUND</b>	Left	132	1	132	0	132	132	0	149	1	149	0	149	1	149	0	149	1	149
	Left-Through	26	0	26	0	26	132	0	29	0	149	0	29	0	149	0	29	0	149
	Through-Right	106	1	107	0	107	0	1	120	1	121	0	120	1	121	0	120	1	121
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>EASTBOUND</b>	Left	74	1	74	0	74	74	1	84	1	85	0	84	1	85	0	84	1	85
	Left-Through	1398	2	1400	-1	1397	495	218	1792	2	630	-1	1791	2	630	0	1791	2	630
	Through	87	1	88	0	88	87	1	99	1	100	0	99	1	100	0	99	1	100
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>WESTBOUND</b>	Left	66	1	66	0	66	66	0	74	1	75	0	74	1	75	0	74	1	75
	Left-Through	1657	2	1659	-1	1656	595	160	2026	2	723	-1	2025	2	723	0	2025	2	723
	Through	128	1	129	0	129	128	0	144	1	145	0	144	1	145	0	144	1	145
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>CRITICAL VOLUMES</b>		North-South: 254 East-West: 669 SUM: 923		North-South: 254 East-West: 669 SUM: 923		North-South: 254 East-West: 669 SUM: 923		North-South: 287 East-West: 807 SUM: 1094		North-South: 287 East-West: 807 SUM: 1094		North-South: 287 East-West: 807 SUM: 1094		North-South: 287 East-West: 807 SUM: 1094					
<b>VOLUME/CAPACITY (V/C) RATIO:</b>		0.615		0.615		0.615		0.729		0.729		0.729		0.729					
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>		0.615		0.615		0.615		0.729		0.729		0.729		0.729					
<b>LEVEL OF SERVICE (LOS):</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>C</b>		<b>C</b>		<b>C</b>		<b>C</b>					

REMARKS: Capacity reduced due to upstream volume and delay

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

Change in v/c due to project:	<b>0.000</b>	Δv/c after mitigation:	<b>0.000</b>
Significant impacted?	<b>NO</b>	Fully mitigated?	<b>N/A</b>

# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>6</b>	North-South Street:	<b>HASKELL AVENUE</b>	Year of Count:	<b>2016</b>	Ambient Growth: (%):	<b>2</b>	Conducted by:	<b>JTO</b>	Date:	<b>10/24/2019</b>									
	East-West Street:	<b>VENTURA BOULEVARD</b>	Projection Year:	<b>2022</b>	Peak Hour:	<b>AM</b>	Reviewed by:		Project:	<b>16161 VENTURA</b>									
No. of Phases		<b>3</b>			<b>3</b>			<b>3</b>											
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		<b>1</b>			<b>1</b>			<b>1</b>											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- <b>0</b> SB-- <b>2</b> EB-- <b>0</b> WB-- <b>0</b>	NB-- <b>0</b> SB-- <b>2</b> EB-- <b>0</b> WB-- <b>0</b>		NB-- <b>0</b> SB-- <b>2</b> EB-- <b>0</b> WB-- <b>0</b>	NB-- <b>0</b> SB-- <b>2</b> EB-- <b>0</b> WB-- <b>0</b>		NB-- <b>0</b> SB-- <b>2</b> EB-- <b>0</b> WB-- <b>0</b>	NB-- <b>0</b> SB-- <b>2</b> EB-- <b>0</b> WB-- <b>0</b>										
ATSAC-1 or ATSAC+ATCS-2?		<b>0</b>			<b>0</b>			<b>0</b>											
Override Capacity		<b>0</b>			<b>0</b>			<b>0</b>											
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	24	0	24	0	24	24	0	27	0	27	0	27	0	27	0	27	0	27
	Left-Through		0							0				0				0	
	Through	10	0	95	0	10	95	0	11	0	107	0	11	0	107	0	11	0	107
	Through-Right		0							0				0				0	
	Right	61	0	0	0	61	0	0	69	0	0	0	69	0	0	0	69	0	0
Left-Through-Right			1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	434	1	288	0	434	288	16	505	1	339	0	505	1	339	0	505	1	339
	Left-Through		0							0				0				0	
	Through	19	0	288	0	19	288	0	21	0	339	0	21	0	339	0	21	0	339
	Through-Right		0							0				0				0	
	Right	123	0	0	-1	122	0	13	152	0	0	-1	151	0	0	0	151	0	0
Left-Through-Right			1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	59	1	59	0	59	59	9	75	1	75	0	75	1	75	0	75	1	75
	Left-Through		0							0				0				0	
	Through	1990	2	663	2	1992	664	80	2321	2	774	2	2323	2	774	0	2323	2	774
	Through-Right		1							1				1				1	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right			0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	22	1	22	0	22	22	0	25	1	25	0	25	1	25	0	25	1	25
	Left-Through		0							0				0				0	
	Through	646	2	240	-1	645	240	170	898	2	337	-1	897	2	336	0	897	2	336
	Through-Right		1							1				1				1	
	Right	74	0	74	0	74	74	29	112	0	112	0	112	0	112	0	112	0	112
Left-Through-Right			0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 383 East-West: 685 SUM: 1068	North-South: 383 East-West: 686 SUM: 1069		North-South: 446 East-West: 799 SUM: 1245				North-South: 446 East-West: 799 SUM: 1245				North-South: 446 East-West: 799 SUM: 1245						
VOLUME/CAPACITY (V/C) RATIO:		0.749		0.750		0.874				0.874				0.874					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.749		0.750		0.874				0.874				0.874					
LEVEL OF SERVICE (LOS):		<b>C</b>		<b>C</b>		<b>D</b>				<b>D</b>				<b>D</b>					

REMARKS: capacity reduced due to upstream volume and delay

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

Change in v/c due to project:	<b>0.000</b>	Δv/c after mitigation:	<b>0.000</b>
Significant impacted?	<b>NO</b>	Fully mitigated?	<b>N/A</b>

# Level of Service Worksheet (Circular 212 Method)

<b>I/S #:</b> 6	North-South Street:	<b>HASKELL AVENUE</b>		Year of Count:	<b>2016</b>		Ambient Growth: (%):	<b>2</b>		Conducted by:	<b>JTO</b>		Date:	<b>10/24/2019</b>					
	East-West Street:	<b>VENTURA BOULEVARD</b>		Projection Year:	<b>2022</b>		Peak Hour:	<b>PM</b>		Reviewed by:			Project:	<b>16161 VENTURA</b>					
No. of Phases		3		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1		Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		ATSAC-1 or ATSAC+ATCS-2?		0		Override Capacity		0	
NB--		0		SB--		2		EB--		0		WB--		0		NB--		0	
SB--		2		EB--		0		WB--		0		NB--		0		SB--		2	
EB--		0		WB--		0		NB--		0		SB--		2		EB--		0	
WB--		0		NB--		0		SB--		2		EB--		0		WB--		0	
NB--		0		SB--		2		EB--		0		WB--		0		NB--		0	
SB--		2		EB--		0		WB--		0		NB--		0		SB--		2	
EB--		0		WB--		0		NB--		0		SB--		2		EB--		0	
WB--		0		NB--		0		SB--		2		EB--		0		WB--		0	
NB--		0		SB--		2		EB--		0		WB--		0		NB--		0	
SB--		2		EB--		0		WB--		0		NB--		0		SB--		2	
EB--		0		WB--		0		NB--		0		SB--		2		EB--		0	
WB--		0		NB--		0		SB--		2		EB--		0		WB--		0	
NB--		0		SB--		2		EB--		0		WB--		0		NB--		0	
SB--		2		EB--		0		WB--		0		NB--		0		SB--		2	
EB--		0		WB--		0		NB--		0		SB--		2		EB--		0	
WB--		0		NB--		0		SB--		2		EB--		0		WB--		0	
NB--		0		SB--		2		EB--		0		WB--		0		NB--		0	
SB--		2		EB--		0		WB--		0		NB--		0		SB--		2	
EB--		0		WB--		0		NB--		0		SB--		2		EB--		0	
WB--		0		NB--		0		SB--		2		EB--		0		WB--		0	
NB--		0		SB--		2		EB--		0		WB--		0		NB--		0	
SB--		2		EB--		0		WB--		0		NB--		0		SB--		2	
EB--		0		WB--		0		NB--		0		SB--		2		EB--		0	
WB--		0		NB--		0		SB--		2		EB--		0		WB--		0	
NB--		0		SB--		2		EB--		0		WB--		0		NB--		0	
SB--		2		EB--		0		WB--		0		NB--		0		SB--		2	
EB--		0		WB--		0		NB--		0		SB--		2		EB--		0	
WB--		0		NB--		0		SB--		2		EB--		0		WB--		0	
NB--		0		SB--		2		EB--		0		WB--		0		NB--		0	
SB--		2		EB--		0		WB--		0		NB--		0		SB--		2	
EB--		0		WB--		0		NB--		0		SB--		2		EB--		0	
WB--		0		NB--		0		SB--		2		EB--		0		WB--		0	
NB--		0		SB--		2		EB--		0		WB--		0		NB--		0	
SB--		2		EB--		0		WB--		0		NB--		0		SB--		2	
EB--		0		WB--		0		NB--		0		SB--		2		EB--		0	
WB--		0		NB--		0		SB--		2		EB--		0		WB--		0	
NB--		0		SB--		2		EB--		0		WB--		0		NB--		0	
SB--		2		EB--		0		WB--		0		NB--		0		SB--		2	
EB--		0		WB--		0		NB--		0		SB--		2		EB--		0	
WB--		0		NB--		0		SB--		2		EB--		0		WB--		0	
NB--		0		SB--		2		EB--		0		WB--		0		NB--		0	
SB--		2		EB--		0		WB--		0		NB--		0		SB--		2	
EB--		0		WB--		0		NB--		0		SB--		2		EB--		0	
WB--		0		NB--		0		SB--		2		EB--		0		WB--		0	
NB--		0		SB--		2		EB--		0		WB--		0		NB--		0	
SB--		2		EB--		0		WB--		0		NB--		0		SB--		2	
EB--		0		WB--		0		NB--		0		SB--		2		EB--		0	
WB--		0		NB--		0		SB--		2		EB--		0		WB--		0	
NB--		0		SB--		2		EB--		0		WB--		0		NB--		0	
SB--		2		EB--		0		WB--		0		NB--		0		SB--		2	
EB--		0		WB--		0		NB--		0		SB--		2		EB--		0	
WB--		0		NB--		0		SB--		2		EB--		0		WB--		0	
NB--		0		SB--		2		EB--		0		WB--		0		NB--		0	
SB--		2		EB--		0		WB--		0		NB--		0		SB--		2	
EB--		0		WB--		0		NB--		0		SB--		2		EB--		0	
WB--		0		NB--		0		SB--		2		EB--		0		WB--		0	
NB--		0		SB--		2		EB--		0		WB--		0		NB--		0	
SB--		2		EB--		0		WB--		0		NB--		0		SB--		2	
EB--		0		WB--		0		NB--		0		SB--		2		EB--		0	
WB--		0		NB--		0		SB--		2		EB--		0		WB--		0	
NB--		0		SB--		2		EB--		0		WB--		0		NB--		0	
SB--		2		EB--		0		WB--		0		NB--		0		SB--		2	
EB--		0		WB--		0		NB--		0		SB--		2		EB--		0	
WB--		0		NB--		0		SB--		2		EB--		0		WB--		0	
NB--		0		SB--		2		EB--		0		WB--		0		NB--		0	
SB--		2		EB--		0		WB--		0		NB--		0		SB--		2	
EB--		0		WB--		0		NB--		0		SB--		2		EB--		0	
WB--		0		NB--		0		SB--		2		EB--		0		WB--		0	
NB--		0		SB--		2		EB--		0		WB--		0		NB--		0	
SB--		2		EB--		0		WB--		0		NB--		0		SB--		2	
EB--		0		WB--		0		NB--		0		SB--		2		EB--		0	
WB--		0		NB--		0		SB--		2		EB--		0		WB--		0	
NB--		0		SB--		2		EB--		0		WB--		0		NB--		0	
SB--		2		EB--		0		WB--		0		NB--		0		SB--		2	
EB--		0		WB--		0		NB--		0		SB--		2		EB--		0	
WB--		0		NB--		0		SB--		2		EB--		0		WB--		0	
NB--		0		SB--		2		EB--		0		WB--		0		NB--		0	
SB--		2		EB--		0		WB--		0		NB--		0		SB--		2	
EB--		0		WB--		0		NB--		0		SB--		2		EB--		0	
WB--		0																	

# Level of Service Worksheet (Circular 212 Method)

I/S #:	North-South Street:	<b>SB ON / EB OFF / SHERMAN OAKS</b>	Year of Count:	2016	Ambient Growth: (%):	2	Conducted by:	JTO	Date:	10/24/2019									
	East-West Street:	<b>VENTURA BOULEVARD</b>	Projection Year:	2022	Peak Hour:	AM	Reviewed by:		Project:	16161 VENTURA									
No. of Phases		0	0		0		0		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		1										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 2	NB-- 0 SB-- 0 EB-- 0 WB-- 2		NB-- 0 SB-- 0 EB-- 0 WB-- 2		NB-- 0 SB-- 0 EB-- 0 WB-- 2		NB-- 0 SB-- 0 EB-- 0 WB-- 2										
ATSAC-1 or ATSAC+ATCS-2?		0	0		0		0		0										
Override Capacity		1200	1200		1200		1200		1200										
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	39	1	39	0	39	39	0	44	1	44	0	44	1	44	0	44	1	44
	Left-Through		0							0				0				0	
	Through	92	1	92	0	92	92	0	104	1	104	0	104	1	104	0	104	1	104
	Through-Right		0							0				0				0	
	Right	75	1	22	0	75	22	1	85	1	16	0	85	1	16	0	85	1	16
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	168	1	168	0	168	168	30	219	1	219	0	219	1	219	0	219	1	219
	Left-Through		0							0				0				0	
	Through	13	0	16	0	13	16	0	15	0	24	0	15	0	24	0	15	0	24
	Through-Right		1							1				1				1	
	Right	3	0	0	0	3	0	6	9	0	0	0	9	0	0	0	9	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	280	1	280	1	281	281	9	324	1	324	1	325	1	325	0	325	1	325
	Left-Through		0							0				0				0	
	Through	1210	2	492	1	1211	492	79	1442	2	580	1	1443	2	580	0	1443	2	580
	Through-Right		1							1				1				1	
	Right	265	0	265	0	265	265	0	298	0	298	0	298	0	298	0	298	0	298
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	106	1	106	0	106	106	20	139	1	139	0	139	1	139	0	139	1	139
	Left-Through		0							0				0				0	
	Through	1097	2	549	-1	1096	548	196	1431	2	716	-1	1430	2	715	0	1430	2	715
	Through-Right		0							0				0				0	
	Right	556	1	556	0	556	556	35	661	1	661	0	661	1	661	0	661	1	661
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 260 East-West: 836 SUM: 1096	North-South: 260 East-West: 837 SUM: 1097		North-South: 323 East-West: 1040 SUM: 1363				North-South: 323 East-West: 1040 SUM: 1363				North-South: 323 East-West: 1040 SUM: 1363						
VOLUME/CAPACITY (V/C) RATIO:		0.913	0.914		1.136				1.136				1.136						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.913	0.914		1.136				1.136				1.136						
LEVEL OF SERVICE (LOS):		E	E		F				F				F						

REMARKS: capacity reduced due to Freeway on ramp constraints and wb right turn demand. SB left turn volume increased by 100 vph based on prior am traffic count history.

Version: 1i Beta; 8/4/2011

### PROJECT IMPACT

Change in v/c due to project:	0.000	Δv/c after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

# Level of Service Worksheet (Circular 212 Method)

I/S #:	North-South Street:	SB ON / EB OFF / SHERMAN OAKS		Year of Count:	2016		Ambient Growth: (%):	2		Conducted by:	JTO		Date:	10/24/2019					
	East-West Street:	VENTURA BOULEVARD		Projection Year:	2022		Peak Hour:	PM		Reviewed by:			Project:	16161 VENTURA					
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
Right Turns: FREE-1, NRTOR-2 or OLA-3?																			
ATSAC-1 or ATSAC+ATCS-2?																			
Override Capacity																			
		0		0		0		0		0		0		0		0			
		1		1		1		1		1		1		1		1			
		0		0		0		0		0		0		0		0			
		2		2		2		2		2		2		2		2			
		0		0		0		0		0		0		0		0			
		1200		1200		1200		1200		1200		1200		1200		1200			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	157	1	157	0	157	157	0	177	1	177	0	177	1	177	0	177	1	177
	Left-Through	22	0	22	0	22	22	0	25	0	25	0	25	0	25	0	25	0	25
	Through-Right	267	1	241	0	267	241	1	302	1	266	0	302	1	266	0	302	1	266
	Right		0							0				0				0	
	Left-Through-Right		0							0				0				0	
SOUTHBOUND	Left	292	1	164	0	292	164	49	378	1	212	0	378	1	212	0	378	1	212
	Left-Through	13	0	164	0	13	164	0	15	0	212	0	15	0	212	0	15	0	212
	Through-Right	22	0	0	0	22	0	6	31	0	0	0	31	0	0	0	31	0	0
	Right		1							1				1				1	
	Left-Through-Right		0							0				0				0	
EASTBOUND	Left	199	1	199	0	199	199	9	233	1	233	0	233	1	233	0	233	1	233
	Left-Through	1935	2	660	-1	1934	660	209	2388	2	813	-1	2387	2	813	0	2387	2	813
	Through-Right	45	0	45	0	45	45	0	51	0	51	0	51	0	51	0	51	0	51
	Right		0							0				0				0	
	Left-Through-Right		0							0				0				0	
WESTBOUND	Left	53	1	53	0	53	53	12	72	1	72	0	72	1	72	0	72	1	72
	Left-Through	1448	2	724	0	1448	724	160	1791	2	896	0	1791	2	896	0	1791	2	896
	Through-Right	238	1	238	0	238	238	22	290	1	290	0	290	1	290	0	290	1	290
	Right		0							0				0				0	
	Left-Through-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 405 East-West: 923 SUM: 1328		North-South: 405 East-West: 923 SUM: 1328		North-South: 478 East-West: 1129 SUM: 1607		North-South: 478 East-West: 1129 SUM: 1607		North-South: 478 East-West: 1129 SUM: 1607		North-South: 478 East-West: 1129 SUM: 1607		North-South: 478 East-West: 1129 SUM: 1607		North-South: 478 East-West: 1129 SUM: 1607			
VOLUME/CAPACITY (V/C) RATIO:		1.107		1.107		1.339		1.339		1.339		1.339		1.339		1.339			
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.107		1.107		1.339		1.339		1.339		1.339		1.339		1.339			
LEVEL OF SERVICE (LOS):		F		F		F		F		F		F		F		F			

REMARKS: capacity reduced due to Freeway on ramp constraints and wb right turn demand

Version: 1i Beta; 8/4/2011

### PROJECT IMPACT

Change in v/c due to project:	0.000	Δv/c after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A